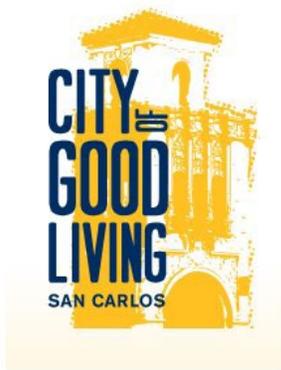


**City of San Carlos Focused General Plan Update
Draft Environmental Impact Report
SCH# 2021120442**

APPENDICES



Lead Agency:
City of San Carlos
Community Development Department
Planning Division
600 Elm Street
San Carlos, CA 94070
www.cityofsancarlos.org



October 2022

Prepared with the assistance of MIG, Inc.

- This document is designed for double-sided printing -



San Carlos Focused General Plan Update Project

Appendix A: NOP, Responses, and Distribution List

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NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT

PROJECT TITLE: Environmental Impact Report for the City of San Carlos Focused General Plan Update: Housing, Land Use and Safety Elements and Accompanying Zoning Ordinance Amendments

PURPOSE OF THIS NOTICE: The City of San Carlos (City) will be the Lead Agency and will prepare an Environmental Impact Report (EIR) for the proposed San Carlos Housing, Land Use and Safety Element Updates and accompanying Zoning Ordinance Amendments Project (“Project” or “proposed Project”). The City is requesting input from you or your agency with respect to the scope and content of the environmental information relevant to your agency’s or organization’s statutory responsibilities or interests in connection with the proposed Project.

The City is preparing the City of San Carlos General Plan Housing, Land Use and Safety Element Updates that were last updated in 2009, with the exception of the Housing Element, which was last updated in 2015. While the Housing and Safety elements are the original focus of the Focused General Plan Update, the Land Use Element will also need to be revised to ensure General Plan consistency, as required by State law. In addition, Zoning Amendments will also be made to implement new policies and land use intensities envisioned in the Housing Element Update to accommodate the provision of additional housing needs as part of San Carlos’ Regional Housing Needs Allocation (“RHNA”). The subject EIR will provide an environmental assessment of the updated Housing, Land Use and Safety Elements, and Zoning Ordinance and related Municipal Code updates. The overall purpose of the Housing, Land Use and Safety Element Updates are to create a policy framework that will:

- Facilitate new housing growth within San Carlos in response to the region’s need for more affordable and market rate housing, as well as develop housing solutions to meet the City’s RHNA, or new housing unit allocation; and
- Provide updated information about natural and man-made hazard risks to the community; provide new information related to wildfire hazard, sea level rise and resiliency planning to the Safety Element; and present policies designed to protect life and property from these hazards

PUBLIC COMMENT INVITED: You are invited to submit written comments and recommendations regarding the scope and content of the EIR that is being prepared. Comments should focus on discussing possible impacts on the physical environment, ways in which potential adverse effects might be minimized, and alternatives to the project in light of the purpose of the environmental review to provide useful and accurate information about such factors. Note that if you challenge this project proposal in court, for topics addressed in the EIR, you may be limited to raising only those issues you or someone else raised in written correspondence during the review period of the EIR or at the public meeting described in this notice.

COMMENT PERIOD: A 45-day public review period for the Notice of Preparation (NOP) shall begin on December 17, 2021, and end on January 31, 2022, at 5:00 p.m. All comments regarding the EIR must be made in writing and received by this ending date/time.

Written comments and recommendations may be directed to Lisa Porras, Planning Division, City of San Carlos, 600 Elm Street, San Carlos, CA 94070, or sent via email to: LPorras@cityofsan-carlos.org. Specify “Housing and Safety Element Update EIR” in the subject line.

PUBLIC SCOPING MEETING: The Planning Commission will hold the public scoping meeting to provide a forum for submittal of comments on the analysis to be included in the EIR. The meeting will be held on **January 12, 2022, starting at 6:00 p.m.** Meeting details will be available on the City's website <http://sancarlosca.ig2.com/citizens/default.aspx> after 5:00p.m. on Thursday, January 6, 2022.

You are invited to a Zoom webinar.

Topic: Special PC Meeting: Environmental Review Scoping Meeting

Please click the link below to join the webinar:

<https://us02web.zoom.us/j/88523285187>

Or One tap mobile:

US: +16699006833,88523285187# or +13462487799,,88523285187#

Or Telephone:

Dial (for higher quality, dial a number based on your current location):

US: +1 669 900 6833 or +1 346 248 7799 or +1 253 215 8782 or +1 301 715 8592 or +1 312 626 6799 or +1 929 436 2866

Webinar ID: 885 2328 5187

International numbers available: <https://us02web.zoom.us/j/88523285187>

FOR FURTHER INFORMATION: call Lisa Porras at (650) 802-4264 or e-mail:

LPorras@cityofsancarlos.org

Housing and Environmental Safety Element Update EIR

Project Description

PROJECT LOCATION: The City of San Carlos is located in the central-east portion of San Mateo County on the San Francisco Peninsula, approximately halfway between San Francisco and San Jose. San Carlos' city limit extends to the City of Belmont to the northwest, the San Francisco Bay to the northeast, the City of Redwood City to the southeast, and unincorporated San Mateo County to the southwest (Figure 1 - Regional Location).

Freeways and highways offer regional access to San Carlos, including the Bayshore Freeway (US 101) on the east and Junipero Serra Freeway (I 280) to the west. A regional artery, El Camino Real (SR 82) traverses San Carlos in a northwest-southeast direction. A subregional arterial through San Carlos is Alameda de la Pulgas.

PLANNING AREA: The City of San Carlos encompasses approximately eight square miles, nearly all of which are developed with urban land uses. San Carlos' sphere of influence (Planning Area) includes three areas of unincorporated San Mateo County – the Devonshire Area (including two non-adjacent areas: Devonshire Canyon and a nearby 17-acre area adjacent to Club Drive, Cranfield Avenue, and the City of Belmont), Palomar Park, and Pulgas Ridge (formally known as the Hassler Area). The City's Planning Area consists of 10,348 parcels encompassing 3,570 gross acres (Figure 2 - Planning Area).

Gross residential land uses represent the predominant existing land use in San Carlos (1,970 gross acres), which account for more than half (55 percent) of the total land area. Single-family residential uses - generally consisting of one house per lot - make up over 50 percent of the residential category. Multi-family residential uses make up less than five percent of residential uses. Mixed – Use land uses total 8 acres (less than one percent).

Commercial and light industrial land uses total 488 acres (14 percent). Public Facilities and Institutions makes up 311 gross acres (9 percent). Park and open space uses encompass 668 gross acres (19 percent). Parking uses total 20 acres or less than one percent, while vacant land makes up 106 acres and three percent of the Planning Area.

Land Use Category Description:

The following description of land uses is defined in the City's General Plan. Figure 3 shows the existing land uses within the City and Figure 4 presents the existing General Plan Land Use Map. Figure 5 presents the City's existing Zoning Map (see Attachments).

Residential Uses¹

Residential uses comprise the largest land use category, 55 percent of the Planning Area. Residential uses are comprised of single-family, multi-family, and mixed use. Single-family use is generally considered to be one house per lot. Single-family residential use makes up over 50 percent of the entire planning area and is located throughout San Carlos including east of

¹The San Carlos Zoning Ordinance Chapter 18.04 sets forth four (4) residential zoning districts with the following densities:

- Single Family Low Density development ranges from three units per net acre
- Single Family Residential Density allows for residential densities up to six units per net acre
- Multi Family Low Density Residential allows for residential densities up to twenty units per net acre
- Multi Family Medium Density Residential allows for residential development at up to fifty nine units per net acre

El Camino Real. Multi-family use is generally considered to be more than three housing units on a lot and can include stacked flats and townhomes. Like single-family use, multi-family uses are found throughout the Planning Area.

Residential Densities

Single Family Residential RS-3 and RS-6 Zoning Districts allow up to 3 units to the acre and 6 units to the acre respectively. Of the single-family residential zoning districts, the most predominant is the RS-6 Single Family Zoning District located throughout San Carlos and west of US 101, as well as a neighborhood of single-family homes to the east of El Camino Real and Old County Road.

Low residential density (defined as up to twenty units per net acre, in accordance with the San Carlos Zoning Ordinance) and occur in various specific locations in the San Carlos hills. Low residential density can occur in the following housing types or building forms --stand-alone or one housing unit on a lot, duplexes, triplexes, stacked flats, townhouses, and rowhouses.

Medium density residential RM-20 and RM-59 Zoning Districts allow for 20 units to the acre and 59 units to the acre, respectively. These zones accommodate stacked flats, townhomes, and rowhouses developed at a scale and form appropriate to neighborhood context and adjacent single-family residential uses. The medium density residential is generally located in the east and central portions of San Carlos—Downtown, Laurel Street, El Camino Real, San Carlos Avenue, and Cherry Street. Smaller areas of medium density residential is found along the Devonshire area's southern edge and along San Carlos' western boundary.

Accessory dwelling units (ADUs) are another residential form found in San Carlos. San Carlos allows ADUs to be established on any lot in any zoning district where a primary single-unit dwelling has been previously established or is proposed to be established in conjunction with construction of a second unit. Junior Accessory Dwelling Units (JADUs) are a subset of ADUs. JADUs are contained entirely within an existing or proposed single-family residence. Recent State law (2019) allows ADUs to be built in multi-family districts under specified conditions. As of November 2021, San Carlos has permitted 211 ADUs.

Mixed-Use Districts

Other zoning districts in San Carlos that allow residential uses are the seven (7) Mixed-Use zoning districts, which allows residential uses either vertically or horizontally with a nonresidential, ground floor use, typically a commercial use. Mixed-use zoning districts primarily occur along El Camino Real and the downtown and surrounding environs.

Mixed-use development combines two or more types of land use into a building or set of buildings that are physically and functionally integrated and mutually supporting. This can be a combination of residential, commercial, office, institutional, or other land uses. Mixed-use development accommodating 50 or more units per acre occurs along the eastern portion of El Camino Real corridor east of San Carlos Avenue, with the highest allowed density occurring in the Mixed Use – San Carlos Avenue zoning district at 59 units to the acre (Figure 3). Mixed-use districts account for less than one percent of the total land use in San Carlos.

Other Land Uses

Other land uses include light and heavy industrial, general commercial, landmark commercial, neighborhood retail, airport, planned development, parks, and open space.

Commercial development covers six percent, or 226 gross acres of all land uses in the Planning Area. Office commercial uses containing business, professional, and medical services make up 117 gross acres or three percent. Industrial uses comprise 262 gross acres or seven percent of total land area. Industrial uses include large manufacturing businesses, biotechnical and

biomedical firms, and light and heavy industrial uses. Industrial uses are predominately located east of US 101 and between US 101 and El Camino Real. The San Carlos Airport is located at the City's eastern edge on land owned by San Mateo County.

Vacant Land Uses

Little vacant land exists within San Carlos; as of 2020, only approximately 30 gross acres (see Table 1) or three percent of the Planning Area is vacant. Vacant land is defined as having no building structures constructed on the land. Vacant land does not include parks nor open space, which is "vacant" or open by design. Vacant land can occur in each of the General Plan and Zoning designated areas.

PROJECT DESCRIPTION:

Housing Element Update

All cities and counties in California are required to meet their fair share of the State's housing needs. The planning process for accomplishing this is typically implemented every eight years through an update of the Housing Element of each jurisdiction's General Plan. Housing Elements are long-range policy documents mandated by the State and further required to be reviewed and certified by the State of California's Housing and Community Development Department (HCD). The City of San Carlos' existing Housing Element Update covers the period of 2015-2023 (5th housing cycle) and included a Regional Housing Needs Allocation assignment of 596 new housing units at different income levels to be constructed during the 2015 through 2023 planning period. As of the end of 2020, the City has constructed approximately 526 units of the current 596-unit RHNA assignment.

All San Mateo County jurisdictions are now undertaking planning for the 6th housing cycle and the RHNA assignments assigned to their jurisdiction for the 2023-2031 planning period. The Housing Element updates must be approved by HCD and adopted by January 31, 2023.

The main components of the Housing Element update are dictated by State law and typically must include:

- A detailed analysis of the City's demographic, economic, and housing characteristics
- A comprehensive analysis of the barriers to producing and preserving housing
- A review of the City's progress in implementing its adopted housing policies and programs
- An identification of goals, objectives, and policies, in addition to a full list of programs that will help the City carry out the plan's vision
- A list of sites that could accommodate new housing, demonstrating the City's ability to meet its target number of new homes established in the RHNA

In addition, Housing Elements will have to address recent changes in state housing law enacted by SB 9 and SB 10 which take effect January 1, 2022.

SB 9 allows property owners to split a single-family lot into two lots, add a second home to their lot or split their lot into two and place duplexes on each. The last option would create four housing units on a property currently limited to a single-family house.

SB 10 would, notwithstanding any local restrictions on adopting zoning ordinances, authorize a local government to adopt an ordinance to zone any parcel for up to 10 units of residential density per parcel, at a height specified in the ordinance, if the parcel is located in a transit-rich area or an urban infill site, as those terms are defined.

State Regional Housing Needs Allocation

California State law (Government Code Section 65584) recognizes that local governments play a vital role in developing affordable housing. In 1969, the state mandated that all California cities, towns, and counties must plan for the housing needs of residents, regardless of income. This state mandate is called the Housing Element and Regional Housing Needs Allocation, or RHNA. As part of RHNA, the State Department of Housing and Community Development (“HCD”) determines the total number of new homes the Bay Area needs to plan for, and their affordability levels in order to meet the housing needs of people at all income levels.

The Association of Bay Area Governments (ABAG), working with the Housing Methodology Committee (HMC), then distributes a share of the region's housing need to each city, town, and county in the region. Each local government must then update the Housing Element of its general plan to show the locations where housing can be built and the policies and strategies necessary to meet the community's housing needs.

ABAG conducts the RHNA process every eight years as required by state law and local jurisdictions must update their housing elements to reflect the current RHNA assignment on this eight-year cycle. The last completed cycle is from 2015 to 2023 (5th housing cycle). ABAG is undertaking the RHNA process for 2023 to 2031 (6th housing cycle).

The RHNA methodology is required to meet the five statutory objectives summarized below:

1. Increase housing supply and mix of housing types, with the goal of improving housing affordability and equity in all cities and counties within the region.
2. Promote infill development and socioeconomic equity; protect environmental and agricultural resources; encourage efficient development patterns; and achieve greenhouse gas reduction targets.
3. Improve intra-regional jobs-to-housing relationship, including the balance between low-wage jobs and affordable housing units for low-wage workers in each jurisdiction.
4. Balance disproportionate household income distributions (more high-income allocation to lower-income areas, and vice-versa)
5. Affirmatively further fair housing

RHNA must also be consistent with the growth pattern from the region's long-range plan for transportation, housing, the economy, and the environment, known as [Plan Bay Area 2050](#).

San Carlos RHNA Assignment

The City of San Carlos has been assigned a RHNA goal of 2,735 new housing units for the 2023-2031 planning period. This is broken down into 739 very low-income units, 425 low-income units, 438 moderate income units, and 1,133 above moderate income units. The RHNA assignment represents an increase of 22 percent over the number of existing housing units within the city limits. Because the Housing Element has to plan for or have policies in place to accommodate the RHNA assignment in any given planning period, jurisdictions typically plan for a slightly higher number of housing units than the actual RHNA assignment. This allows for some market variations between what the City is planning and what is developed. The City of San Carlos has determined it will include a buffer equaling 30 percent of the number of affordable housing units or an additional 481 units. Thus, for the purposes of the CEQA document the City is planning for a total of 3,216 units (2,735 RHNA + 481 buffer units).

The updated Housing Element must identify possible sites where future housing can be built, called opportunity sites, and identify the potential number of homes that can be built on these sites. San Carlos anticipates accommodating the new housing by increasing the allowed housing density (units/gross acre) in certain zoning designations and certain areas within the

designations. The areas which may have increased density are shown on Figure 6 – Potential Zoning Code Changes (note: the term ‘Zoning Code’ is synonymous with ‘Zoning Ordinance’). The areas are located near transit and are primarily located along and west of El Camino Real, and along San Carlos Avenue near the downtown area. Figure 7 – San Carlos Tentative 6th Cycle Housing Sites, show parcels under consideration for increased residential density to meet the 6th cycle RHNA assignment.

Safety Element Update

The City will update the 2009 Community Safety and Services Element to meet current state requirements per Government Code Section 65302(g). The existing General Plan includes Public Services with the Community Safety Element to form a single Community Safety and Services Element. The City is proposing to rename the element the Environmental Safety and Public Services Element to reflect the focus on environmental hazards the element must address.

The updated Safety Element will provide goals, objectives, policies, and feasible implementation plans for protecting the community from any unreasonable risks associated with the impacts of geologic hazards, flooding and sea level rise, wildland fires, climate change hazards (extreme weather events, drought, extreme heat events), hazardous materials, airport operations, and general emergency and disaster preparedness.

General Plan (i.e., Land Use Element) and Zoning Code Amendments

Areas of the City are anticipated to be rezoned to allow for fulfillment of the City’s RHNA by increasing the density in certain zoning designations. The possible Zoning Ordinance amendments are anticipated to include single-family residential (e.g., in response to SB-9), multifamily residential and mixed-use categories, which would provide for development of some lower-level commercial/retail, office, and potentially live/work uses. The Land Use Element (including the Land Use Map) is anticipated to be updated to ensure consistency between the General Plan and Zoning Ordinance as required by State law.

The possible zoning density increases include some areas within the following zones:

Mixed Use Neighborhood (MU-N), Mixed Use-North Boulevard (MU-NB), Mixed Use-South Boulevard (MU-SB), Mixed-Use San Carlos Avenue (MU-SC), Mixed-Use Downtown Core, Mixed-Use Downtown (MU-D) and Multifamily Medium Density (RM-59). Densities will range from 40 dwelling units per gross acre to 120 dwelling units per gross acre. Note, building heights are anticipated to be limited to four-stories for the MU-N and six-stories in all other zones. New residential buildings are anticipated to be lower than 6-stories as they approach single family residential designated areas due to the City’s ‘transitional standards’ currently in place.

In addition to the proposed density increases, the City may also revise required Development Standards for residential and mixed use zoning districts such as setbacks, FAR, parking, landscaping, public open space, and other development related requirements.

PROJECT OBJECTIVES:

The Focused General Plan Update: Housing, Land Use and Safety Element and accompanying Zoning Ordinance Amendments Project establishes the objectives listed below for the long-term growth and enhancement of the community.

1. Promote the preservation and improvement of the quality of existing housing and neighborhoods.
2. Encourage housing development located close to transit, Downtown and along El Camino Real with high quality, higher density, multi-family housing.
3. Assist in the development of new housing that is affordable at all income levels.

4. Remove and/or mitigate potential governmental constraints to the provision of adequate, affordable housing.
5. Provide adequate housing for special needs populations.
6. Eliminate discrimination in the provision of housing.
7. Limit priority sites for new housing units to residentially-zoned properties along and to the west of the El Camino Real corridor in the Downtown area.
8. Reduce the potential loss of life, injury, and property damage due to seismic and geologic hazards.
9. Reduce hazards associated with flooding or inundation from inland flooding and Sea Level Rise
10. Protect lives and property from risks associated with fire-related emergencies. (wildfire)
11. Protect the community from the harmful effects of hazardous materials.
12. Plan for and protect the community from the effects of climate change such as severe weather including extreme heat events.
13. Minimize risks associated with operations at the San Carlos Airport.
14. Continue effective emergency response procedures to ensure public safety in the event of natural or man-made disasters.

PROGRAMMATIC EIR:

The City of San Carlos has determined that the proposed Project will require preparation of a Program EIR pursuant to the California Environmental Quality Act (CEQA). The Program EIR will evaluate the environmental impacts resulting from implementation of the project and will recommend mitigation measures to avoid or reduce significant impacts, where applicable. The Program EIR also is intended to help the City review future project proposals pursuant to section 15168 (Program EIR) of the CEQA Guidelines. The following environmental topics will be evaluated in the EIR:

- Aesthetics
- Agriculture and Forestry
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Tribal Cultural Resources
- Transportation and Circulation
- Utilities and Service Systems
- Wildfire
- Cumulative Impacts
- Alternatives

OTHER PUBLIC AGENCIES WHOSE REVIEW OR APPROVAL IS REQUIRED:

- **California Department of Housing and Community Development (HCD)** will approve the Housing Element update prior to its adoption.
- **California Geological Survey of the Department of Conservation** will review the Environmental Safety and Public Services Element Update prior to its adoption.
- **State Board of Forestry and Fire Protection** will review the Environmental Safety and Public Services Element Update prior to its adoption.
- **AB 52/SB 18 Tribal Consultation**

Attachments:

Figure 1: Regional Location

Figure 2: San Carlos Planning Area Map

Figure 3: Existing Land Uses

Figure 4: General Plan Land Use Map

Figure 5: Zoning Map

Figure 6: Potential Zoning Code Changes

Figure 7: San Carlos Tentative 6th Cycle Housing Sites

Figure 1

San Carlos General Plan



Regional Location

Legend

- City of San Carlos Boundary
- Sphere of Influence
- Highways
- Waterbodies
- Parks and Open Spaces
- Santa Clara County
- San Mateo County



August 2020
Sources: United States Census Bureau, 2019.
City of San Carlos, County of San Mateo, Urban Footprint, 2020.

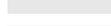
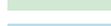
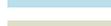
Figure 2

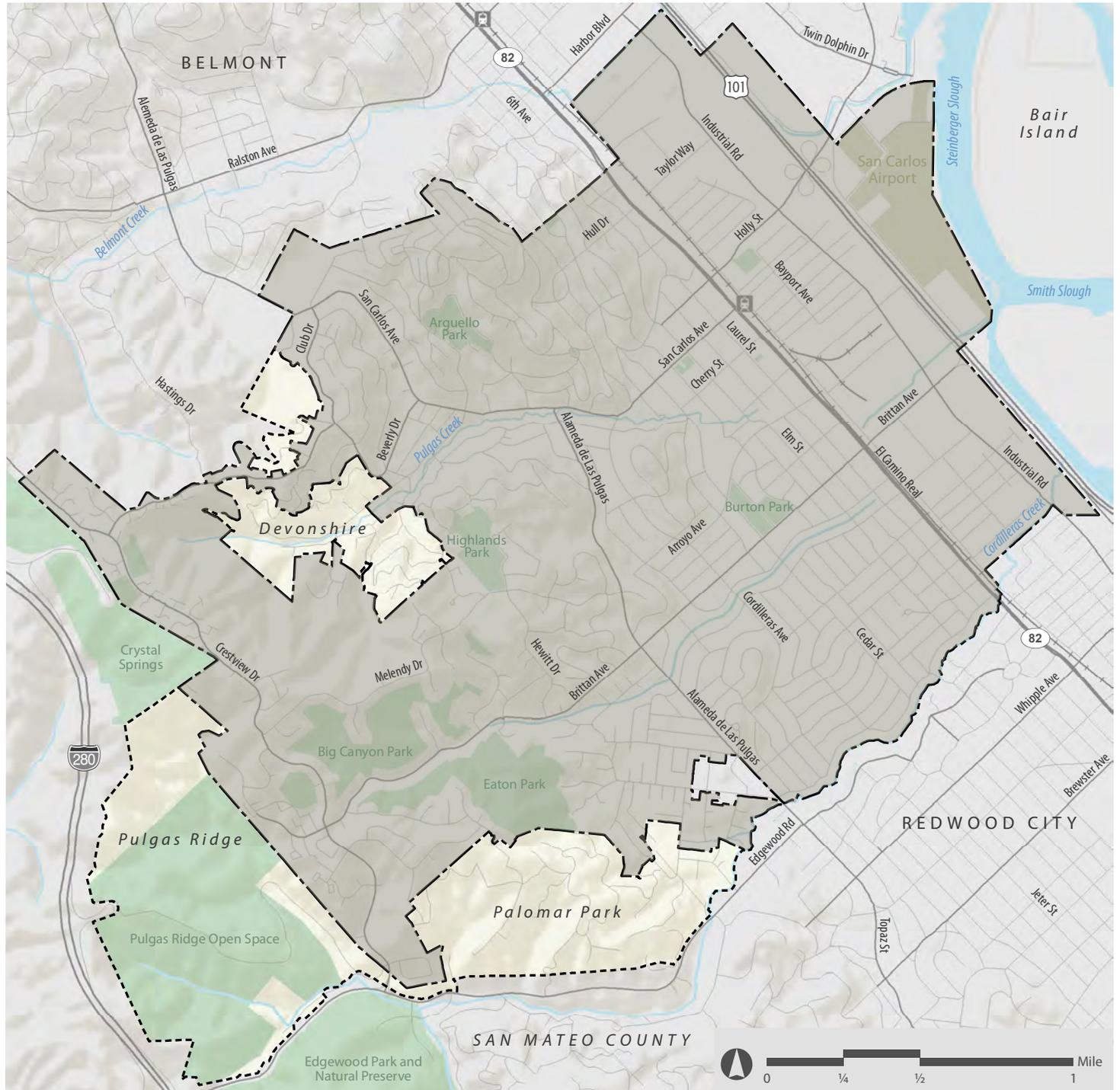
San Carlos General Plan



Planning Area

Legend

-  City of San Carlos Boundary
-  Sphere of Influence
-  Major Streets
-  Streets
-  Caltrain Railroad and Stations
-  Surrounding Jurisdictions
-  Parks and Open Spaces
-  Waterbodies
-  San Carlos Airport



August 2020
 Sources: United States Census Bureau, 2019.
 City of San Carlos, County of San Mateo, Urban Footprint, 2020.

Figure 3

San Carlos
General Plan



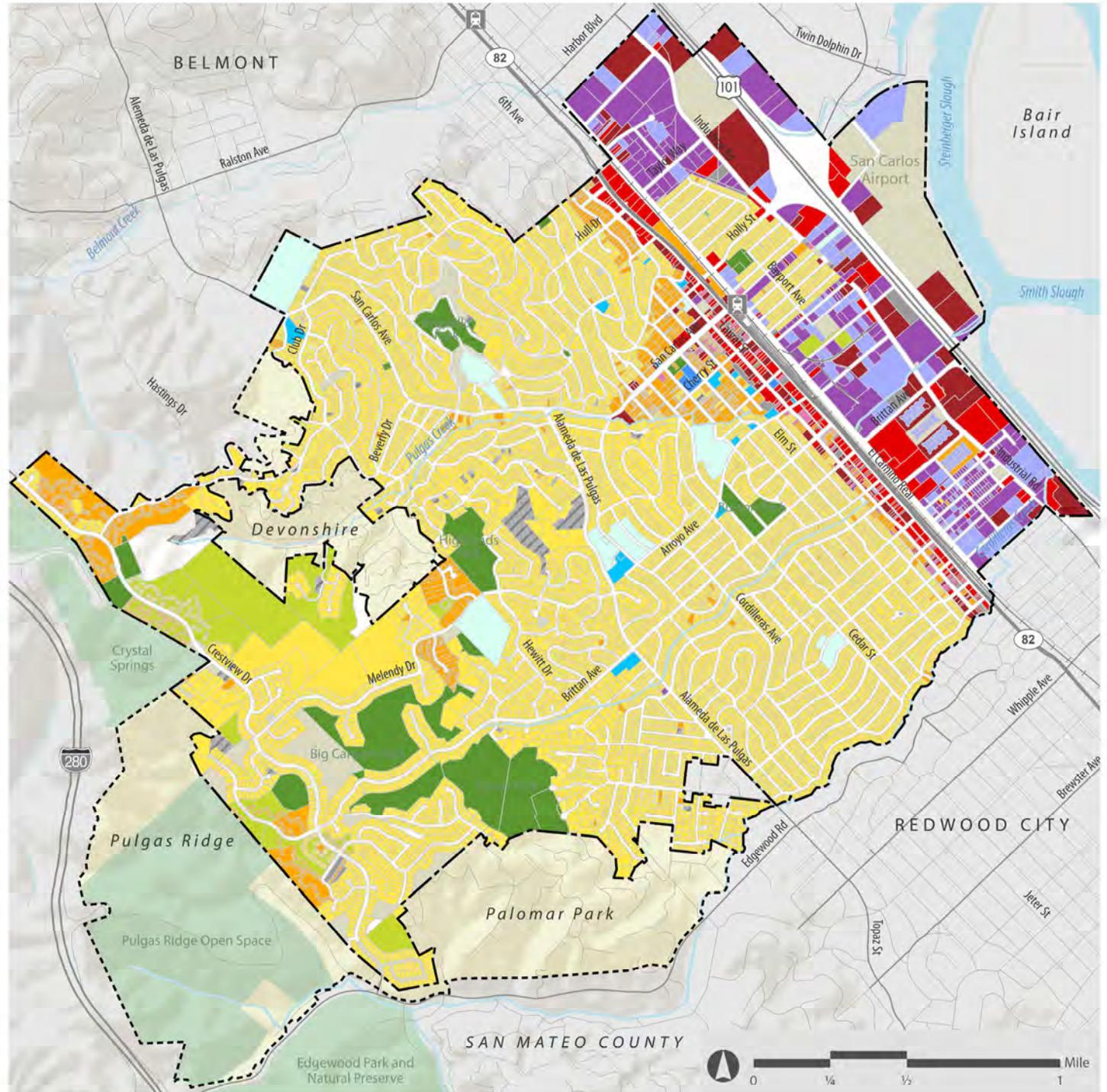
Existing Land Uses

Existing Land Uses

- Single-Family Residential
- Multi-Family Residential
- Mixed-Use
- Retail
- Office/Commercial
- Industrial
- Warehousing
- Civic
- Institutional
- Schools/Education Facilities
- Parks/Recreation
- Open Space/Natural Resources
- Agriculture
- Transportation/Utilities
- Parking
- Vacant

Base Map Features

- City of San Carlos Boundary
- Sphere of Influence
- Major Streets
- Streets
- Caltrain Railroad and Stations
- Surrounding Jurisdictions
- Parks and Open Space
- Waterbodies



August 2020

Sources: United States Census Bureau, 2019. City of San Carlos, County of San Mateo, Urban Footprint, 2020.



Figure 4

San Carlos General Plan



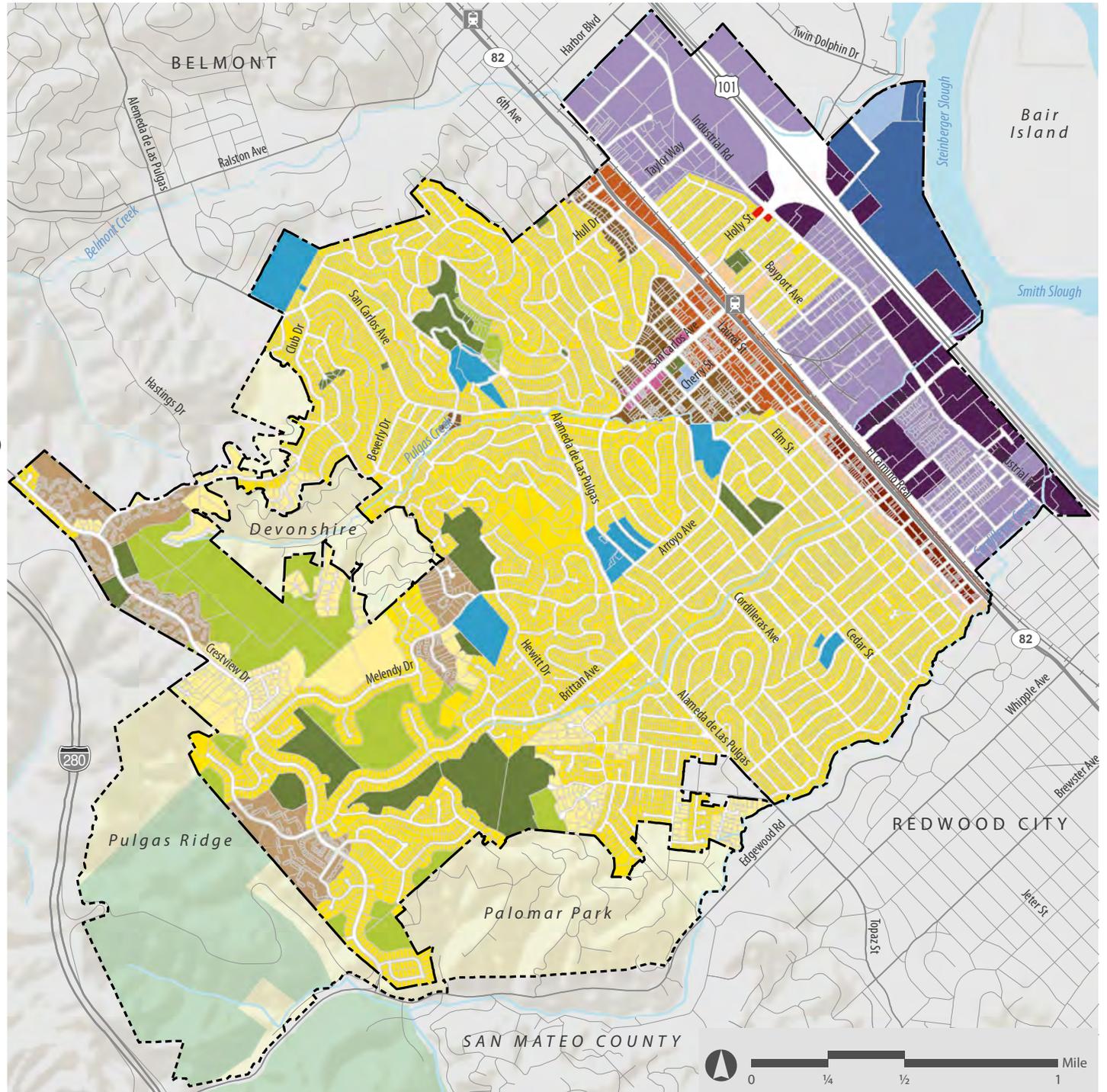
Existing General Plan

Existing General Plan Designations

- Single-Family, Low Density (3 DUs/Ac)
- Single-Family (6 DUs/Ac)
- Multi-Family, Low Density (10-20 DUs/Ac)
- Multi-Family, Medium Density (21-59 DUs/Ac)
- Mixed Use, Low Density (10-20 DUs/Ac)
- Mixed Use, Medium Density (21-50 DUs/Ac)
- Mixed Use, Medium High Density (21-59 DUs/Ac)
- Neighborhood Retail/Mixed Use (21-50 DUs/Ac)
- Neighborhood Retail
- Planned Industrial
- General Commercial - Industrial
- Public
- Park
- Open Space
- Open Space - Schools
- Airport

Base Map Features

- City of San Carlos Boundary
- Sphere of Influence
- Major Streets
- Streets
- ++ Caltrain Railroad and Stations
- Surrounding Jurisdictions
- Parks and Open Space
- Waterbodies



August 2020

Sources: United States Census Bureau, 2019. City of San Carlos, County of San Mateo, Urban Footprint, 2020.



Figure 5

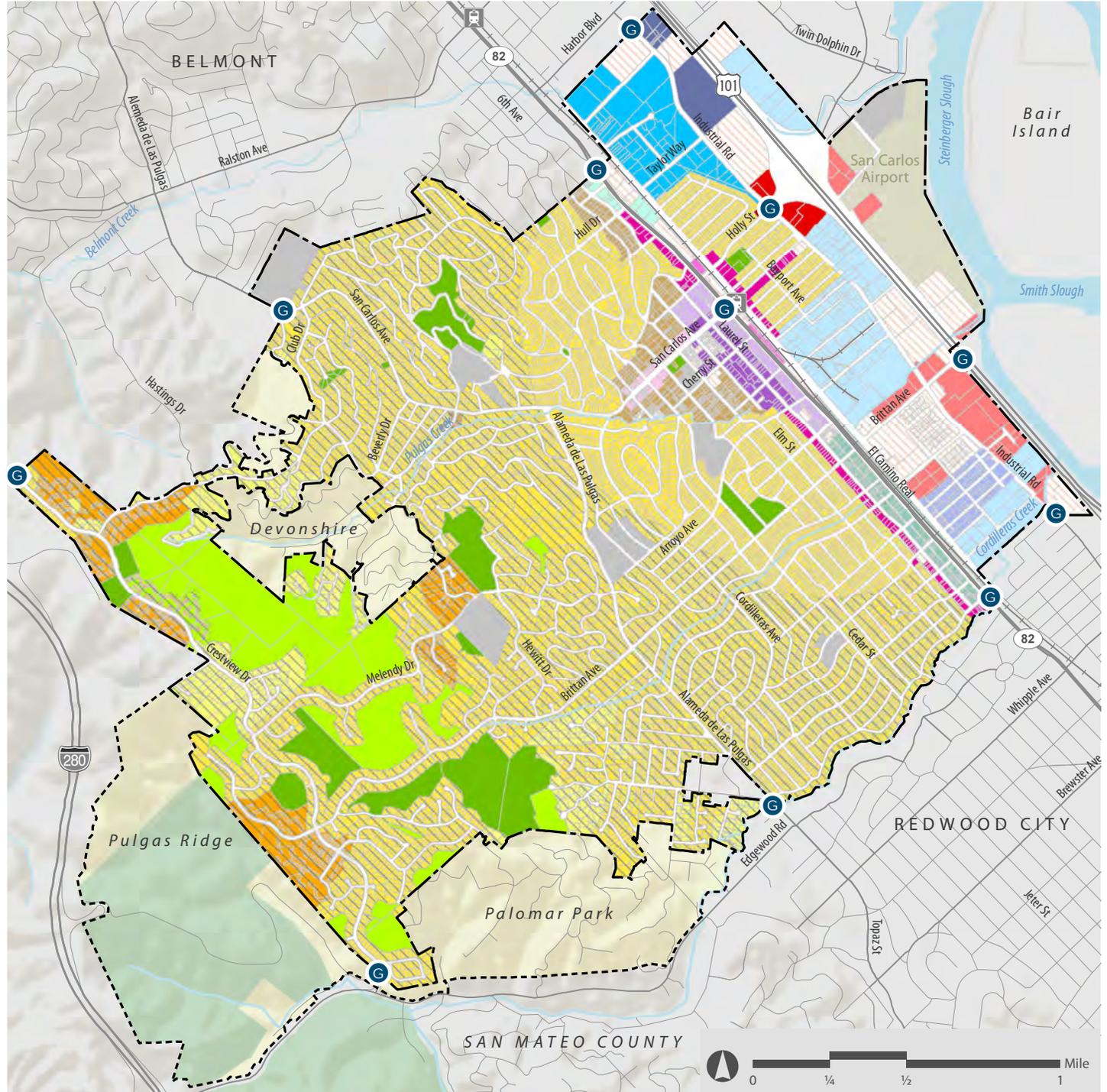
San Carlos General Plan



Zoning

Existing Zoning Designations

- RS-3: Single-Family, Low Density
- RS-6: Single-Family
- RM-20: Multi-Family, Low Density
- RM-59: Multi-Family, Medium Density
- MU-NB: Mixed Use North Boulevard
- MU-SB: Mixed Use South Boulevard
- MU-D: Mixed Use Downtown
- MU-DC: Mixed Use Downtown Core
- MU-N: Neighborhood Mixed Use
- MU-SA: Mixed Use Station Area
- MU-SC: Mixed Use San Carlos Ave
- IL: Light Industrial
- IH: Heavy Industrial
- IA: Industrial Arts
- IP: Industrial Professional
- GCI: General Commercial/Industrial
- LC: Landmark Commercial
- NR: Neighborhood Retail
- PD: Planned Development
- A: Airport
- P: Public
- PK: Park
- OS: Open Space
- Neighborhood Hub Overlay
- Gateway Overlay District



August 2020

Sources: United States Census Bureau, 2019. City of San Carlos, County of San Mateo, Urban Footprint, 2020.

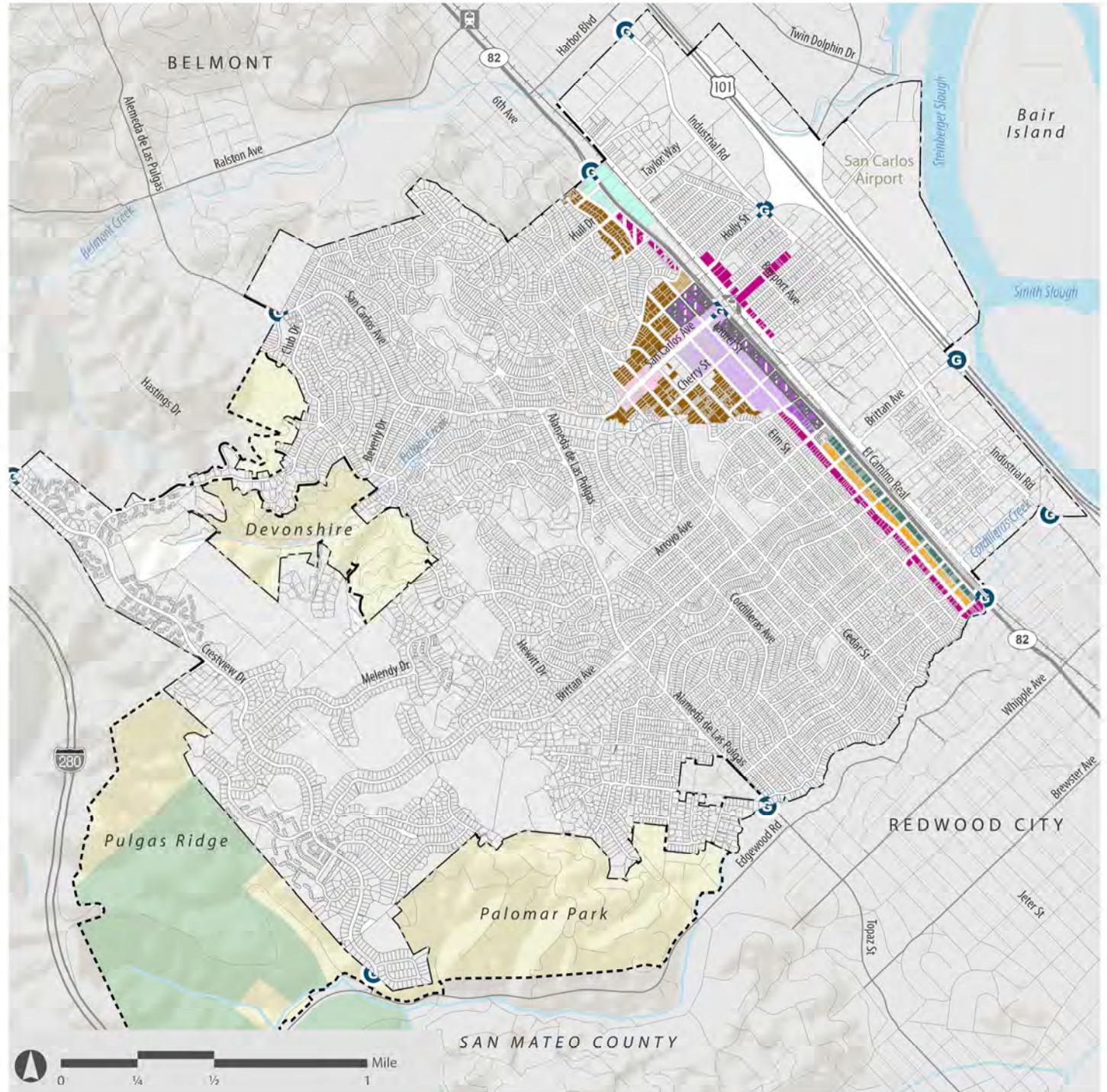


Figure 6

Potential Zoning Code Changes

Zoning

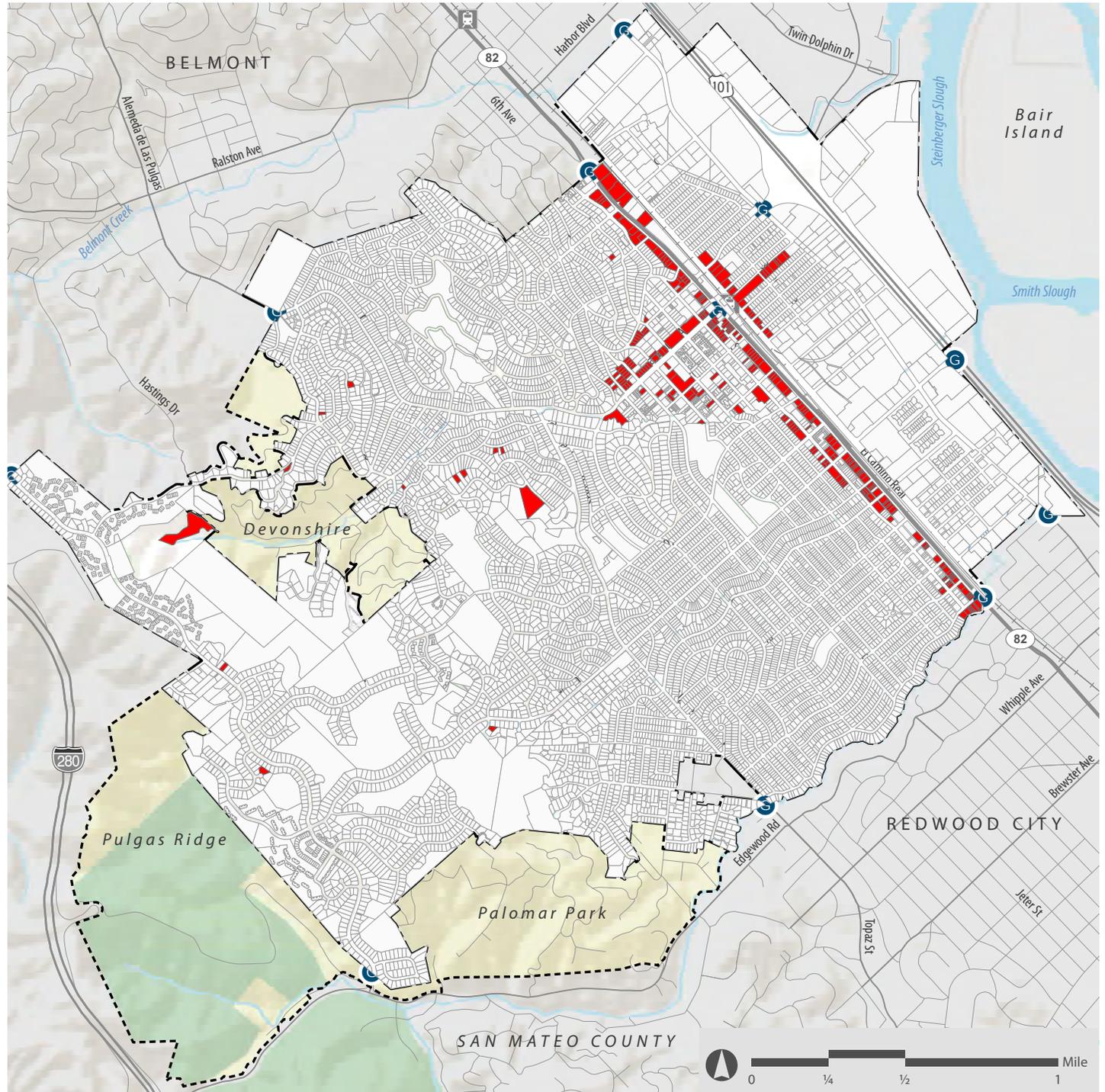
- MU-NB
- MU-N-40
- MU-N-50
- MU-N-120
- MU-SB-120
- MU-DC
- MU-D-100
- MU-D-120
- MU-SC
- MU-SB-100
- RM-59
- RM-100



December 2021
Sources: United States Census Bureau, 2019. City of San Carlos, County of San Mateo, Urban Footprint, 2020.

Figure 7

San Carlos Tentative 6th Cycle Housing Sites



 Tentative 6th Cycle Housing Sites

December 2021
Sources: United States Census Bureau, 2019. City of San Carlos, County of San Mateo, Urban Footprint, 2020.

San Carlos' Focused General Plan Update Project: Land Use, Housing, Safety Element Updates and Accompanying Zoning Ordinance Amendments

Summary of Comments on the Notice of Preparation

PUBLIC OUTREACH

Public outreach for the project included public noticing, issuance of a Notice of Preparation (NOP) for an Environmental Impact Report (EIR), and a public scoping meeting for the EIR, as summarized below. Comments received on the NOP and during the scoping meeting will be considered during the preparation of the draft EIR.

Notice of Preparation

A Notice of Preparation (NOP) is a document stating that an Environmental Impact Report (EIR) will be prepared for a particular project. The NOP is the first step in the EIR process and needs to be prepared immediately after deciding that an EIR is required for a project. The purpose of a NOP is to solicit comments on the scope and content of an EIR.

As required by CEQA Guidelines Section 15082, the City prepared a NOP and circulated it to agencies and made it available to the public on December 17, 2021 (SCH# 2021120442). The NOP contained a summary of the project description, a map depicting the project location, and salient environmental issues; and identified the purpose of the NOP process (to solicit input on the content of the EIR), how the NOP could be reviewed, and how to submit comments. Circulation of the NOP consisted of its filing with the San Mateo County Clerk's office, submittal to the State Clearinghouse for State Agency Distribution, and emailing the NOP to surrounding agencies, special districts serving the City of San Carlos, and all persons who had signed up to follow and/or attended previous community workshops regarding the project. In addition, an announcement of the availability of the NOP was published in the local newspaper (Examiner–Enquirer–Bulletin) on December 22, 2021.

The NOP was provided to the Governor's Office of Planning and Research State Clearinghouse for distribution to various State agencies for review. Copies of the NOP were made available electronically via a web link on the City's website. The City provided a concurrent 45-day public review period for the NOP from December 17, 2021 to January 31, 2022.

Written comments in response to the NOP were received from two (2) agencies, including the California Department of Transportation (Caltrans) and Native American Heritage Commission (NAHC), and seven (7) individuals during the NOP comment period.

On January 12, 2022, the City held a NOP scoping meeting via Zoom in front of the Planning Commission that gave the public a chance to provide input on potential environmental effects that should be evaluated as part of the EIR. No formal decision by the Planning Commission was made at the meeting.

The following agencies and individuals submitted comments on the NOP within the designated public comment period.

Agencies

- Native American Heritage Commission (NAHC), Katy Sanchez, Associate Environmental Planner
- California Department of Transportation (Caltrans), Mark Leong, District Branch Chief

Individuals

- Dimitri Vandellos
- David Crabbe
- Sandra Wallace
- Gina Vandellos
- Gladwyn d'Souza
- Ralph Althouse
- Sean Gibson

Summary of Comments Received

The following bullet points summarize topics raised by the commenters. Comments that do not pertain to the **scope** (i.e., what should be evaluated or addressed within the EIR) of the EIR are not included. Several comment letters raised questions about the location of housing proposed in the Housing Element. Since these comments are focused on the proposed project and not the content of the EIR, they have not been included in this summary.

General Topics

- Description of relationship between General Plan elements in the Draft EIR;
- Traffic and traffic patterns, water supply availability, and school district impacts as part of the EIR scope and study;
- Specific proposal the Draft EIR will evaluate;
- [Building] height and setbacks on East San Carlos Avenue considered in the Draft EIR;
- Alternative designs considering duck-outs and bus only lanes on El Camino Real considered in the Draft EIR; and
- Housing considered in the Draft EIR that could be approved without future site-specific EIR (i.e., "by right").

Cultural Resources/Tribal Cultural Resources

- Requirements for compliance with AB 52 and SB 18, and mitigation of cultural resources and tribal cultural resources; and
- Recommendations for conducting cultural resources assessments.

Land Use

- Analyze the project in light of the East Side Innovation District Vision Plan; and
- Analyze proposed zoning changes and impacts to single-family housing.

Hydrology/Hazards

- Analyze impacts of Sea Level Rise; and
- Analyze effects of rising groundwater from SLR and transport of hazardous chemicals in the groundwater.

Transportation/Traffic

- VMT analysis requirement if project does not meet City's adopted VMT screening criteria;

- Requirement for VMT mitigation, if any, to support use of transit and active transportation modes;
- Requirement for Draft EIR to include transportation impact analyses with applicable mitigation for any additional or re-zoning of improvements adjacent to Caltrans' Right-of-Way (ROW);
- Requirement for a robust Transportation Demand Management (TDM) Program to reduce VMT and greenhouse gas emissions from future development in this area;
- Requirement for draft EIR to identify in text and graphics existing and proposed improvements for the pedestrian, bicycle, and transit networks;
- City is responsible for all project mitigation, including any needed improvements to the State Transportation Network (STN);
- Ability of Caltrain to accommodate increase in ridership; and
- Analyze walkability and bicycle safety in the City.



NATIVE AMERICAN HERITAGE COMMISSION

December 20, 2021

Lisa Porras
City of San Carlos
600 Elm Street
San Carlos, CA 94070

CHAIRPERSON
Laura Miranda
Luiseño

VICE CHAIRPERSON
Reginald Pagaling
Chumash

PARLIAMENTARIAN
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COMMISSIONER
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Isaac Bojorquez
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Yokayo Pomo, Yuki,
Nomlaki

COMMISSIONER
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Kumeyaay

EXECUTIVE SECRETARY
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NAHC HEADQUARTERS
1550 Harbor Boulevard
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nahc@nahc.ca.gov
NAHC.ca.gov

Re: 2021120442, Environmental Impact Report for the Focused General Plan Update: Housing, Land Use, & Safety Elements and Accompanying Zoning Ordinance Amendments Project, San Mateo County

Dear Ms. Porras:

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit. 14, § 15064.5 (b) (CEQA Guidelines § 15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd.(a)(1) (CEQA Guidelines § 15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code §21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). **AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements.** If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. §800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.

Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.

AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

- 1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project:** Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:

 - a.** A brief description of the project.
 - b.** The lead agency contact information.
 - c.** Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)).
 - d.** A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073).
- 2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report:** A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1(b)).

 - a.** For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)).
- 3. Mandatory Topics of Consultation If Requested by a Tribe:** The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:

 - a.** Alternatives to the project.
 - b.** Recommended mitigation measures.
 - c.** Significant effects. (Pub. Resources Code §21080.3.2 (a)).
- 4. Discretionary Topics of Consultation:** The following topics are discretionary topics of consultation:

 - a.** Type of environmental review necessary.
 - b.** Significance of the tribal cultural resources.
 - c.** Significance of the project's impacts on tribal cultural resources.
 - d.** If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)).
- 5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process:** With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)).
- 6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document:** If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:

 - a.** Whether the proposed project has a significant impact on an identified tribal cultural resource.
 - b.** Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code §21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code §21082.3 (b)).

- 7. Conclusion of Consultation:** Consultation with a tribe shall be considered concluded when either of the following occurs:
- a.** The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
 - b.** A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).
- 8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document:** Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).
- 9. Required Consideration of Feasible Mitigation:** If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 (b). (Pub. Resources Code §21082.3 (e)).
- 10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:**
- a.** Avoidance and preservation of the resources in place, including, but not limited to:
 - i.** Planning and construction to avoid the resources and protect the cultural and natural context.
 - ii.** Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
 - b.** Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
 - i.** Protecting the cultural character and integrity of the resource.
 - ii.** Protecting the traditional use of the resource.
 - iii.** Protecting the confidentiality of the resource.
 - c.** Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
 - d.** Protecting the resource. (Pub. Resource Code §21084.3 (b)).
 - e.** Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).
 - f.** Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).
- 11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource:** An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:
- a.** The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.
 - b.** The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
 - c.** The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPA.pdf

SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf.

Some of SB 18's provisions include:

1. **Tribal Consultation:** If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code §65352.3 (a)(2)).
2. **No Statutory Time Limit on SB 18 Tribal Consultation.** There is no statutory time limit on SB 18 tribal consultation.
3. **Confidentiality:** Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code §65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code §5097.9 and §5097.993 that are within the city's or county's jurisdiction. (Gov. Code §65352.3 (b)).
4. **Conclusion of SB 18 Tribal Consultation:** Consultation should be concluded at the point in which:
 - a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
 - b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: <http://nahc.ca.gov/resources/forms/>.

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:
 - a. If part or all of the APE has been previously surveyed for cultural resources.
 - b. If any known cultural resources have already been recorded on or adjacent to the APE.
 - c. If the probability is low, moderate, or high that cultural resources are located in the APE.
 - d. If a survey is required to determine whether previously unrecorded cultural resources are present.
2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.

- b.** The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.
- 3.** Contact the NAHC for:
- a.** A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
 - b.** A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.
- 4.** Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
- a.** Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, §15064.5(f) (CEQA Guidelines §15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
 - b.** Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
 - c.** Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code §7050.5, Public Resources Code §5097.98, and Cal. Code Regs., tit. 14, §15064.5, subdivisions (d) and (e) (CEQA Guidelines §15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

If you have any questions or need additional information, please contact me at my email address:

Katy.Sanchez@nahc.ca.gov.

Sincerely,



Katy Sanchez
Associate Environmental Planner

cc: State Clearinghouse

California Department of Transportation

DISTRICT 4
OFFICE OF TRANSIT AND COMMUNITY PLANNING
P.O. BOX 23660, MS-10D | OAKLAND, CA 94623-0660
www.dot.ca.gov



January 25, 2022

SCH #: 2021120442
GTS #: 04-SM-2021-00408
GTS ID: 25110
Co/Rt/Pm: SM/82/6.45

Lisa Porras, Planning Manager
City of San Carlos
600 Elm Street
San Carlos, CA 94070

Re: Environmental Impact Report for the City of San Carlos Focused General Plan Update: Housing, Land Use and Safety Elements and Accompanying Zoning Ordinance Amendments Notice of Preparation (NOP)

Dear Lisa Porras:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Environmental Impact Report for the City of San Carlos Focused General Plan Update: Housing, Land Use and Safety Elements and Accompanying Zoning Ordinance Amendments Project. We are committed to ensuring that impacts to the State's multimodal transportation system and to our natural environment are identified and mitigated to support a safe, sustainable, integrated and efficient transportation system. The following comments are based on our review of the December 2021 NOP.

Project Understanding

The project includes the preparation of the City of San Carlos General Plan Housing, Land Use and Safety Element Updates. The Land Use Element will be revised to ensure General Plan consistency, as required by State law. In addition, Zoning Amendments will also be made to implement new policies and land use intensities envisioned in the Housing Element Update to accommodate the provision of additional housing needs as part of San Carlos' Regional Housing Needs Allocation (RHNA). The project encompasses the entire City and is located along segments of State Route (SR)-84 (El Camino Real), United States Route (US)-101, and Interstate (I)-280.

Travel Demand Analysis

With the enactment of Senate Bill (SB) 743, Caltrans is focused on maximizing efficient development patterns, innovative travel demand reduction strategies, and

multimodal improvements. For more information on how Caltrans assesses Transportation Impact Studies, please review Caltrans' [Transportation Impact Study Guide](#).

If the project meets the screening criteria established in the City's adopted Vehicle Miles Traveled (VMT) policy to be presumed to have a less-than-significant VMT impact and exempt from detailed VMT analysis, please provide justification to support the exempt status in align with the City's VMT policy. Projects that do not meet the screening criteria should include a detailed VMT analysis in the Draft Environmental Impact Report (DEIR), which should include the following:

- VMT analysis pursuant to the City's guidelines. Projects that result in automobile VMT per capita above the threshold of significance for existing (i.e. baseline) city-wide or regional values for similar land use types may indicate a significant impact. If necessary, mitigation for increasing VMT should be identified. Mitigation should support the use of transit and active transportation modes. Potential mitigation measures that include the requirements of other agencies such as Caltrans are fully enforceable through permit conditions, agreements, or other legally-binding instruments under the control of the City.
- A schematic illustration of walking, biking and auto conditions at the General Plan area roadways.
- The General Plan's primary and secondary effects on pedestrians, bicycles, travelers with disabilities and transit performance should be evaluated, including countermeasures and trade-offs resulting from mitigating VMT increases. Access to pedestrians, bicycle, and transit facilities must be maintained.

Additionally, Caltrans requests the City include transportation impact analyses with applicable mitigation for any additional or re-zoning of improvements adjacent to Caltrans' Right-of-Way (ROW).

Mitigation Strategies

Location efficiency factors, including community design and regional accessibility, influence a project's impact on the environment. Using Caltrans' *Smart Mobility 2010: A Call to Action for the New Decade*, the proposed project site is identified as a Close-in Compact Community where community design is moderate and regional accessibility is strong.

Given the place, type and size of the project, the DEIR should include a robust Transportation Demand Management (TDM) Program to reduce VMT and greenhouse gas emissions from future development in this area. The measures listed below have

been quantified by California Air Pollution Control Officers Association (CAPCOA) and shown to have different efficiencies reducing regional VMT:

- Addition/ Increase in number of affordable housing units in project;
- Orientation of project towards non-auto corridor;
- Location of project near bicycle network;
- Incorporation of bicycle lanes in street design;
- Pedestrian network improvements;
- Traffic calming measures;
- Implementation of a neighborhood electric vehicle (EV) network, including designated parking spaces for EVs;
- Limiting parking supply;
- Unbundled parking from property costs;
- Implementation of Urban Non-Motorized Zone
- Market price public parking;
- Ridesharing programs, Commute Trip Reduction programs, bike sharing programs;
- Transit and trip planning resources such as a commute information kiosk;
- Real-time transit information system;
- Transit access supporting infrastructure (including bus shelter improvements and sidewalk/ crosswalk safety facilities);
- VMT Banking and/or Exchange program; and
- Bike parking near transit facilities.

Using a combination of strategies appropriate to the project and the site can reduce VMT, along with related impacts on the environment and State facilities. TDM programs should be documented with annual monitoring reports by a TDM coordinator to demonstrate effectiveness. If the project does not achieve the VMT reduction goals, the reports should also include next steps to take in order to achieve those targets.

Please reach out to Caltrans for further information about TDM measures and a toolbox for implementing these measures in land use projects. Additionally, Federal Highway Administration's Integrating Demand Management into the Transportation Planning Process: A Desk Reference (Chapter 8). The reference is available online at: <http://www.ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf>.

Transportation Impact Fees

We encourage a sufficient allocation of fair share contributions toward multimodal and regional transit improvements to fully mitigate cumulative impacts to regional transportation. We also strongly support measures to increase sustainable mode shares, thereby reducing VMT. Caltrans welcomes the opportunity to work with the

City and local partners to secure the funding for needed mitigation. Traffic mitigation- or cooperative agreements are examples of such measures.

Please identify in text and graphics existing and proposed improvements for the pedestrian, bicycle, and transit networks. The City should estimate the cost of needed improvements, expansion, and maintenance for the Plan area, as well as identify viable sources of funding, correlated with the pace of improvements, and a scheduled plan for implementation along with the DEIR.

Lead Agency

As the Lead Agency, the City of San Carlos is responsible for all project mitigation, including any needed improvements to the State Transportation Network (STN). The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

Equitable Access

If any Caltrans facilities are impacted by the project, those facilities must meet American Disabilities Act (ADA) Standards after project completion. As well, the project must maintain bicycle and pedestrian access during construction. These access considerations support Caltrans' equity mission to provide a safe, sustainable, and equitable transportation network for all users.

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, or for future notifications and requests for review of new projects, please email LDR-D4@dot.ca.gov.

Sincerely,

A handwritten signature in black ink that reads "Mark Leong". The signature is fluid and cursive, with a long horizontal stroke at the end.

MARK LEONG
District Branch Chief
Local Development Review

c: State Clearinghouse

From: Dimitri Vandellos

Sent: Thursday, January 27, 2022 5:56 PM

To: Don Bradley <DBradley@cityofsancarlos.org>; Kristen Clements <KClements@cityofsancarlos.org>; Ellen Garvey <EGarvey@cityofsancarlos.org>; Jim Iacoponi <JIacoponi@cityofsancarlos.org>; David Roof <DRoof@cityofsancarlos.org>; Laura Parmer-Lohan <lparmerlohan@cityofsancarlos.org>; Sara McDowell <SMcDowell@cityofsancarlos.org>; Ron Collins <RCollins@cityofsancarlos.org>; John Dugan <JDugan@cityofsancarlos.org>; Adam Rak <ARak@cityofsancarlos.org>; Lisa Porras <LPorras@cityofsancarlos.org>

Cc:

Subject: Feedback for the Focused General Plan Update: Housing, Land Use, Environmental Safety Elements and Accompanying Zoning Ordinance Amendments Environmental Impact Report

[**NOTICE:** This message originated outside of City of San Carlos -- **DO NOT CLICK** on links or open **attachments** unless you are sure the content is safe.]

Esteemed Planning Commission and City Council members:

I am providing the following feedback that has been reviewed by the GESC Board as a response to the planning commissions special meeting on January 12, 2022 regarding the following agenda item:

- Scoping Meeting for the Focused General Plan Update: Housing, Land Use, Environmental Safety Elements and Accompanying Zoning Ordinance Amendments Environmental Impact Report

We are providing our input on potential environmental effects that should be evaluated as part of the Environmental Impact Report (EIR) for the Focused General Plan Update as well as our take that the request for EIR feedback seems premature given that no specifics were provided as to the specific zoning changes being considered at the Special Planning Commission meeting.

Without understanding the density changes and whether or not height or

setback changes are being proposed, it makes it difficult to determine what our EIR focus should be. So for example we have not gone into any detail regarding traffic and traffic patterns, water supply availability, school district impacts and other issues because without a clear outline and a published plan we cannot provide specific meaningful feedback on those critical issues. They however need to be considered as part of the EIR scope and study.

With that said our feedback is broken down into the following sections:

- Zoning Code Changes
- Incorporating the East Side visioning discussions regarding housing
- Old County Road and East San Carlos Avenue density changes
- Toxics and a rising water table

Additionally we are providing the:

- GESC Community Vision outline
- East Side Visioning feedback outline regarding the Biotech Developments
 - As a reference and which we feel are critical to incorporate as part of a larger holistic vision for San Carlos as a whole and the GESC neighborhood specifically.
- With that background in place here is our feedback.

Zoning Code Changes

- Zoning Code changes were not described in the meeting, were not described in the pamphlet, and do not exist on the San Carlos 2040 website but the meeting was about identifying the EIR impacts to the proposed zoning changes.
- How do you identify impacts without explaining what is being proposed?
- It is difficult to evaluate the impacts without understanding the specific zoning changes.
- The San Carlos 2040 web site does not have any information regarding these proposed changes.
- These proposed changes either do not exist or are being withheld from the public.
- The area on the west side of El Camino has a grey color but there is no zoning associated with that color in the table.
- What exactly is being proposed on the west side of El Camino between Holly and Brittan in the grey shaded areas?

- Please provide a detailed explanation of the proposed zoning code changes for each zoning land use designation along the El Camino corridor, East San Carlos Avenue and Old County Road including but not limited to any possible height, building footprint, setbacks and density changes.
- We are concerned that the city is jumping to EIR feedback without a specific proposal to evaluate

Incorporating the East Side visioning discussions regarding housing

- This initial report does not tie in with the requests for increased housing closer to the employment centers in the East Side Study sessions that we attended .
- Why is there no proposed housing for Tanklage, Terminal, or Old County Road South of Terminal or in the area immediately adjacent to the proposed new Alexandria Campus as part of the San Carlos 2040 General Plan Update?
- This was discussed during the east side visioning meetings and was specifically requested by the city council.
- This proposal does not mention or link the request we made for increased density south of our neighborhood in exchange for lowering or keeping the same density for Old County and East San Carlos Ave as we suggested.
- We would like to see the housing element changes discussed in relationship to the East Side Visioning discussions many of us attended and an acknowledgement of the increased housing pressure that the new commercial developments will bring to bear on our city.

OCR and East San Carlos density changes are an existential threat to the single family GESC Community

- We have a concern about the planning commission obliquely trying to include changes to single family residences in San Carlos.
- There was an implication (that we inferred) that the GESC neighborhood was being targeted for zoning changes because of our proximity to the Caltrain station.
- Ironically getting to Redwood City or Belmont to do shopping is a near impossibility using Caltrain.
- By the time you incorporate walking to a store shopping and then finding a train to get back a 20 minute trip by car will take you 2 hours or more.

- Using the Caltrain station as a rationale to increase density in our community feels like a mechanism to preclude other neighborhoods from absorbing rezoning and or increased density.
- While we may have a train station in San Carlos, the Caltrain schedule does not support the running of errands, food shopping or getting around the peninsula for non-work purposes because Caltrain and Samtrans ignores those users in favor of commuters to and from San Jose, Mountain View, Palo Alto, Millbrae and San Francisco.
- As someone who used to use Caltrain on a daily basis to commute to work for decades I truly wish the service would help people run errands along the peninsula and be a decent alternative to getting into a car, but it does not.
- Basing housing density decisions on magical thinking that we have a functional mass transit system without looking into the details is not a rationale for threatening our neighborhood.
- If we as a community (after having an open and honest debate) decide to build significant levels of high density housing along Old County Road and East San Carlos in order to preserve west side residents neighborhoods then we should have an open and frank discussion about rezoning the single family neighborhood south of Holly for significantly higher density and come up with a plan for an orderly transition from a single family neighborhood to one filled with apartment and condo complexes that will allow and facilitate the community to sell their properties at a significantly increased amount.
- We want to ensure that no one in our community will be ripped off by unscrupulous developers looking for quick profits by buying our homes at a discount and building high density units..

Toxics and a rising water table

- This was discussed extensively in previous meetings but was not mentioned in this proposal.
- As the water table rises due to global warming before we have flooding disasters we will have the potential for new toxic crises similar to Flint, Michigan or Love Canal due to the water table rising.
- What specific studies will the EIR incorporate to evaluate the risks associated with rising water tables due to high rain events and sea level rise which will affect the water table given the high number of toxic sites in the east side?
- We are particularly concerned about the underground aquifers getting

contaminated from these sites and leaching onto our single family neighborhood.

- <https://www.nbcbayarea.com/investigations/toxins-long-buried-may-surface-as-groundwater-rises/2718842/>

The GESC vision document has been distributed previously and we are including it here in our feedback as a reminder to show that our position has been consistent throughout the years and that we have been working hard to come up with solutions that allow for economic development while keeping our community intact.

GESC Community Vision

1. Preserve integrity of Greater East San Carlos single family residential community while allowing both residential and commercial development in the industrial areas
 - Reduce the hard edges of incompatible land use between the residential neighborhood and the industrial areas by creating transition and buffer zones with trees between the single family homes and other uses along East San Carlos, Hall, Terminal, Northwood, Taylor.
 - Tree lined streets in the residential area south of Holly to mitigate the impacts of building height of the new commercial BioTech developments.
 - Improve pedestrian connections between North and South of Holly
2. Transform East San Carlos Avenue from industrial to single family homes or two story town homes
 - We have the opportunity to leverage Alexandria into buying up the East San Carlos parcels and creating housing that will not destroy the character of the GESC Community
3. Partial cul-de-sacs south of Holly for traffic mitigation
 - Start a trial run now, determine what works and then work with the community on what a permanent solution looks like
4. Laureola Park expansion
 - Buy the HS property to expand open space on the East Side
5. Full environmental remediation on all development projects
 - This is a generational opportunity to right the wrongs of the previous generations environmental neglect
 - This will ultimately save the city money as we will not pay fines for polluting the bay via Pulgas creek and the toxic plumes under the

industrial properties making their way towards the bay and perhaps our homes.

East Side Biotech Development overall community mitigations and goals

- Create a walkable, bike rideable community with open space
- Tree lined streets for all south of Holly residential streets (blocks visibility of tall buildings, reduces carbon footprint)
- Review pedestrian/bicycle improvements for the east side and incorporate community feedback into a traffic/pedestrian/bicycle master plan
- No shuttles on East side, the Caltrain multi-modal station was designed for this purpose
- Identify and agree on housing opportunities on the east side, the west side needs to share the burden of additional housing
- Plan for water table rise, sea level rise, flooding mitigations and toxic remediation for the east side including studying the underground aquifers and how toxics could be transferred to the residential community
- Prepare for changes to accommodate the significant increase in auto traffic that will be generated by the employment center(s).

The GESC Board greatly appreciates the time and effort each planning commission and city council member is taking to make sure we create a collaborative solution that works for San Carlos as a whole. I am more than happy to follow up with points of clarification on any of the above items and look forward to having discussions with each of you in the future.

Thank You,

Dimitri Vandellos - GESC President

Scot Marsters

Paul Magginette

Ben Fuller

Sam Herzberg

Tim Hilborn

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January 17, 2022

Planning Manager Lisa Porras:

Re: Housing & Safety Element Update EIR

Dear Lisa:

This is a follow-up letter to my public hearing comments last Wednesday.

1. I continue to be disappointed that the city refuses to recognize the real housing impact that can be anticipated by all the commercial developments on the East Side. Two million SF of Bio-Tech at 300 SF per job will produce about 6,700 jobs which would require about 4,500 new housing units¹ to maintain the city's current jobs / housing balance. Yet the city is still sticking with the RHNA number of 2,735 units. Also, just the RHNA numbers alone call for 1,177 of those units to be very-low and low- income units. Even if the city were to get the full 15% BMR units in the Planning Code for those RHNA units, it would only produce 410 units, well short of the RHNA goals. Even with the buffer, the city will be well short of BMR units.

This is a total disaster for jobs / housing "fit" in the city and needs to be addressed.

2. Another item that is not being addressed in the Housing Element update is the impact of the State's Density Bonus provisions. When a project gets a Density Bonus, yes it increases the overall number of units, but it dilutes the city's 15% BMR requirement by not allowing the city to calculate the BMR requirement for the total of all the units that were added. For example: 626 Walnut Street used the Density Bonus to increase the number of units from I believe 26 or 28 units to 35 units, but the number of BMR units was held at the number for the original density, not the increased density, thus there are only 10% BMR, not 15%. This is a flaw in the State law, but still affects the the BMR ratio overall.

3. It's still not clear in the Housing Element what proportion of future housing the city anticipates will be allow "by right" without a site specific EIR review. This is where an overall EIR for the General Plan could be used to allow development without a specific EIR for each project. RWC did this for their Downtown Plan.

4. Others expressed concern about how the few sites the city has designated for upzoning in the western hills will address the fire hazards in the WUI. I personally am not against upzoning some parcels in the hills and would be fine with additional condo development on the North Crestview Park site (which is just a few hundred feet from my house) if the city decided to go that way, but the fire hazard is a real issue.

5. Sea Level rise is still a big concern for the East Side as was illustrated in Wednesday night's slides showing various levels of SLR which in the extreme case could bring the bay all the way to El Camino. This not only applies to housing, but also applies to the commercial development in that area, but doesn't seem to be taken very seriously.

6. Finally, there was a robust discussion about "land value capture". I brought it up, but I believe the commissioners asked some good follow-up questions. The impression I got was that the planning staff felt there was nothing they could do to require "community benefits" (especially additional BMR units) in exchange for increased density because they cannot count the increased density as meeting RHNA if the increase is conditional. This is very unfortunate, because one way to come closer to meeting the RHNA goals for BMR units is to increase the % of BMR per project which is not possible without the city either increasing BMR to 20-25% by code or by making it a condition of increasing density project by project. I'd like the city to look more closely at this issue to see if there's a "loophole" where the promise of more BMR units per project could justify State approval of a Housing Element that includes "value capture".

Thanks for your consideration.

David Crabbe

cc: Chair Roof and Members of the Planning Commission, Al Savay, Jeff Maltbie

¹ 1.5 jobs per housing unit

From:
To:
Subject: FW: Housing and Safety Element Update EIR"
Date: Monday, January 31, 2022 10:53:49 AM

Comment on the NOP.

Today is the deadline; 5 pm.

-----Original Message-----

From: Sandra
Sent: Sunday, January 30, 2022 5:30 PM
To: Lisa Porras <LPorras@cityofsancarlos.org>
Subject: Housing and Safety Element Update EIR"

[NOTICE: This message originated outside of City of San Carlos -- DO NOT CLICK on links or open attachments unless you are sure the content is safe.]

Please do all you can to maintain some semblance of single family home zoning.

I'd like to think I'm speaking for too many San Carlans who won't comment for many reasons. We're people who have worked hard to attain and maintain our suburban lifestyle. It is a choice that is being taken away from us because the internet took off from here and boomed and the population boomed as well.

There will be many proponents of development speaking up here. They have deep pockets and will outbid potential SFH homeowners and max out and flip properties purely for financial gain. They vastly outnumber people who simply want to add an ADU for extended family or modest income. Also consider how these changes will effect the tree canopy as trees are taken down for construction.

There are areas in town conducive to multi unit housing. Random infill is not the answer.

Please consider those of us who have called San Carlos home for a long time. We need protection from these ill-conceived state mandates that will change California's suburbs.

Thanks,

Sandra Wallace

Sent from my iPhone

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From: [Lisa Porras](#)
To: [Barbara Beard](#); [Mike Campbell](#); [lisa.brownfield](#)
Subject: FW: Focused General Plan feedback
Date: Monday, January 31, 2022 3:36:45 PM

NOP comment.

From: Gina Vandellos
Sent: Monday, January 31, 2022 2:44 PM
To: Lisa Porras <LPorras@cityofsancarlos.org>
Subject: Focused General Plan feedback

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Dear Lisa Porras,

I was very concerned after attending the last Special Planning Commission meeting regards to the Environmental Impact Report for the Focused General Plan. It is totally unclear what the specifics of the plan will be. What exactly will be allowed regarding height and setbacks on East San Carlos Avenue? What about traffic patterns and school district impacts?

Have you contacted the east side neighborhood to let them know your plans to re-zone the east side residential area? This major decision needs input from the residents. The San Carlos 2040 web site does not have any information regarding the proposed changes.

I would like to see the housing element changes discussed in relationship to the East Side Visioning discussions that I attended last year.

Thank you,

Gina Vandellos
Resident of the San Carlos east side

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To San Carlos Planning.

% Lisa Porras.

RE: Notice of Preparation for an Environmental Analysis for the San Carlos' Focused General Plan Update Project: Land Use, Housing, Safety Element Updates and Accompanying Zoning Ordinance Amendments.

1/31/2022

Thanks you for taking comments on the Notice Of Preparation for the San Carlos General Plan update.

Here are four items to consider in putting the plan together

- 1- Explain how the plan will achieve the state's Vehicle Miles Travelled (VMT) targets?
- 2- Explain how the plan will improve the financial bottom line of the transit district?
- 3- How will air and water pollution be reduced inline with state goals?
- 4- How will the city be safer to walk and bike to achieve VMT reduction goals?

1- The plan should explain how San Carlos will meet the [The California Air Resources Board determination](#) that local governments must achieve Vehicle Miles Travelled reductions of 7 percent below projected VMT levels in 2030 (which includes currently adopted SB 375 SCSs).

The feasible alternative would be for the general plan to promote significant reductions in VMT via designs that

prioritize pedestrian movement in the half mile around the train center, add dense housing that is car free but include car, bike, and scooter share, and building a lot more affordable units.

On page 101 CARB says:

It is recommended that local governments consider policies to reduce VMT to help achieve these reductions, including: land use and community design that reduces VMT; transit oriented development; street design policies that prioritize transit, biking, and walking; and increasing low carbon mobility choices, including improved access to viable and affordable public transportation and active transportation opportunities. It is important that VMT reducing strategies are implemented early because more time is necessary to achieve the full climate, health, social, equity, and economic benefits from these strategies.

2a- The plan should explain how the general plan will contribute to the financial improvement of Samtrans.

The feasible alternative would be to put in more transit captive affordable housing in the transit corridor and provide every transit corridor household resident with Samtrans and Caltrain passes while improving bus throughput on El Camino Real with a bus only lane and making walking to transit safer by eliminating automobiles on El Camino Real. Other feasible option would be use pricing to change mode share behavior such as congestion pricing parking within the corridor and improving first and last mile options with [shared micro mobility](#) would give consumers choice. The circulation

element should consider expanding residential permit parking pass for existing residents.

CARB says on pathways to implement the state level VMT reduction should include strategies such as:

"Developing pricing mechanisms such as road user/VMT-based pricing, congestion pricing, and parking pricing strategies." Page 81

" Provide energy-efficient affordable housing near job centers and transit." Page ES-6

2b- The EIR should evaluate these two alternative designs considering duck-outs and bus only lanes on El Camino Real for the:

- impacts to bus travel times, dwell times, and reliability
- impacts on car drivers' travel times and safety
- impacts on bicycle safety
- comparing the number of people impacted in all three cases

2c- The feasible alternative would be take a lane away from vehicles on El Camino Real and use it for pedestrian needs such as transit only lanes and last mile Micromobility connectors and changing signal timing to enhance pedestrian priority in the 1/2 mile radius around the Caltrain station. The changes would make it safer for pedestrians to access transit.

3. San Carlos should explain how the General Plan by 2030 will increase renewable power and reduce toxic emission around the transit center like Caltrain especially indoor air pollution impacting residents and water pollution from runoff.

The feasible alternative would be to ask for all electric passive construction to eliminate methane and it's burned effluent pollution indoors, eliminate air pollution from the lifetime emissions from the project through walking and biking priority, and meet the energy waste and water needs on site via microgrids for a resilient strategy to meet the recommendation of IPCC6 for staying within 1.5 deg of warming by 2030.

On page ES4 CARB provides this chart of pathways to meeting 2030 goals and Paris.

CALIFORNIA'S CLIMATE POLICY PORTFOLIO



Double building efficiency



Cleaner freight and goods movement



50% renewable power



Slash potent "super-pollutants" from dairies, landfills and refrigerants



More clean, renewable fuels



Cap emissions from transportation, industry, natural gas, and electricity



Cleaner zero or near-zero emission cars, trucks, and buses



Invest in communities to reduce emissions



Walkable/Bikeable communities with transit

On page 97 CARB says

- CARB will continue to actively implement the provisions of AB 617, AB 197, AB 1071, SB 535, AB 1550, and other laws to better ensure that environmental justice communities see additional benefits from our clean air and climate policies.

On page ES1 CARB says

- Improve the health of all Californians by reducing air and water pollution and making it easier to bike and walk;

And on page 64 CARB says on water and waste:

- Land conservation results in healthier watersheds by reducing polluted runoff, allowing groundwater recharge, and maintaining properly functioning ecosystems.
- Resilient natural and working lands provide habitat for species and functions to store water, recharge groundwater, naturally purify water, and moderate flooding. Forests are also a source of compost and other soil amendments.
- Conservation and land protections help reduce VMT and increase stable carbon pools in soils and above-ground biomass

- Compost for carbon sequestration, erosion control in fire-ravaged lands, water conservation, and healthy soils
- Replacing virgin materials with recycled materials associated with goods production; enhanced producer responsibility reduces energy impacts of consumption
- Efficient packaging materials reduces energy consumption and transportation fuel use

4. San Carlos should explain how dangers to pedestrians and bicyclists can be reduced such that the mode share increases to offset green house gases from transportation. How will the goals of the San Carlos Downtown Specific Plan overcome past problems with multi mobility goals especially increasing share?

If the goal is vision zero there should be no car parking allowed. The goal of increasing bike and pedestrian traffic has been a failure since the 70s gas crisis. Each has stayed stubbornly at 1% off trips on average over the decades in CA except for some cities like SF and Berkeley where separate infrastructure and parking prices have changed travel behavior.

NACTO covers the pro and cons of separated bikeways-
https://nacto.org/wp-content/uploads/2016/05/2-4_FHWA-Separated-Bike-Lane-Guide-ch-5_2014.pdf

During the pandemic a better model for increasing mode share was Oakland's Slow Streets

<https://nacto.org/publication/streets-for-pandemic-response-recovery/emerging-street-strategies/slow-streets/>

CARB says

- Improve the health of all Californians by reducing air and water pollution and making it easier to bike and walk. Page ES-1
- CDPH estimated that 2,100 premature deaths annually would be avoided if Californians met the Management Plan's 2020 targets were met by Californians compared to 2010 travel patterns. Page 49.

Regards,

Gladwyn d'Souza

Chair, San Carlos Belmont Sierra Club Group.

From: [Lisa Porras](#)
To: [lisa brownfield](#); [Barbara Beard](#); [Mike Campbell](#)
Subject: FW: SC zoning considerations
Date: Tuesday, February 1, 2022 2:44:36 PM

-----Original Message-----

From: Ralph Althouse
Sent: Monday, January 31, 2022 6:49 PM
To: Lisa Porras <LPorras@cityofsancarlos.org>
Subject: SC zoning considerations

[NOTICE: This message originated outside of City of San Carlos -- DO NOT CLICK on links or open attachments unless you are sure the content is safe.]

Hi,

I own a single family house currently rented out long term. I am writing to add my voice for a measured approach to implementing new state mandated housing legislation. I currently live in Seattle Washington and have seen first hand the effect multi family development has had on my neighborhood. The current units under development have increased units but have not demonstrably lowered prices. In fact housing prices continue to increase. Additionally new housing, regardless of the number of units, do not require off street parking, which has substantially increased street congestion.

I would favor

1. Limiting multi family development to 10 to 20% of available lots. This will retain the family based structure for which San Carlos is noted. It will further limit unlimited growth which will rapidly out pace the social structure such as schools, parks, municipal services, etc.
2. Limiting to two subplot buildings with integral ADU. This would limit to 4 units on the property.
3. Limiting vertical height maximums.
4. Requiring at least some off street parking.
5. Limiting rentals to long term, avoiding AirBnb type rental units.
6. Careful management of open spaces, trees, parks etc.

Our city has an opportunity to direct this growth to help development proceed sensibly.

Thank you.

Ralph Althouse

Sent from my iPhone

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aH3Lv1P53KW9&r_address=orras%40cityofsancarlos.org&report=](#)

From: [Lisa Porras](#)
To: [Barbara Beard](#); [Mike Campbell](#)
Cc: [lisa brownfield](#)
Subject: San Carlos FW: San Carlos General Plan Update Comments
Date: Monday, January 31, 2022 1:12:19 PM
Attachments: [image001.png](#)
[image002.png](#)

Comment on NOP

From: Sean Gibson
Sent: Monday, January 31, 2022 12:58 PM
To: Lisa Porras <LPorras@cityofsancarlos.org>
Subject: San Carlos General Plan Update Comments

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Lisa,

Thank you for your efforts on the general plan housing element update triggered by the new RHNA goals.

After reviewing the maps in the NOP, I had a comment on upzoning consideration for 782 Elm St, 549 Prospect St and 575 Prospect St, as well as clarification on upzoning for the site on Vista del Grande in RS-6.

It is difficult to tell from the maps if 782 Elm St, 549 Prospect St and 575 Prospect St are being considered for upzoning to RM-100. If they are not (and can be), this is a request to include these sites in the upzoning plans. Note the entitlements for all three have expired.

And there is a site on Vista del Grande in RS-6 that is not included in the potential zoning change map but is included in the tentative 6th cycle housing sites inventory. And the staff report did not include RS-6 as a zoning type included in the possible zoning density increases. Please clarify if this site is included or not and, if so, what zoning is being considered, as well as what the rationale was for choosing this specific site vs. adjacent sites with the same zoning.

See below for the reference maps.

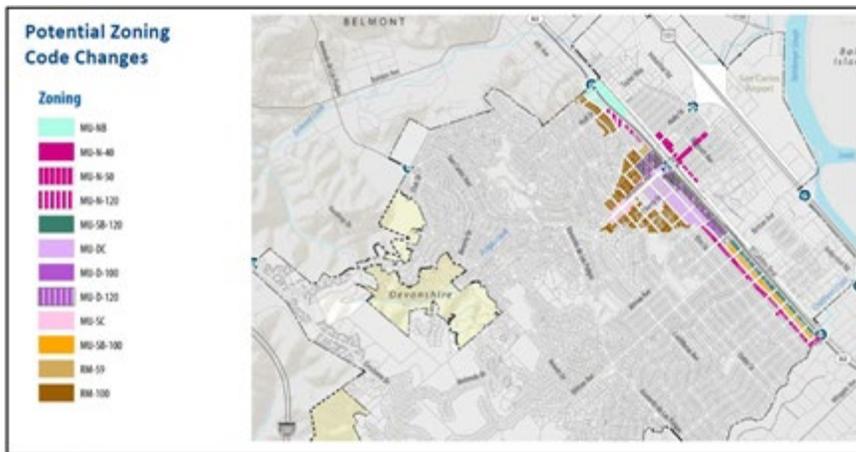
Regards,

Sean Gibson

Head of Communications and Partnerships



Figure 6 - Potential Zoning Code Changes appears to show the Elm and Prospect sites are within the RM-59 to RM-100 zoning change.



*Note: MU-NB is proposed at 120 dwelling units per acre as described in Attachment 1 ("NOP").

Figure 7- San Carlos Tentative 6th Cycle Housing Sites doesn't seem to include all of these sites on Prospect and Elm. And it does include one parcel in RS-6 on Vista del Grande (lower left)



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NATIVE AMERICAN HERITAGE COMMISSION

December 20, 2021

Lisa Porras
City of San Carlos
600 Elm Street
San Carlos, CA 94070

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Re: 2021120442, Environmental Impact Report for the Focused General Plan Update: Housing, Land Use, & Safety Elements and Accompanying Zoning Ordinance Amendments Project, San Mateo County

Dear Ms. Porras:

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, §15064.5 (b) (CEQA Guidelines §15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd.(a)(1) (CEQA Guidelines §15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code §21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). **AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements.** If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. §800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.

Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.

AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

- 1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project:** Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:
 - a.** A brief description of the project.
 - b.** The lead agency contact information.
 - c.** Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)).
 - d.** A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073).
- 2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report:** A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1(b)).
 - a.** For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)).
- 3. Mandatory Topics of Consultation If Requested by a Tribe:** The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:
 - a.** Alternatives to the project.
 - b.** Recommended mitigation measures.
 - c.** Significant effects. (Pub. Resources Code §21080.3.2 (a)).
- 4. Discretionary Topics of Consultation:** The following topics are discretionary topics of consultation:
 - a.** Type of environmental review necessary.
 - b.** Significance of the tribal cultural resources.
 - c.** Significance of the project's impacts on tribal cultural resources.
 - d.** If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)).
- 5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process:** With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)).
- 6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document:** If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:
 - a.** Whether the proposed project has a significant impact on an identified tribal cultural resource.
 - b.** Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code §21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code §21082.3 (b)).

- 7. Conclusion of Consultation:** Consultation with a tribe shall be considered concluded when either of the following occurs:
- a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
 - b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).
- 8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document:** Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).
- 9. Required Consideration of Feasible Mitigation:** If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 (b). (Pub. Resources Code §21082.3 (e)).
- 10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:**
- a. Avoidance and preservation of the resources in place, including, but not limited to:
 - i. Planning and construction to avoid the resources and protect the cultural and natural context.
 - ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
 - b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
 - i. Protecting the cultural character and integrity of the resource.
 - ii. Protecting the traditional use of the resource.
 - iii. Protecting the confidentiality of the resource.
 - c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
 - d. Protecting the resource. (Pub. Resource Code §21084.3 (b)).
 - e. Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).
 - f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).
- 11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource:** An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:
- a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.
 - b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
 - c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPA.PDF.pdf

SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf.

Some of SB 18's provisions include:

1. **Tribal Consultation:** If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code §65352.3 (a)(2)).
2. **No Statutory Time Limit on SB 18 Tribal Consultation.** There is no statutory time limit on SB 18 tribal consultation.
3. **Confidentiality:** Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code §65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code §5097.9 and §5097.993 that are within the city's or county's jurisdiction. (Gov. Code §65352.3 (b)).
4. **Conclusion of SB 18 Tribal Consultation:** Consultation should be concluded at the point in which:
 - a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
 - b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: <http://nahc.ca.gov/resources/forms/>.

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:
 - a. If part or all of the APE has been previously surveyed for cultural resources.
 - b. If any known cultural resources have already been recorded on or adjacent to the APE.
 - c. If the probability is low, moderate, or high that cultural resources are located in the APE.
 - d. If a survey is required to determine whether previously unrecorded cultural resources are present.
2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.

California Department of Transportation

DISTRICT 4
OFFICE OF TRANSIT AND COMMUNITY PLANNING
P.O. BOX 23660, MS-10D | OAKLAND, CA 94623-0660
www.dot.ca.gov



January 25, 2022

SCH #: 2021120442
GTS #: 04-SM-2021-00408
GTS ID: 25110
Co/Rt/Pm: SM/82/6.45

Lisa Porras, Planning Manager
City of San Carlos
600 Elm Street
San Carlos, CA 94070

Re: Environmental Impact Report for the City of San Carlos Focused General Plan Update: Housing, Land Use and Safety Elements and Accompanying Zoning Ordinance Amendments Notice of Preparation (NOP)

Dear Lisa Porras:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Environmental Impact Report for the City of San Carlos Focused General Plan Update: Housing, Land Use and Safety Elements and Accompanying Zoning Ordinance Amendments Project. We are committed to ensuring that impacts to the State's multimodal transportation system and to our natural environment are identified and mitigated to support a safe, sustainable, integrated and efficient transportation system. The following comments are based on our review of the December 2021 NOP.

Project Understanding

The project includes the preparation of the City of San Carlos General Plan Housing, Land Use and Safety Element Updates. The Land Use Element will be revised to ensure General Plan consistency, as required by State law. In addition, Zoning Amendments will also be made to implement new policies and land use intensities envisioned in the Housing Element Update to accommodate the provision of additional housing needs as part of San Carlos' Regional Housing Needs Allocation (RHNA). The project encompasses the entire City and is located along segments of State Route (SR)-84 (El Camino Real), United States Route (US)-101, and Interstate (I)-280.

Travel Demand Analysis

With the enactment of Senate Bill (SB) 743, Caltrans is focused on maximizing efficient development patterns, innovative travel demand reduction strategies, and

multimodal improvements. For more information on how Caltrans assesses Transportation Impact Studies, please review Caltrans' [Transportation Impact Study Guide](#).

If the project meets the screening criteria established in the City's adopted Vehicle Miles Traveled (VMT) policy to be presumed to have a less-than-significant VMT impact and exempt from detailed VMT analysis, please provide justification to support the exempt status in align with the City's VMT policy. Projects that do not meet the screening criteria should include a detailed VMT analysis in the Draft Environmental Impact Report (DEIR), which should include the following:

- VMT analysis pursuant to the City's guidelines. Projects that result in automobile VMT per capita above the threshold of significance for existing (i.e. baseline) city-wide or regional values for similar land use types may indicate a significant impact. If necessary, mitigation for increasing VMT should be identified. Mitigation should support the use of transit and active transportation modes. Potential mitigation measures that include the requirements of other agencies such as Caltrans are fully enforceable through permit conditions, agreements, or other legally-binding instruments under the control of the City.
- A schematic illustration of walking, biking and auto conditions at the General Plan area roadways.
- The General Plan's primary and secondary effects on pedestrians, bicycles, travelers with disabilities and transit performance should be evaluated, including countermeasures and trade-offs resulting from mitigating VMT increases. Access to pedestrians, bicycle, and transit facilities must be maintained.

Additionally, Caltrans requests the City include transportation impact analyses with applicable mitigation for any additional or re-zoning of improvements adjacent to Caltrans' Right-of-Way (ROW).

Mitigation Strategies

Location efficiency factors, including community design and regional accessibility, influence a project's impact on the environment. Using Caltrans' *Smart Mobility 2010: A Call to Action for the New Decade*, the proposed project site is identified as a Close-in Compact Community where community design is moderate and regional accessibility is strong.

Given the place, type and size of the project, the DEIR should include a robust Transportation Demand Management (TDM) Program to reduce VMT and greenhouse gas emissions from future development in this area. The measures listed below have

been quantified by California Air Pollution Control Officers Association (CAPCOA) and shown to have different efficiencies reducing regional VMT:

- Addition/ Increase in number of affordable housing units in project;
- Orientation of project towards non-auto corridor;
- Location of project near bicycle network;
- Incorporation of bicycle lanes in street design;
- Pedestrian network improvements;
- Traffic calming measures;
- Implementation of a neighborhood electric vehicle (EV) network, including designated parking spaces for EVs;
- Limiting parking supply;
- Unbundled parking from property costs;
- Implementation of Urban Non-Motorized Zone
- Market price public parking;
- Ridesharing programs, Commute Trip Reduction programs, bike sharing programs;
- Transit and trip planning resources such as a commute information kiosk;
- Real-time transit information system;
- Transit access supporting infrastructure (including bus shelter improvements and sidewalk/ crosswalk safety facilities);
- VMT Banking and/or Exchange program; and
- Bike parking near transit facilities.

Using a combination of strategies appropriate to the project and the site can reduce VMT, along with related impacts on the environment and State facilities. TDM programs should be documented with annual monitoring reports by a TDM coordinator to demonstrate effectiveness. If the project does not achieve the VMT reduction goals, the reports should also include next steps to take in order to achieve those targets.

Please reach out to Caltrans for further information about TDM measures and a toolbox for implementing these measures in land use projects. Additionally, Federal Highway Administration's Integrating Demand Management into the Transportation Planning Process: A Desk Reference (Chapter 8). The reference is available online at: <http://www.ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf>.

Transportation Impact Fees

We encourage a sufficient allocation of fair share contributions toward multimodal and regional transit improvements to fully mitigate cumulative impacts to regional transportation. We also strongly support measures to increase sustainable mode shares, thereby reducing VMT. Caltrans welcomes the opportunity to work with the

City and local partners to secure the funding for needed mitigation. Traffic mitigation- or cooperative agreements are examples of such measures.

Please identify in text and graphics existing and proposed improvements for the pedestrian, bicycle, and transit networks. The City should estimate the cost of needed improvements, expansion, and maintenance for the Plan area, as well as identify viable sources of funding, correlated with the pace of improvements, and a scheduled plan for implementation along with the DEIR.

Lead Agency

As the Lead Agency, the City of San Carlos is responsible for all project mitigation, including any needed improvements to the State Transportation Network (STN). The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

Equitable Access

If any Caltrans facilities are impacted by the project, those facilities must meet American Disabilities Act (ADA) Standards after project completion. As well, the project must maintain bicycle and pedestrian access during construction. These access considerations support Caltrans' equity mission to provide a safe, sustainable, and equitable transportation network for all users.

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, or for future notifications and requests for review of new projects, please email LDR-D4@dot.ca.gov.

Sincerely,



MARK LEONG
District Branch Chief
Local Development Review

c: State Clearinghouse

From: Dimitri Vandellos

Sent: Thursday, January 27, 2022 5:56 PM

To: Don Bradley <DBradley@cityofsancarlos.org>; Kristen Clements <KClements@cityofsancarlos.org>; Ellen Garvey <EGarvey@cityofsancarlos.org>; Jim Iacoponi <JIacoponi@cityofsancarlos.org>; David Roof <DRoof@cityofsancarlos.org>; Laura Parmer-Lohan <lparmerlohan@cityofsancarlos.org>; Sara McDowell <SMcDowell@cityofsancarlos.org>; Ron Collins <RCollins@cityofsancarlos.org>; John Dugan <JDugan@cityofsancarlos.org>; Adam Rak <ARak@cityofsancarlos.org>; Lisa Porras <LPorras@cityofsancarlos.org>

Cc:

Subject: Feedback for the Focused General Plan Update: Housing, Land Use, Environmental Safety Elements and Accompanying Zoning Ordinance Amendments Environmental Impact Report

[**NOTICE:** This message originated outside of City of San Carlos -- **DO NOT CLICK** on links or open **attachments** unless you are sure the content is safe.]

Esteemed Planning Commission and City Council members:

I am providing the following feedback that has been reviewed by the GESC Board as a response to the planning commissions special meeting on January 12, 2022 regarding the following agenda item:

- Scoping Meeting for the Focused General Plan Update: Housing, Land Use, Environmental Safety Elements and Accompanying Zoning Ordinance Amendments Environmental Impact Report

We are providing our input on potential environmental effects that should be evaluated as part of the Environmental Impact Report (EIR) for the Focused General Plan Update as well as our take that the request for EIR feedback seems premature given that no specifics were provided as to the specific zoning changes being considered at the Special Planning Commission meeting.

Without understanding the density changes and whether or not height or

setback changes are being proposed, it makes it difficult to determine what our EIR focus should be. So for example we have not gone into any detail regarding traffic and traffic patterns, water supply availability, school district impacts and other issues because without a clear outline and a published plan we cannot provide specific meaningful feedback on those critical issues. They however need to be considered as part of the EIR scope and study.

With that said our feedback is broken down into the following sections:

- Zoning Code Changes
- Incorporating the East Side visioning discussions regarding housing
- Old County Road and East San Carlos Avenue density changes
- Toxics and a rising water table

Additionally we are providing the:

- GESC Community Vision outline
- East Side Visioning feedback outline regarding the Biotech Developments
 - As a reference and which we feel are critical to incorporate as part of a larger holistic vision for San Carlos as a whole and the GESC neighborhood specifically.
- With that background in place here is our feedback.

Zoning Code Changes

- Zoning Code changes were not described in the meeting, were not described in the pamphlet, and do not exist on the San Carlos 2040 website but the meeting was about identifying the EIR impacts to the proposed zoning changes.
- How do you identify impacts without explaining what is being proposed?
- It is difficult to evaluate the impacts without understanding the specific zoning changes.
- The San Carlos 2040 web site does not have any information regarding these proposed changes.
- These proposed changes either do not exist or are being withheld from the public.
- The area on the west side of El Camino has a grey color but there is no zoning associated with that color in the table.
- What exactly is being proposed on the west side of El Camino between Holly and Brittan in the grey shaded areas?

- Please provide a detailed explanation of the proposed zoning code changes for each zoning land use designation along the El Camino corridor, East San Carlos Avenue and Old County Road including but not limited to any possible height, building footprint, setbacks and density changes.
- We are concerned that the city is jumping to EIR feedback without a specific proposal to evaluate

Incorporating the East Side visioning discussions regarding housing

- This initial report does not tie in with the requests for increased housing closer to the employment centers in the East Side Study sessions that we attended .
- Why is there no proposed housing for Tanklage, Terminal, or Old County Road South of Terminal or in the area immediately adjacent to the proposed new Alexandria Campus as part of the San Carlos 2040 General Plan Update?
- This was discussed during the east side visioning meetings and was specifically requested by the city council.
- This proposal does not mention or link the request we made for increased density south of our neighborhood in exchange for lowering or keeping the same density for Old County and East San Carlos Ave as we suggested.
- We would like to see the housing element changes discussed in relationship to the East Side Visioning discussions many of us attended and an acknowledgement of the increased housing pressure that the new commercial developments will bring to bear on our city.

OCR and East San Carlos density changes are an existential threat to the single family GESC Community

- We have a concern about the planning commission obliquely trying to include changes to single family residences in San Carlos.
- There was an implication (that we inferred) that the GESC neighborhood was being targeted for zoning changes because of our proximity to the Caltrain station.
- Ironically getting to Redwood City or Belmont to do shopping is a near impossibility using Caltrain.
- By the time you incorporate walking to a store shopping and then finding a train to get back a 20 minute trip by car will take you 2 hours or more.

- Using the Caltrain station as a rationale to increase density in our community feels like a mechanism to preclude other neighborhoods from absorbing rezoning and or increased density.
- While we may have a train station in San Carlos, the Caltrain schedule does not support the running of errands, food shopping or getting around the peninsula for non-work purposes because Caltrain and Samtrans ignores those users in favor of commuters to and from San Jose, Mountain View, Palo Alto, Millbrae and San Francisco.
- As someone who used to use Caltrain on a daily basis to commute to work for decades I truly wish the service would help people run errands along the peninsula and be a decent alternative to getting into a car, but it does not.
- Basing housing density decisions on magical thinking that we have a functional mass transit system without looking into the details is not a rationale for threatening our neighborhood.
- If we as a community (after having an open and honest debate) decide to build significant levels of high density housing along Old County Road and East San Carlos in order to preserve west side residents neighborhoods then we should have an open and frank discussion about rezoning the single family neighborhood south of Holly for significantly higher density and come up with a plan for an orderly transition from a single family neighborhood to one filled with apartment and condo complexes that will allow and facilitate the community to sell their properties at a significantly increased amount.
- We want to ensure that no one in our community will be ripped off by unscrupulous developers looking for quick profits by buying our homes at a discount and building high density units..

Toxics and a rising water table

- This was discussed extensively in previous meetings but was not mentioned in this proposal.
- As the water table rises due to global warming before we have flooding disasters we will have the potential for new toxic crises similar to Flint, Michigan or Love Canal due to the water table rising.
- What specific studies will the EIR incorporate to evaluate the risks associated with rising water tables due to high rain events and sea level rise which will affect the water table given the high number of toxic sites in the east side?
- We are particularly concerned about the underground aquifers getting

contaminated from these sites and leaching onto our single family neighborhood.

- <https://www.nbcbayarea.com/investigations/toxins-long-buried-may-surface-as-groundwater-rises/2718842/>

The GESC vision document has been distributed previously and we are including it here in our feedback as a reminder to show that our position has been consistent throughout the years and that we have been working hard to come up with solutions that allow for economic development while keeping our community intact.

GESC Community Vision

1. Preserve integrity of Greater East San Carlos single family residential community while allowing both residential and commercial development in the industrial areas
 - Reduce the hard edges of incompatible land use between the residential neighborhood and the industrial areas by creating transition and buffer zones with trees between the single family homes and other uses along East San Carlos, Hall, Terminal, Northwood, Taylor.
 - Tree lined streets in the residential area south of Holly to mitigate the impacts of building height of the new commercial BioTech developments.
 - Improve pedestrian connections between North and South of Holly
2. Transform East San Carlos Avenue from industrial to single family homes or two story town homes
 - We have the opportunity to leverage Alexandria into buying up the East San Carlos parcels and creating housing that will not destroy the character of the GESC Community
3. Partial cul-de-sacs south of Holly for traffic mitigation
 - Start a trial run now, determine what works and then work with the community on what a permanent solution looks like
4. Laureola Park expansion
 - Buy the HS property to expand open space on the East Side
5. Full environmental remediation on all development projects
 - This is a generational opportunity to right the wrongs of the previous generations environmental neglect
 - This will ultimately save the city money as we will not pay fines for polluting the bay via Pulgas creek and the toxic plumes under the

industrial properties making their way towards the bay and perhaps our homes.

East Side Biotech Development overall community mitigations and goals

- Create a walkable, bike rideable community with open space
- Tree lined streets for all south of Holly residential streets (blocks visibility of tall buildings, reduces carbon footprint)
- Review pedestrian/bicycle improvements for the east side and incorporate community feedback into a traffic/pedestrian/bicycle master plan
- No shuttles on East side, the Caltrain multi-modal station was designed for this purpose
- Identify and agree on housing opportunities on the east side, the west side needs to share the burden of additional housing
- Plan for water table rise, sea level rise, flooding mitigations and toxic remediation for the east side including studying the underground aquifers and how toxics could be transferred to the residential community
- Prepare for changes to accommodate the significant increase in auto traffic that will be generated by the employment center(s).

The GESC Board greatly appreciates the time and effort each planning commission and city council member is taking to make sure we create a collaborative solution that works for San Carlos as a whole. I am more than happy to follow up with points of clarification on any of the above items and look forward to having discussions with each of you in the future.

Thank You,

Dimitri Vandellos - GESC President

Scot Marsters

Paul Magginette

Ben Fuller

Sam Herzberg

Tim Hilborn

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DAVID CRABBE ARCHITECT

ARCHITECTURE • PLANNING • INTERIOR DESIGN

January 17, 2022

Planning Manager Lisa Porras:

Re: Housing & Safety Element Update EIR

Dear Lisa:

This is a follow-up letter to my public hearing comments last Wednesday.

1. I continue to be disappointed that the city refuses to recognize the real housing impact that can be anticipated by all the commercial developments on the East Side. Two million SF of Bio-Tech at 300 SF per job will produce about 6,700 jobs which would require about 4,500 new housing units¹ to maintain the city's current jobs / housing balance. Yet the city is still sticking with the RHNA number of 2,735 units. Also, just the RHNA numbers alone call for 1,177 of those units to be very-low and low- income units. Even if the city were to get the full 15% BMR units in the Planning Code for those RHNA units, it would only produce 410 units, well short of the RHNA goals. Even with the buffer, the city will be well short of BMR units.

This is a total disaster for jobs / housing "fit" in the city and needs to be addressed.

2. Another item that is not being addressed in the Housing Element update is the impact of the State's Density Bonus provisions. When a project gets a Density Bonus, yes it increases the overall number of units, but it dilutes the city's 15% BMR requirement by not allowing the city to calculate the BMR requirement for the total of all the units that were added. For example: 626 Walnut Street used the Density Bonus to increase the number of units from I believe 26 or 28 units to 35 units, but the number of BMR units was held at the number for the original density, not the increased density, thus there are only 10% BMR, not 15%. This is a flaw in the State law, but still affects the the BMR ratio overall.

3. It's still not clear in the Housing Element what proportion of future housing the city anticipates will be allow "by right" without a site specific EIR review. This is where an overall EIR for the General Plan could be used to allow development without a specific EIR for each project. RWC did this for their Downtown Plan.

4. Others expressed concern about how the few sites the city has designated for upzoning in the western hills will address the fire hazards in the WUI. I personally am not against upzoning some parcels in the hills and would be fine with additional condo development on the North Crestview Park site (which is just a few hundred feet from my house) if the city decided to go that way, but the fire hazard is a real issue.

5. Sea Level rise is still a big concern for the East Side as was illustrated in Wednesday night's slides showing various levels of SLR which in the extreme case could bring the bay all the way to El Camino. This not only applies to housing, but also applies to the commercial development in that area, but doesn't seem to be taken very seriously.

6. Finally, there was a robust discussion about "land value capture". I brought it up, but I believe the commissioners asked some good follow-up questions. The impression I got was that the planning staff felt there was nothing they could do to require "community benefits" (especially additional BMR units) in exchange for increased density because they cannot count the increased density as meeting RHNA if the increase is conditional. This is very unfortunate, because one way to come closer to meeting the RHNA goals for BMR units is to increase the % of BMR per project which is not possible without the city either increasing BMR to 20-25% by code or by making it a condition of increasing density project by project. I'd like the city to look more closely at this issue to see if there's a "loophole" where the promise of more BMR units per project could justify State approval of a Housing Element that includes "value capture".

Thanks for your consideration.

David Crabbe

cc: Chair Roof and Members of the Planning Commission, Al Savay, Jeff Maltbie

¹ 1.5 jobs per housing unit

From:
To:
Subject: FW: Housing and Safety Element Update EIR"
Date: Monday, January 31, 2022 10:53:49 AM

Comment on the NOP.

Today is the deadline; 5 pm.

-----Original Message-----

From: Sandra
Sent: Sunday, January 30, 2022 5:30 PM
To: Lisa Porras <LPorras@cityofsancarlos.org>
Subject: Housing and Safety Element Update EIR"

[NOTICE: This message originated outside of City of San Carlos -- DO NOT CLICK on links or open attachments unless you are sure the content is safe.]

Please do all you can to maintain some semblance of single family home zoning.

I'd like to think I'm speaking for too many San Carlans who won't comment for many reasons. We're people who have worked hard to attain and maintain our suburban lifestyle. It is a choice that is being taken away from us because the internet took off from here and boomed and the population boomed as well.

There will be many proponents of development speaking up here. They have deep pockets and will outbid potential SFH homeowners and max out and flip properties purely for financial gain. They vastly outnumber people who simply want to add an ADU for extended family or modest income. Also consider how these changes will effect the tree canopy as trees are taken down for construction.

There are areas in town conducive to multi unit housing. Random infill is not the answer.

Please consider those of us who have called San Carlos home for a long time. We need protection from these ill-conceived state mandates that will change California's suburbs.

Thanks,

Sandra Wallace

Sent from my iPhone

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From: [Lisa Porras](#)
To: [Barbara Beard](#); [Mike Campbell](#); [lisa.brownfield](#)
Subject: FW: Focused General Plan feedback
Date: Monday, January 31, 2022 3:36:45 PM

NOP comment.

From: Gina Vandellos
Sent: Monday, January 31, 2022 2:44 PM
To: Lisa Porras <LPorras@cityofsancarlos.org>
Subject: Focused General Plan feedback

[**NOTICE:** This message originated outside of City of San Carlos -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

Dear Lisa Porras,

I was very concerned after attending the last Special Planning Commission meeting regards to the Environmental Impact Report for the Focused General Plan. It is totally unclear what the specifics of the plan will be. What exactly will be allowed regarding height and setbacks on East San Carlos Avenue? What about traffic patterns and school district impacts?

Have you contacted the east side neighborhood to let them know your plans to re-zone the east side residential area? This major decision needs input from the residents. The San Carlos 2040 web site does not have any information regarding the proposed changes.

I would like to see the housing element changes discussed in relationship to the East Side Visioning discussions that I attended last year.

Thank you,

Gina Vandellos

Resident of the San Carlos east side

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To San Carlos Planning.

% Lisa Porras.

RE: Notice of Preparation for an Environmental Analysis for the San Carlos' Focused General Plan Update Project: Land Use, Housing, Safety Element Updates and Accompanying Zoning Ordinance Amendments.

1/31/2022

Thanks you for taking comments on the Notice Of Preparation for the San Carlos General Plan update.

Here are four items to consider in putting the plan together

- 1- Explain how the plan will achieve the state's Vehicle Miles Travelled (VMT) targets?
- 2- Explain how the plan will improve the financial bottom line of the transit district?
- 3- How will air and water pollution be reduced inline with state goals?
- 4- How will the city be safer to walk and bike to achieve VMT reduction goals?

1- The plan should explain how San Carlos will meet the [The California Air Resources Board determination](#) that local governments must achieve Vehicle Miles Travelled reductions of 7 percent below projected VMT levels in 2030 (which includes currently adopted SB 375 SCSs).

The feasible alternative would be for the general plan to promote significant reductions in VMT via designs that

prioritize pedestrian movement in the half mile around the train center, add dense housing that is car free but include car, bike, and scooter share, and building a lot more affordable units.

On page 101 CARB says:

It is recommended that local governments consider policies to reduce VMT to help achieve these reductions, including: land use and community design that reduces VMT; transit oriented development; street design policies that prioritize transit, biking, and walking; and increasing low carbon mobility choices, including improved access to viable and affordable public transportation and active transportation opportunities. It is important that VMT reducing strategies are implemented early because more time is necessary to achieve the full climate, health, social, equity, and economic benefits from these strategies.

2a- The plan should explain how the general plan will contribute to the financial improvement of Samtrans.

The feasible alternative would be to put in more transit captive affordable housing in the transit corridor and provide every transit corridor household resident with Samtrans and Caltrain passes while improving bus throughput on El Camino Real with a bus only lane and making walking to transit safer by eliminating automobiles on El Camino Real. Other feasible option would be use pricing to change mode share behavior such as congestion pricing parking within the corridor and improving first and last mile options with [shared micro mobility](#) would give consumers choice. The circulation

element should consider expanding residential permit parking pass for existing residents.

CARB says on pathways to implement the state level VMT reduction should include strategies such as:

"Developing pricing mechanisms such as road user/VMT-based pricing, congestion pricing, and parking pricing strategies." Page 81

" Provide energy-efficient affordable housing near job centers and transit." Page ES-6

2b- The EIR should evaluate these two alternative designs considering duck-outs and bus only lanes on El Camino Real for the:

- impacts to bus travel times, dwell times, and reliability
- impacts on car drivers' travel times and safety
- impacts on bicycle safety
- comparing the number of people impacted in all three cases

2c- The feasible alternative would be take a lane away from vehicles on El Camino Real and use it for pedestrian needs such as transit only lanes and last mile Micromobility connectors and changing signal timing to enhance pedestrian priority in the 1/2 mile radius around the Caltrain station. The changes would make it safer for pedestrians to access transit.

3. San Carlos should explain how the General Plan by 2030 will increase renewable power and reduce toxic emission around the transit center like Caltrain especially indoor air pollution impacting residents and water pollution from runoff.

The feasible alternative would be to ask for all electric passive construction to eliminate methane and it's burned effluent pollution indoors, eliminate air pollution from the lifetime emissions from the project through walking and biking priority, and meet the energy waste and water needs on site via microgrids for a resilient strategy to meet the recommendation of IPCC6 for staying within 1.5 deg of warming by 2030.

On page ES4 CARB provides this chart of pathways to meeting 2030 goals and Paris.

CALIFORNIA'S CLIMATE POLICY PORTFOLIO



On page 97 CARB says

- CARB will continue to actively implement the provisions of AB 617, AB 197, AB 1071, SB 535, AB 1550, and other laws to better ensure that environmental justice communities see additional benefits from our clean air and climate policies.

On page ES1 CARB says

- Improve the health of all Californians by reducing air and water pollution and making it easier to bike and walk;

And on page 64 CARB says on water and waste:

- Land conservation results in healthier watersheds by reducing polluted runoff, allowing groundwater recharge, and maintaining properly functioning ecosystems.
- Resilient natural and working lands provide habitat for species and functions to store water, recharge groundwater, naturally purify water, and moderate flooding. Forests are also a source of compost and other soil amendments.
- Conservation and land protections help reduce VMT and increase stable carbon pools in soils and above-ground biomass

- Compost for carbon sequestration, erosion control in fire-ravaged lands, water conservation, and healthy soils
- Replacing virgin materials with recycled materials associated with goods production; enhanced producer responsibility reduces energy impacts of consumption
- Efficient packaging materials reduces energy consumption and transportation fuel use

4. San Carlos should explain how dangers to pedestrians and bicyclists can be reduced such that the mode share increases to offset green house gases from transportation. How will the goals of the San Carlos Downtown Specific Plan overcome past problems with multi mobility goals especially increasing share?

If the goal is vision zero there should be no car parking allowed. The goal of increasing bike and pedestrian traffic has been a failure since the 70s gas crisis. Each has stayed stubbornly at 1% off trips on average over the decades in CA except for some cities like SF and Berkeley where separate infrastructure and parking prices have changed travel behavior.

NACTO covers the pro and cons of separated bikeways-
https://nacto.org/wp-content/uploads/2016/05/2-4_FHWA-Separated-Bike-Lane-Guide-ch-5_2014.pdf

During the pandemic a better model for increasing mode share was Oakland's Slow Streets

<https://nacto.org/publication/streets-for-pandemic-response-recovery/emerging-street-strategies/slow-streets/>

CARB says

- Improve the health of all Californians by reducing air and water pollution and making it easier to bike and walk. Page ES-1
- CDPH estimated that 2,100 premature deaths annually would be avoided if Californians met the Management Plan's 2020 targets were met by Californians compared to 2010 travel patterns. Page 49.

Regards,

Gladwyn d'Souza

Chair, San Carlos Belmont Sierra Club Group.

From: [Lisa Porras](#)
To: [lisa.brownfield](#); [Barbara Beard](#); [Mike Campbell](#)
Subject: FW: SC zoning considerations
Date: Tuesday, February 1, 2022 2:44:36 PM

-----Original Message-----

From: Ralph Althouse
Sent: Monday, January 31, 2022 6:49 PM
To: Lisa Porras <LPorras@cityofsancarlos.org>
Subject: SC zoning considerations

[NOTICE: This message originated outside of City of San Carlos -- DO NOT CLICK on links or open attachments unless you are sure the content is safe.]

Hi,

I own a single family house currently rented out long term. I am writing to add my voice for a measured approach to implementing new state mandated housing legislation. I currently live in Seattle Washington and have seen first hand the effect multi family development has had on my neighborhood. The current units under development have increased units but have not demonstrably lowered prices. In fact housing prices continue to increase. Additionally new housing, regardless of the number of units, do not require off street parking, which has substantially increased street congestion.

I would favor

1. Limiting multi family development to 10 to 20% of available lots. This will retain the family based structure for which San Carlos is noted. It will further limit unlimited growth which will rapidly out pace the social structure such as schools, parks, municipal services, etc.
2. Limiting to two subplot buildings with integral ADU. This would limit to 4 units on the property.
3. Limiting vertical height maximums.
4. Requiring at least some off street parking.
5. Limiting rentals to long term, avoiding AirBnb type rental units.
6. Careful management of open spaces, trees, parks etc.

Our city has an opportunity to direct this growth to help development proceed sensibly.

Thank you.

Ralph Althouse

Sent from my iPhone

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[mod_id&mod_option=gitem&mail_id43683770-
aH3Lv1P53KW9&r_address=orras%40cityofsancarlos.org&report=](#)

From: [Lisa Porras](#)
To: [Barbara Beard](#); [Mike Campbell](#)
Cc: [lisa.brownfield](#)
Subject: San Carlos FW: San Carlos General Plan Update Comments
Date: Monday, January 31, 2022 1:12:19 PM
Attachments: [image001.png](#)
[image002.png](#)

Comment on NOP

From: Sean Gibson
Sent: Monday, January 31, 2022 12:58 PM
To: Lisa Porras <LPorras@cityofsancarlos.org>
Subject: San Carlos General Plan Update Comments

[**NOTICE:** This message originated outside of City of San Carlos -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

Lisa,

Thank you for your efforts on the general plan housing element update triggered by the new RHNA goals.

After reviewing the maps in the NOP, I had a comment on upzoning consideration for 782 Elm St, 549 Prospect St and 575 Prospect St, as well as clarification on upzoning for the site on Vista del Grande in RS-6.

It is difficult to tell from the maps if 782 Elm St, 549 Prospect St and 575 Prospect St are being considered for upzoning to RM-100. If they are not (and can be), this is a request to include these sites in the upzoning plans. Note the entitlements for all three have expired.

And there is a site on Vista del Grande in RS-6 that is not included in the potential zoning change map but is included in the tentative 6th cycle housing sites inventory. And the staff report did not include RS-6 as a zoning type included in the possible zoning density increases. Please clarify if this site is included or not and, if so, what zoning is being considered, as well as what the rationale was for choosing this specific site vs. adjacent sites with the same zoning.

See below for the reference maps.

Regards,

Sean Gibson

Head of Communications and Partnerships



Figure 6 - Potential Zoning Code Changes appears to show the Elm and Prospect sites are within the RM-59 to RM-100 zoning change.



*Note: MU-NB is proposed at 120 dwelling units per acre as described in Attachment 1 ("NOP").

Figure 7- San Carlos Tentative 6th Cycle Housing Sites doesn't seem to include all of these sites on Prospect and Elm. And it does include one parcel in RS-6 on Vista del Grande (lower left)



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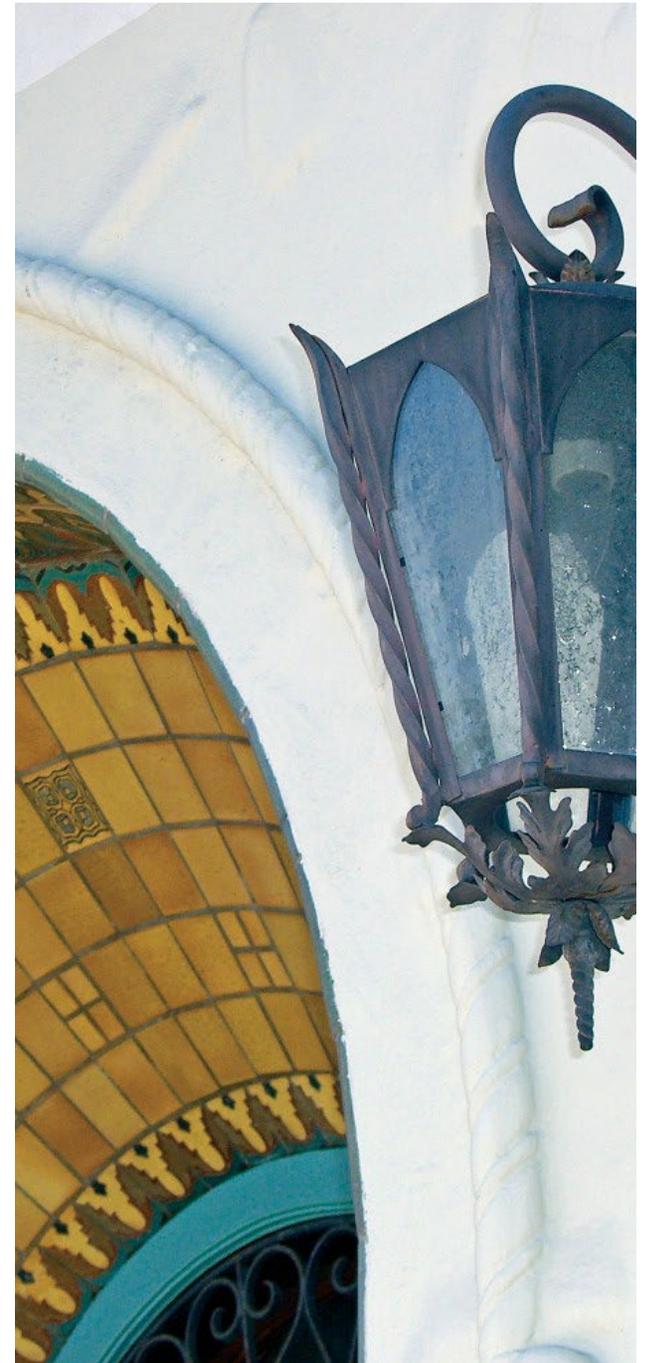
San Carlos Focused General Plan Update Project

Appendix B: Housing Element Update and Environmental Safety and Public Services Element Update

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San Carlos 2023-2031 Housing Element

HCD REVIEW DRAFT OCTOBER 2022



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Table of Contents

1. Introduction

Overview of the Housing Element	1
Consistency with the San Carlos General Plan	2
State Law Requirements for Housing Element	2
Process of Preparing the Housing Element	3

2. Housing Plan

Housing Goals, Policies, and Actions.....	11
Summary of Quantified Objectives.....	36

3. Needs Assessment

Population and Employment Trends	37
Household Characteristics	41
Housing Stock Characteristics	43
Special Housing Needs.....	46
Energy Conservation Opportunities.....	52
At-Risk Housing Analysis.....	52
Projected Housing Need (RHNA)	55

TABLE OF CONTENTS



4. Constraints to Housing Production

Non-Governmental Constraints57
Governmental Constraints.....62

5. Housing Resources

Availability of Sites of Housing99
Administrative and Financial Resources129

6. Affirmatively Furthering Fair Housing

Primary Findings132
Fair Housing Enforcement and Capacity135
Integration and Segregation141
Displacement Risk181
Disproportionate Housing Needs.....183
Fair Housing Issues, Contributing Factors, and Action Plan .200

7. Housing Element Program Accomplishments

Housing Element Program Accomplishments209
Quantified Objectives221

Appendix A: Sites Inventory Table

Contents

- 1 Overview of the Housing Element
- 2 Consistency with the San Carlos General Plan
- 2 State Law Requirements for Housing Element
- 3 Process of Preparing the Housing Element

Overview of the Housing Element

All California cities and counties are required to have a Housing Element included in their General Plan, which establishes housing goals, policies, and actions in response to community housing conditions and needs. This Housing Element has been prepared to respond to current and near-term future housing needs in San Carlos and also provide a framework for the community's long term approach to addressing its housing needs. The Housing Element contains goals, updated information, and strategies (policies and implementing actions) that the City is committed to undertaking.

Housing affordability in San Mateo County and in the Bay Area as a whole is a critical issue. San Carlos's housing conditions are reflective of many area-wide and even nation-wide trends. Over the past thirty years, housing costs have skyrocketed out of proportion to many people's ability to pay. In addition, interest rates, construction costs, and high land costs have all increased significantly. This has a number of implications as it becomes more difficult for employers to fill vacant jobs, workers must travel longer distances into and out of San Carlos and surrounding areas to get to work, and many young people, families, longtime residents, and people with specialized housing needs cannot find housing they can afford or that meets their needs.

The Housing Element touches many aspects of community life. This Housing Element builds upon the goals, policies, and implementing programs contained in the City's 2015-2023 Housing Element and other City policies and practices to address

4 INTRODUCTION



housing needs in the community. The overall focus of the Housing Element is to enhance community life, character, and vitality through the provision of adequate housing opportunities for people at all income levels.

The Housing Element covers the planning period of January 31, 2023 through January 31, 2031.

Consistency with the San Carlos General Plan

The San Carlos General Plan serves as the ‘constitution’ for development in the city. It is a long-range planning document that describes goals, policies and actions to guide decision-making. All development-related decisions must be consistent with the General Plan, of which the Housing Element is but one part. If a development proposal is not consistent with a city’s General Plan, it must be revised or the plan itself must be amended. State law requires a community’s General Plan to be internally consistent. This means that the Housing Element, although subject to special requirements and a different schedule of updates, must function as an integral part of the overall General Plan, with consistency between it and the other General Plan elements.

The 2023-2031 Housing Element was updated as part of a focused General Plan Update to address environmental safety, housing, and land use. All policies and actions in other General Plan elements were prepared to be consistent with the Housing Element. Land Use designations and densities in the Land Use Element were prepared to be consistent with this Housing

Element and to accommodate San Carlos’ housing need for the 2023-2031 planning period.

The intent of the 2015-2023 Housing Element is to maintain the consistency of the Housing Element with the other General Plan Elements over time. Consistency modifications ensure that any potential impediments to implementation of the Housing Element are addressed in the other elements of the General Plan.

State Law Requirements for Housing Elements

State law requires each city and county to adopt a General Plan containing at certain topics (called “elements”), including a Housing Element. California State law provides more detailed requirements for the Housing Element than for any other General Plan element. This Housing Element responds to those requirements, as well as conditions and policy directives unique to San Carlos.

Unlike the other mandatory General Plan elements, the Housing Element requires periodic updating and is subject to detailed statutory requirements and mandatory review by the State of California Department of Housing and Community Development (HCD). According to State law, the Housing Element must:

- Provide goals, policies, quantified objectives and scheduled programs to preserve, improve and develop housing.

- Identify and analyze existing and projected housing needs for all economic segments of the community.
- Identify adequate sites that will be zoned and available within the Housing Element planning period – between 2023 and 2031 – to meet the City’s share of regional housing needs at all income levels.
- Undertake HCD review of the Draft Housing Element and certification of the City’s adopted Housing Element in compliance with State law.

State law establishes detailed content requirements for Housing Elements and a regional “fair share” approach to distributing housing needs throughout all communities in California, including the Bay Area. The law recognizes that in order for the private sector and non-profit housing developers to address housing needs and demand, local governments must adopt land use plans and implement regulations that provide opportunities for, and do not unduly constrain, housing development.

The Housing Element must provide clear policies and direction for making decisions related to zoning, subdivision approval and capital improvements that relate to housing needs. The housing actions (i.e., programs) are intended to: (1) identify adequate residential sites available for a variety of housing types for all income levels; (2) focus on the provision of adequate housing to meet the needs of lower and moderate income households; (3) address potential governmental constraints to the maintenance, improvement and development of housing; (4) preserve and improve the condition of the existing affordable housing stock; and, (5) promote housing opportunities for all persons. Also in

accordance with State law, the Housing Element must be consistent and compatible with other elements (or sections) of the San Carlos 2030 General Plan.

Process of Preparing the Housing Element

San Carlos’s history of extensive community involvement in local decision-making makes the community outreach process for the Housing Element update not only essential and highly desirable, but also a critical component of the work effort. The approach for the Housing Element update described below is consistent with State law contained in Government Code 65583(c)(7) – “The local government shall make a diligent effort to achieve public participation of all economic segments of the community in the development of the housing element, and the program shall describe this effort.” At its core, the Housing Element provides an opportunity to have a community conversation about how to collaboratively address local housing challenges, develop policies, and find solutions.

Engagement Process

The City’s housing engagement process was two-fold: a county-wide collaboration between all jurisdictions called Let’s Talk Housing and a city-specific engagement process.

21 Elements / Let’s Talk Housing

21 Elements is a multi-year, multi-phase collaboration between all San Mateo County jurisdictions, along with partner agencies and stakeholder organizations, that aims to support jurisdictions in developing, adopting, and implementing local housing

4 INTRODUCTION



policies and programs. Let's Talk Housing is a collaborative effort between all 21 jurisdictions in San Mateo County focused on increasing awareness of and participation in the Housing Element update process.

21 Elements/Let's Talk Housing organized a series of countywide meetings about the Housing Element update and provided community members with an introduction of the Housing Element update and why it matters. These meetings were attended by more than 1,000 community members. San Carlos was part of the April 13, 2021 introductory meeting. Additionally, Let's Talk Housing held an All About RHNA webinar and a countywide four-part webinar series to help educate and inform San Mateo County residents and stakeholders on regional and local housing issues. The four-part series took place on Zoom in fall of 2021, focusing on the following topics and how they intersect with the Bay Area's housing challenges and opportunities:

- Why Affordability Matters
- Housing and Racial Equity
- Housing in a Climate of Change
- Putting it All Together for a Better Future

The series included speaker presentations, audience Q&A, breakout sessions for connection and debrief discussions. The sessions were advertised and offered in Spanish, Mandarin, and Cantonese, though participation in non-English channels was limited.

Key themes that emerged included:

- Housing affordability is a public health issue: Where we live impacts our health, economic equity, environmental and racial justice
- The Three S's: Supply, Stability and Subsidy: Increase housing supply, protect renters and vulnerable households by providing stability, fill the gaps with subsidies
- Implement strategies to promote climate-ready housing

In addition to the discussions above, Let's Talk Housing also sponsored four "listening sessions" with city and county staff and key stakeholders, that convened more than 30 groups. These stakeholders represented organizations that focused on:

- Building market-rate or affordable housing
- Addressing fair housing issues
- Advocating for affordable housing
- Providing housing services

San Carlos Housing-Element Focused Engagement

The Housing Element is being updated in conjunction with the City's Safety Element and amendments to the Land Use Element and other elements in support of the Housing Element. The public engagement program initiated for this consolidated effort sought to use people's time efficiently, so that an outreach activity could inform more than one element. However, the emphasis has been housing and the Housing Element. The program's approach focused on helping people understand how these plans can

impact their community and daily lives, with less emphasis put on explaining the legislative requirements and planning jargon. The engagement program leveraged a variety of outreach and engagement strategies, tools, and methods to inform, educate, and engage stakeholders throughout the planning process. The update was called “San Carlos 2040” to highlight the initiative.

The planning process sought to engage many key audiences: the City Council Housing Subcommittee, Planning Commission, City Council, various other Commissions, a wide variety of stakeholders (local agencies and housing groups, community organizations, housing developers, and student groups, etc.), and the general public (residents of the community).

Hundreds of residents, businesspeople, and other stakeholders participated across a series of activities. Outreach and participation for this Housing Element update was different than previous years because much of the update process occurred during the COVID-19 pandemic. Meetings were promoted through website updates, social media posts, mailers, and flyers posted in public spaces to advertise and invite the community to virtual workshops. Service organizations were directly contacted to solicit participation in the program, and included organizations representing lower- and moderate-income households, seniors, and youth, among others. Through this robust outreach and engagement process, the strategies in the Housing Element were defined.

Stakeholder Interviews

At the outset of the engagement process, the City interviewed participants who represent different constituencies in the community to get input on housing issues and potential engagement strategies to reach the community. Stakeholders included the local Chamber of Commerce, the City’s Recreation Division, the PTA Coordinating Council, and the San Carlos School District.

Community Workshops and Follow-Up Surveys

MIG facilitated multiple virtual interactive community workshops that addressed housing-related issues as part of the Housing Element update process. The workshops included a presentation, live polling, virtual whiteboard recording to collect input from the participants, and an interactive discussion.

City staff conducted robust community outreach to encourage maximum participation in the workshops and surveys that followed workshops. This included social media posts on Facebook, NextDoor, Instagram, and Twitter. Announcements about the project and workshop were made at public meetings including City Council, Planning Commission, Transportation & Circulation Commission, Economic Development Advisory Council, and the Youth Advisory Council. In addition, the workshops were promoted through the City’s Spotlight Newsletter, City Council Newsletter, Adult Community Center Newsletter, Chamber of Commerce Newsletters, and E-notify blasts. Grassroots efforts included booths at the San Carlos Farmer’s Market and flyers throughout the Downtown. Across all

4 INTRODUCTION

the workshops and surveys there were 370 stakeholders who participated.

Participants were invited to share housing and environmental safety ideas and concerns at all engagement activities. The first community survey focused on housing and environmental safety issues. The first workshop introduced the planning process for the Housing and Environmental Safety Elements and offered participants the opportunity to discuss housing concerns and ideas for solutions. A second survey launched just before the second workshop, which focused on defining key priorities to consider when defining where and how new housing might be built in San Carlos. The second workshop provided additional background information for the survey and the team introduced possible land use policy changes and strategies that would allow for additional housing to be constructed throughout the community.

The third workshop shared the estimated number of housing units that could be accommodated with existing zoning and policies, identified the anticipated housing shortfalls, and introduced new ideas and strategies to achieve housing targets. The fourth workshop discussed and refined potential changes to accommodate San Carlos’ housing needs and collected input on possible zoning strategies for El Camino Real and other higher density residential areas.

Table 4.1-1: Community Workshops and Surveys

Community Workshop	Date / Date Range	Topic	Number of Participants
Survey #1	Mid-October to December 7, 2020	Housing and Environmental Safety	76
Workshop #1	November 30, 2020	Community Values, Issues, and Concerns	65
Survey #2	January 11 – February 12, 2021	Housing Priorities	75
Workshop #2	January 20, 2021	Values and Land Use Strategies	75
Workshop #3	May 26, 2021	Housing Changes and Solutions	37
Workshop #4	August 11, 2021	Housing Changes and Zoning Strategies	42

Community and Focus Group Meetings

To engage the City’s active interest groups, the City met with an existing neighborhood group (Greater East San Carlos; January 19, 2021), the Harbor Industrial Association (November 4, 2021), and the Chamber of Commerce (January 18, 2022). City staff also presented an update on the Housing Element to the Economic Development Advisory Commission on September 22, 2020 and August 24, 2021 and presented to the Transportation and Circulation Commission on November 17, 2020 to describe the project, answer questions, and receive feedback.

The City also convened a focus group representing local service providers that represent persons with special needs (June 13, 2022). The focus group meeting included representatives from a variety of community-based organizations. More than 25

organizations were invited to participate. Organizations that participated included:

- Caminar – Project Ninety
- Catholic Charities
- City of San Carlos Adult/Senior Programs
- HIP Housing
- Housing Choices
- Housing Leadership Council of San Mateo County
- Project Sentinel
- Samaritan House
- San Carlos Elms
- Vista Center

At these meetings, the City shared information about the Housing Element Update process and solicited input on housing needs for various special needs groups.

City Council, Planning Commission, and Subcommittee Committee Study Sessions

The City held several study sessions with the City Council, Planning Commission, and City Council Housing Subcommittee to guide the direction of policy development and to provide additional opportunities for public input (Table 4.1-2).

Table 4.1-2: Study Sessions

Study Sessions	Date	Topic
City Council Subcommittee Meetings	August 20, 2020; November 5, 2020; February 10, 2021; September 1, 2021; November 10, 2021; and March 15, 2021	Introduction to the Housing Element, Community Input, Meeting the RHNA and Housing Policies
Planning Commission Study Session	October 19, 2020	Introduction to the Housing Element
City Council Study Session	September 27, 2021	Community Input and RHNA
Planning Commission EIR Scoping Session	January 12, 2022	Process Update and EIR Scoping
City Council Subcommittee Meetings	August 20, 2020; November 5, 2020; February 10, 2021; September 1, 2021; November 10, 2021; March 15, 2021; September 2022	Meeting the RHNA, Housing Policies, and Public Review Draft Housing Element
Planning Commission Study Session	September 19, 2022	Public Review Draft Housing Element
City Council Study Session	September 26, 2022	Public Review Draft Housing Element

Key Themes from Public Engagement

Key themes and recommended strategies that emerged from these engagement activities include:

- **Coordination** - The interdisciplinary nature of housing was a common theme, and the need to coordinate with Caltrain, employers, and entities that provide supportive services and infrastructure for housing.
 - **Financial Partnerships** - Recognizing the high cost associated with affordable housing, partnerships were identified as important, with an emphasis on collaboration with nonprofits and the County to build affordable housing.
 - **Decrease Greenhouse Gas Emissions (GHG)** - Avoid increasing greenhouse gas emissions and ensure that new buildings use energy-efficient appliances and renovate existing structures so that gas-fueled furnaces, water heaters, or stoves are not used.
 - **Meeting the Housing Needs of Different Age Groups** - Create additional housing for seniors and provide additional assisted living facilities, and at the same time recognize the housing needs of younger residents.
 - **Meeting the Housing Needs of Special Needs Groups** - Child care and developmental disabilities advocates contributed information regarding the needs and potential actions to support these special needs groups.
 - **Increase Housing Options** - Provide more housing options (apartments, condominiums, duplex, triplex, etc.), housing characteristics (increase building heights, unit density, and compactness) and increase options for specific groups (essential workers, local low-income residents, seniors, and younger populations).
- **Implications of Single-Family Zoning** - Note the historical injustices and inequities amplified and perpetuated by single-family zoning and consider the equity implications of preserving single-family zoning. Address historic housing injustices with support for diversity and inclusive housing. Include housing as a buffer between single-family homes and large buildings/development.
 - **Increase Accessory Dwelling Units (ADUs)** - Build new ADUs and encourage new development to subsidize ADUs.
 - **Balance Jobs:Housing** - Provide affordable housing in balance with number of local low-income jobs.
 - **Renovate and Update Existing Units** - Upgrade old properties, renovate older apartments into affordable housing, and convert unused office buildings into housing.
 - **Increase Transit Oriented Development** - Build new housing along high-quality transit corridors. Encourage use of public transportation.
 - **Increase Multi-Family Housing** - Support a variety of multi-family housing unit sizes and types such as duplexes, triplexes, high-density multi-family developments, and micro-units. Consider rezoning east of the freeway for multi-unit. Encourage family-sized units. Support for higher building heights if there was more BMR (below market rate) housing in the development.

- **Ownership Opportunity** - Promote diverse ownership by prioritizing smaller development and more opportunities for ownership.
- **Increase Infrastructure Capacity** - Expand and maintain the infrastructure capacity for water, waste, electricity, and transportation to support the new housing.
- **Potential Scenarios** - The planning team presented three potential land use scenarios that would accommodate more housing than the current zoning would allow. The community had a variety of questions regarding the details and desires transparency regarding impact, construction schedules, and design. In general, participants favored six-story buildings at 75 ft. in height (i.e., support for higher heights was associated with the provision of more affordable housing) and transitioning buildings between districts.
- **Diverse Opinions** - While several participants supported the potential scenarios and overall housing growth, participants noted the need for transparency and compromise. Many suggested limiting building heights to 4-stories. Some suggested spreading growth in areas that have high densities and increasing multi-family and mixed-use housing throughout San Carlos.

Comments from community workshops and correspondence received during the update process have helped to identify housing needs and issues of concern in the community and possible strategies for the City to pursue in addressing housing needs.

How Public Comments Were Considered

Comments from community workshops and correspondence received during the update process have helped to identify housing needs and issues of concern in the community and possible strategies for the City to pursue in addressing housing needs.

Public Review Draft Housing Element

The Draft Housing Element was posted on the City’s website, made available at City Hall, at the Community Development Department, and at the San Carlos Library. The City advertised the availability of the Draft Housing Element for public review through email notifications to the City’s distribution list and on the City’s social media outlets. The Draft Housing Element was available on August 30, 2022 for a 30-day comment period. During this time, an online comment form was available for the public to provide feedback on the Draft Element. The City scheduled two study sessions for September 19, 2022 and September 26, 2022 to receive verbal comments from Councilmembers, Commissioners, stakeholders, and the public.

During the public comment period, the City received multiple comment letters and had discussions with local property owners, residents, and housing advocates. Based on comments from the public, the City (consistent with AB 215) took 10 business days to consider and incorporate public comments prior to submitting the Draft Housing Element to HCD.

Comments from the public included:

4 INTRODUCTION



- Clarify existing and proposed City policies and procedures, including BMR Ordinance requirements, open space requirements, parking, permit processing timeframes
- Add sites as requested by property owners interested in developing housing to the sites inventory to meet the RHNA
- Removal/adjusting realistic capacity of sites with additional constraints in the sites inventory
- Adjusting estimated affordability of accessory dwelling units projected in the sites inventory
- Retain and implement transition zones between higher density mixed-use and lower density residential zones to address privacy and neighborhood character concerns
- Incorporate climate change concerns and preserve creek preservation measures
- Reduce height on E. San Carlos Avenue
- Incorporate anti-displacement and tenant protection measures
- Support for upzoning and additional housing capacity
- Support for childcare development impact fees and implementation streamlining
- Use an equity lens to encourage more affordable housing throughout the community
- Add implementation programs to further integrate and provide opportunity for housing and remove development constraints

In response to each of these comments, revisions were made to the Draft Housing Element.

The Draft Element, as revised, will remain available on the City's website for additional public review and comment during the HCD review period. As revisions are made to respond to HCD comments, this information will also be posted on the City's website.

Contents

- 11 Housing Goals, Policies, and Actions
- 36 Summary of Quantified Objectives

Housing Goals, Policies, and Actions

San Carlos' mission is to provide high-quality services and facilities to its residents in an equitable, sustainable, transparent, responsive, and friendly manner to foster an inclusive, safe, and healthy community now and in the future.

San Carlos takes its mission to heart in developing and implementing its Housing Element. San Carlos is committed to actively encouraging, supporting, and facilitating the creation of a safe, inclusive, diverse, and affordable supply of housing for all income levels. This includes implementing housing policies that expand and preserve its affordable housing stock, encourages greater access to housing, and minimizes the displacement of vulnerable residents. To that end, this Housing Element outlines an implementation plan through goals, policies, and implementing actions. Goals are long-range, broad, and comprehensive targets. They may not necessarily be measurable nor achievable in the lifespan of this General Plan; rather, they describe an intention for the future outcome the community would like to achieve. Policies are focused and specific instructional guidelines and are resources to draw upon during the City's decision-making process. The goals and policies are implemented through a series of housing actions. Actions identify specific programs the City will undertake toward putting each policy into action as a means to achieve goals.

The goals, policies, and actions were intentionally developed and written in response to identified housing needs in the community, constraints confronting the city, and resources

4 2023 HOUSING ELEMENT: HOUSING PLAN



available to address the housing needs. This Housing Element will guide San Carlos housing policy through the 2023-2031 planning period. San Carlos’ housing goals, policies, and actions address the major housing needs identified by State law ([Government Code §65583\[c\]](#)):

- Identify adequate sites, with appropriate zoning and development standards and services to accommodate the locality’s share of the regional housing needs for each income level;
- Assist in the development of adequate housing to meet the needs of extremely low, very low, low, and moderate-income households;
- Address and, where possible, remove governmental constraints to the maintenance, improvement, and development of housing, including housing for people at all income levels, as well as housing for people with disabilities;
- Preserve and improve the condition of the existing affordable housing stock and preserve assisted (i.e., subsidized) housing developments at risk of conversion to market-rate housing; and
- Promote equal housing opportunities for all people, regardless of race, religion, sex, marital status, ancestry, national origin, color, familial status, or disability.

In addition, San Carlos’ two guiding principles supporting San Carlos’ mission statement for housing are:

- Housing in San Carlos supports an economically and socially diverse population.
- Housing in San Carlos creates and supports vibrant neighborhoods and a cohesive sense of community.

GOAL HOU-1: PRESERVATION AND IMPROVEMENT OF THE QUALITY AND LIVABILITY OF EXISTING HOUSING AND NEIGHBORHOODS.

POLICIES

POLICY HOU-1.1

Existing Residential Neighborhoods. Preserve and improve the quality and livability of existing residential neighborhoods through neighborhood improvements and housing rehabilitation programs.

POLICY HOU-1.2

Lower Income Residents Displacement. Minimize potential displacement of existing lower income residents due to increasing housing prices and rents.

POLICY HOU-1.3

Climate Mitigation and Adaptation Plan. Pursue strategies identified in the Climate Mitigation and Adaptation Plan to be support housing that is resilient to climate change. ACTIONS

ACTION HOU-1.1

Rental Inspection Program. Continue the Rental Inspection Program to preserve and improve existing housing stock and neighborhood quality.

Timeframe: Ongoing; annually conduct approximately 240 inspection visits

Responsible Agency: Building Division

Funding Sources: Community Development Department Budget

ACTION HOU-1.2

Residential Rehabilitation Programs.

- As CDBG funds are available through San Mateo County Consortium, provide grants or loans to low and moderate-income households for the rehabilitation of residences. Examples of eligible repairs and improvements include but are not limited to energy efficiency and water conservation improvements, removal of impediments and material barriers that obstruct accessibility, roofing, plumbing repairs, electrical repairs, exterior painting, window replacement, seismic

and flooding safety repairs/adaptations, and climate resiliency adaptations.

- Promote the availability of home repair services for low-income and special needs households available from private agencies in the county.

Timeframe: Continue to participate in the San Mateo County Consortium; add information on home repair organizations to the City's website in 2024, meet with affordable housing developers in 2024 to discuss rehabilitation opportunities.

Responsible Agency: Housing and Planning Divisions

Funding Sources: Community Development Department Budget, CDBG, San Mateo County Consortium

ACTION HOU-1.3

Preservation of At-Risk Housing. Retention of subsidized (i.e., assisted) housing is a critical part of maintaining the supply of affordable housing in San Carlos. San Carlos will continue to monitor the affordability of existing deed-restricted units and coordinate with property owners to encourage the retention of affordability of these units. At this time, San Carlos has no units at-risk of converting to market rate in the next ten years; however, programs are included in the unforeseen event that affordable units become at-risk during or immediately following the Housing Element period.

4 2023 HOUSING ELEMENT: HOUSING PLAN



- Annually monitor the affordability status of at-risk rental units.
- Maintain and update the City’s list of nonprofit and community-based organizations to contact regarding possible ownership and management of the at-risk units if they are in imminent risk of conversion.
- In the event a project becomes at risk of converting to market-rate housing, work with property owners or other interested non-profit housing providers to preserve the units as affordable housing.

Timeframe: Ongoing

Responsible Agency: Economic Development and Housing Divisions

Funding Sources: Community Development Department Budget

ACTION HOU-1.4

Code Enforcement. San Carlos encourages the maintenance and improvement of housing for all income levels through its Code Enforcement Program. The goal of code enforcement is to minimize deferred maintenance and eliminate health and safety problems.

- Continue to implement the Code Enforcement program to bring substandard housing units into compliance with City building and property maintenance codes.

- Continue to refer eligible households to the available resources provided by nonprofits in the region, and as feasible connect with local volunteer groups for rehabilitation support.
- Continue to evaluate staffing and funding to ensure adequate resources for the Code Enforcement Program.

Timeframe: Ongoing

Responsible Agency: Building Division

Funding Sources: Community Development Department Budget

GOAL HOU-2: HIGH QUALITY, HIGHER-DENSITY, MULTI-FAMILY HOUSING LOCATED CLOSE TO TRANSIT, IN DOWNTOWN, AND ALONG SAN CARLOS AVENUE AND EL CAMINO REAL

POLICIES

POLICY HOU-2.1

Design Quality. Promote well-designed multi-family housing and mixed-use projects in the Downtown area and along San Carlos Avenue and El Camino Real.

POLICY HOU-2.2

Complete Streets. Promote development that supports the City’s [Complete Streets Policy](#), [Bicycle and Pedestrian Master Plan](#), and a pedestrian- and bicycle-friendly environment.

ACTIONS

ACTION HOU-2.1

Small Lot Development Incentives – Citywide. As taller and denser housing developments are constructed as a result of the City Density Bonus and revisions to the Zoning Ordinance, determine whether additional incentives are necessary for the development of small and odd-shaped lots and/or lot consolidation.

Timeframe: Ongoing; conduct a review to assess the City Density Bonus and density, height, and parking standards in the Zoning Ordinance in 2025; as needed identify additional incentives and present options to Council in 2026; review this action item on an annual basis to evaluate its effectiveness and make recommendations as needed.

Responsible Agency: Planning Division

Funding Sources: Community Development Department Budget

ACTION HOU-2.2

Small Lot Development Incentives – Downtown. As part of the 2022-2024 Downtown Specific Plan project, identify new incentives for small lot development. The program may include incentives for small lots such as:

- Increasing allowable zoning density
- Relaxed development standards (including parking reductions for small lots)
- Streamlined permitting process
- City financial contributions, as well as other density bonuses, incentives and concessions that are otherwise required by State density bonus law for the provision of higher levels of affordable housing.

4 2023 HOUSING ELEMENT: HOUSING PLAN



Timeframe: Adopt a new Downtown Specific Plan with small lot development incentives in 2025; review this action item on an annual basis to evaluate its effectiveness and make recommendations as needed.

Responsible Agency: Planning Division

Funding Sources: Community Development Department Budget

GOAL HOU-3: ASSIST IN THE DEVELOPMENT OF NEW HOUSING THAT IS AFFORDABLE AT ALL INCOME LEVELS.

POLICIES

POLICY HOU-3.1

Housing Choices. Encourage a diversity of high-quality housing in various types, locations, and price ranges for present and future residents.

POLICY HOU-3.2

Affordable Housing. Provide financial and technical assistance or referrals to facilitate the development of affordable housing.

POLICY HOU-3.3

Home Ownership. Encourage home ownership opportunities for households of all income levels.

POLICY HOU-3.4

Rental and Owner Housing Balance. Encourage an even distribution of rental and ownership properties throughout the city and ensure developers are aware of the City Density Bonus provisions that encourage rental housing developments.

POLICY HOU-3.5

Income Distribution of Lower Income Affordable Housing. Encourage housing units affordable to extremely low, very low and low-income households, consistent with the identified regional housing need for San Carlos.

POLICY HOU-3.6

Housing Preferences. Provide housing policies and programs that give preferences, where allowable by law, to households with members who live or work in San Carlos or are employees of the City of San Carlos, and school, fire, and police districts that serve San Carlos.

ACTIONS

ACTION HOU-3.1

Funding Low, Very Low, and Extremely Low-Income and Special Needs Housing. Continue to apply the commercial/housing linkage fee to fund affordable housing and monitor fee amount to ensure it reflects market conditions. Encourage concurrent production of on or off-site affordable housing, in lieu of fee payment. Collaborate with existing and new major employers to encourage the development and funding

of more affordable housing. Monitor and pursue county, state, and federal funding programs and sources for the creation of affordable housing. Offer financial and technical assistance for housing development projects for persons with special needs.

Timeframe: Ongoing; re-evaluate opportunities for construction in-lieu of fee payment in 2024; collaborate with city’s 10 largest employers at least every other year; monitor funding and pursue opportunities through county, state, and federal funding programs and sources to leverage City funds; offer funding and technical assistance to projects as they are proposed, acquire property, or issue a Notice of Funding Availability when sufficient funds are acquired.

Responsible Agency: Planning, Economic Development, and Housing Divisions

Funding Sources: Community Development Department Budget, San Carlos Housing Authority, City of San Carlos BMR Funds

ACITON HOU-3.2

Below Market Rate (BMR) Ordinance.

- Continue to implement the City’s Below Market Rate (BMR) Ordinance requirements for rental and ownership development.

- Establish a process for granting priority permit processing status for approved housing projects that exceed the City’s minimum BMR requirement.
- Evaluate the BMR Ordinance’s density bonuses, incentives, and concessions to determine they continue to make the production of affordable housing feasible. As part of this process, consult with local non-profit affordable housing developers to identify potential revisions that would better support development of affordable housing, and especially Low-Income Housing Tax Credit financed housing. Revise as necessary.

Timeframe: Ongoing; establish priority permit processing in 2024; re-evaluate the BMR Ordinance in 2024 and update as needed

Responsible Agency: Planning, Economic Development, and Housing Divisions

Funding Sources: Community Development Department Budget, San Carlos Housing Authority, City of San Carlos BMR Funds

ACTION HOU-3.3

Facilitate the Legalization and Construction of Accessory Dwelling Units (ADUs).

- Support the development of accessory dwelling units during the planning period and as new State laws modify

4 2023 HOUSING ELEMENT: HOUSING PLAN



accessory dwelling unit requirements, update the City’s ordinance to comply.

- Collaborate with surrounding jurisdictions through the 21 Elements working group to determine best approach for tracking affordability throughout the planning period.
- Encourage the legalization of unpermitted accessory dwelling units to better ensure that they are safe and habitable. As sunset date of [San Carlos Municipal Code Section 18.23.210\(H\)](#) approaches, consider an extension, based on history of use of this provision and anticipated ongoing need.
- Work with other regional/agencies countywide partnerships to identify potential funding sources for ADU construction.
- Meet with three or four ADU builders to discuss needs and best practices. Review best practices from other cities for “pre-approved” ADUs and expedited review. Create submittal materials with documentation to facilitate expedited review. Update the City’s website and include links to “pre-approved” plans. Conduct ongoing outreach with community.
- Review and as new information is available, update public education materials on accessory dwelling units, including planning and building requirements,

streamline processing, funding possibilities, and other resources.

- Encourage local agencies, districts, and utility providers to reduce hook-up or other fees to facilitate the development of accessory dwelling units.
- Prioritize ADU applications to be consistent with Government Code Section 65852.2(a)(3) requirements for approval/denial within 60 days from the date a completed application is received.

Timeframe: Ongoing; San Carlos Municipal Code Section 18.23.210(H) - 2028; work with 21 Elements - 2023; funding and pre-approved plans - 2024; establish priority process in development review in 2023 all others - Ongoing

Responsible Agency: Planning and Building Divisions

Funding Sources: Community Development Department Budget

ACTION HOU-3.4

First-time Homebuyer Programs. Direct prospective first-time homebuyers to HEART or other County programs intended for first time homebuyers. Encourage the use of these programs through outreach and education. Maintain and provide information on local BMR ownership units that are resold.

Timeframe: Ongoing; update information on the City’s website at least annually

Responsible Agency: Economic Development and Housing Divisions

Funding Sources: Community Development Department Budget

ACTION HOU-3.5

Rental Voucher Program.

- Continue to implement the BMR ordinance, which specifies Housing Choice Voucher (Section 8) eligibility in the BMR program.
- Continue to work with the San Mateo County Department of Housing and nonprofit organizations to implement Housing Choice Voucher Rental Assistance programs. Continue to provide information on the Housing Choice Voucher program, including new legal requirements pursuant to SB 329, which prohibits housing discrimination on the basis of source of income (including Housing Choice Vouchers).
- Continue to collaborate with other cities in San Mateo County, regional organizations, and/or nonprofit organizations to evaluate and quantify potential discrimination against Housing Choice Voucher users or other rental assistance voucher programs. Continue to develop and act upon measures to address these issues.

Timeframe: Ongoing; update the City’s website annually

Responsible Agency: Economic Development and Housing Divisions

Funding Sources: HUD

ACTION HOU-3.6

State Density Bonus Law Consistency.

- Monitor State legislation as changes are made to [Government Code §65915](#); update the City’s density bonus programs accordingly.

Timeframe: Ongoing; annually monitor State legislation and update the City’s ordinances as needed

Responsible Agency: Planning and Economic Development and Housing Divisions

Funding Sources: Community Development Department Budget

ACTION HOU-3.7

No Net Loss. [Government Code §65863](#) states that no jurisdiction shall “reduce, or require, or permit the reduction of, the residential density for any parcel to, or allow development of any parcel at, a lower residential density, or allow development at a lower residential density than projected” for properties identified in the Housing Element sites inventory unless the jurisdiction makes written findings that the reduction is consistent with the General Plan, and that the remaining sites identified in the

4 2023 HOUSING ELEMENT: HOUSING PLAN



Housing Element are adequate to accommodate the jurisdiction’s need.

- Develop and maintain a sites inventory throughout the planning period.
- Evaluate residential development proposals for consistency with goals and policies of the General Plan and the 2023-2031 Housing Element sites inventory and make written findings that any density reduction is consistent with the General Plan and that the remaining sites identified in the Housing Element are adequate to accommodate the RHNA by income level.
- If a proposed reduction of residential density will result in the residential sites inventory failing to accommodate the RHNA by income level, identify and make available additional adequate sites to accommodate its share of housing need by income level within 180 days of approving the reduced density project.

Timeframe: Sites Inventory - 2023, All Others - Ongoing
Responsible Agency: Planning Division
Funding Sources: Community Development Department Budget

ACTION HOU-3.8

Replacement of Units on Sites. Pursuant to [Government Code §65583.2\(g\)\(3\)](#), require the replacement of units affordable to the same or lower income level as a condition of any development on

a nonvacant site identified in the Housing Element consistent with those requirements set forth in [Government Code §65915\(c\)\(3\)](#). Replacement requirements shall be required for sites identified in the inventory that currently have residential uses, or within the past five years have had residential uses that have been vacated or demolished, and:

- Were subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of low- or very low-income; or
- Subject to any other form of rent or price control through a public entity’s valid exercise of its police power; or
- Occupied by low- or very low-income households

For the purpose of this program “previous five years” is based on the date the application for development was submitted.

Pursuant to [Government Code §66300\(d\)](#) (Chapter 654, Statutes of 2019 (SB 330)), the City shall not approve a housing development project that will require the demolition of residential dwelling units regardless of whether the parcel was listed in the inventory unless a) the project will create at least as many residential dwelling units as will be demolished, and b) certain affordability criteria are met.

Timeframe: Ongoing
Responsible Agency: Planning Division
Funding Sources: Community Development Department Budget

ACTION HOU-3.9

Development on Nonvacant Sites. Promote residential development on nonvacant sites by:

- Targeting nonvacant sites identified in the Housing Element as priorities for fund allocation as funds are available.
- Building on outreach conducted during the Housing Element update, continue to proactively outreach to property owners with a survey on how the city can support redevelopment/new housing efforts.

Timeframe: Ongoing; proactively outreach to property owners in 2023 and, in response to any additional identified constraints, draft amendments to existing policies and procedures and bring to hearings by 2024.

Responsible Agency: Planning Division

Funding Sources: Departmental Budget

ACTION HOU-3.10

Anti-Displacement Strategies. Explore the following strategies to minimize resident displacement:

- Tenant protection policies
- Support local efforts to create a community land trust or a housing preservation fund

Timeframe: Consult with tenants' rights advocates and stakeholders, complete analysis, and hold a hearing with City Council to adopt anti-displacement strategies by 2026

Responsible Agency: Planning, Economic Development, and Housing Divisions

Funding Sources: Community Development Department Budget

ACTION HOU-3.11

Access to Opportunity. Noting historical inequities amplified/perpetuated by single family zoning, encourage small units in residential neighborhoods through development of ADUs, JADUs, and SB 9 units.

- See Action HOU-3.3 for specific measures to incentivize ADUs in San Carlos.
- Review the City's Zoning Ordinance and Subdivision Ordinance and implement updates as needed to provide clarity and facilitate housing development under SB 9. These include adopting updated definitions, use regulations, development standards, and ministerial processes based on the outcome of a complete SB 9 analysis.

Timeframe: Bring SB 9 ordinance for consideration by City Council in Fall 2023. Production and affordability will be monitored every two years thereafter and alternative actions will be implemented if necessary to meet the RHNA.

4 2023 HOUSING ELEMENT: HOUSING PLAN



Responsible Agency: Planning Division

Funding Sources: Community Development Department Budget

ACTION HOU-3.12

Reduce Costs Associated With The Development Of Affordable and Special Needs Housing. Reduce or waive development impact fees to facilitate 100% affordable and special needs housing, including housing for extremely low-income and persons living with disabilities (including persons with developmental disabilities).

Timeframe: Ongoing

Responsible Agency: Planning Division

Funding Sources: Community Development Department Budget

ACTION HOU 3.13

Reevaluate the City Density Bonus Provisions. In 2022, the City amended its City Density Bonus program to allow rental projects to add bonus market rate units at a ratio of 4:1 for each very-low Income unit and 2:1 for each low-income unit that is included in a development project. This City Density Bonus program currently applies citywide to rental housing developments, where multi-units and mixed-use projects are a permitted land use. In conjunction with the Housing Element update to meet the RHNA, modifications to allowable density, building height, and number of stories are proposed (see Action HOU-4.2), and it is understood that the State Density Bonus allows developments to

go beyond the City’s height limits to fit all the units to which the project is entitled by the bonus. Under this action, staff will evaluate the City Density Bonus biannually to review use and implementation of the revised City Density Bonus and, as needed, to identify if the City Density Bonus should be revised to target particular areas rather than apply the Bonus uniformly throughout the City, based on place and in areas that are least impactful. Use an equity lens to ensure affordable housing and density bonuses are not concentrated in any one particular area of the community.

Timeframe: Ongoing; conduct a review to assess the City Density Bonus based on place and present options to Council in 2024; reevaluate biannually thereafter.

Responsible Agency: Economic Development, Housing, and Planning Divisions

Funding Sources: Community Development Department Budget

GOAL HOU-4: REMOVE OR MITIGATE GOVERNMENTAL CONSTRAINTS INHIBITING THE PROVISION OF ADEQUATE, AFFORDABLE HOUSING THROUGHOUT SAN CARLOS

POLICY

POLICY HOU-4.1

Remove and/or mitigate potential governmental constraints to the provision of housing at all income levels.

ACTIONS

ACTION HOU-4.1

Adequate Sites to Meet Regional Fair Share of Housing Growth. The 2009 General Plan and accompanying 2011 Zoning Ordinance allows a variety of housing types, with densities ranging from one to six units per acre in single-family zoning districts, up to 59 units per acre along San Carlos Avenue, and up to 50 units to the acre in downtown San Carlos. In support of this 6th cycle Housing Element update, the City:

- proposes to create a new multifamily residential zoning category allowing a net density of up to 100 units per acre and proposes to increase mixed use densities up to 120 units per acre, and
- developed a parcel-specific inventory of sites suitable for future residential development

The City will:

- Continue to provide appropriate land use designations and zoning districts consistent with regional housing needs.
- Maintain an inventory of potential sites to provide to developers in conjunction with information on development incentives for affordable units.
- As part of the Housing Element annual reporting process, evaluate project development against the sites inventory to ensure compliance with [Government Code §65863](#).
- Continue to pursue implementation of the General Plan through completion and adoption of implementing zoning regulations and specific plans.
- Encourage senior housing and housing suitable for persons with disabilities and other special needs (including assisted living).

Timeframe: Ongoing

Responsible Party: Planning Division

Funding Sources: Community Development Department Budget

4 2023 HOUSING ELEMENT: HOUSING PLAN



ACTION HOU-4.2

Zoning Ordinance Revisions. Enact the following zoning changes:

- 1) Create new zones; increase density, FAR, heights, number of stories; and provide minimum densities as shown in Table 4.2-1.
- 2) Continue to allow ground floor residential uses in the MU-D-100, MU-SC-120, and MU-SB-100 zones. Evaluate, as part of the new Downtown Specific Plan process, additional areas (on side streets and outside of the Downtown Core) where ground-floor residential uses may also be allowed.
- 3) Remove minimum private open space requirement for residential in Mixed Use and Multi-unit zoning districts (retaining only the common/public open space requirement).
- 4) For residential only development, remove additional required setbacks (i.e., removing requirement to follow RM-59 zoning setbacks) in Mixed Use zones.
- 5) Remove guest parking in all RM and Mixed-Use zones.
- 6) Remove Section 18.05.030.C side and rear yard building wall setback requirements for mixed use and multi-family housing developments, specifically provisions pertaining to

setbacks associated with portions of the building wall containing and extending three feet on either side of any window in living rooms, primary rooms, sleeping rooms, and any other walls containing windows.

- 7) Allow multi-family residential use in the Public (P) zoning district as an accessory use to allowed uses such as onsite religious institutions and schools according to the development standards of the RM-20 zone, but without minimum density.
- 8) Strengthen incentives for transit-oriented development by updating the Zoning Ordinance to reference/incorporate the minimum parking prohibitions associated with AB 2097, effective January 1, 2023, within 0.5 miles of public transit (as defined in AB 2097) in all zoning districts.

Timeframe: Identify areas appropriate for ground-floor residential uses within the Downtown Specific Plan area and bring to City Council for consideration by summer 2024; all others January 2023; if the City is not on track to achieve housing goals by 2026, identify and bring to City Council for hearing additional revisions necessary to the Zoning Ordinance or other measures to encourage housing development

Responsible Agency: Planning Division

Funding Sources: Community Development Department Budget

Table 4.4-5: Proposed Changes to Zoning Densities and Heights (2023)

Zone		Maximum Density (du/ac)		Minimum Density (du/ac) ²		FAR		Building Height (feet)			Building Stories (stories)	
Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed	Proposed	Existing	Proposed
MU-N	MU-N-40	20	40	n/a	30	2.0	2.5	50; 30	50		4	4 ⁽¹⁾
MU-N	MU-N-50	20	50	n/a	38	2.0	2.5	along East San	50	35 along East San Carlos Avenue in MU-N District	4	4
MU-N	MU-N-120	20	120	n/a	90	2.0	3.0	Carlos	75		4	6
MU-DC	MU-DC-100	50	100	n/a	75	2.5	2.5	Avenue in MU-N District	50		4	4
MU-D	MU-D-100	50	100	n/a	75	2.5	3.0		60		4	5
MU-D	MU-D-120	50	120	n/a	90	2.5	3.0	30 within	75	35 within 40 ft of an RS district	4	6
MU-SC	MU-SC-120	59	120	n/a	90	3.0	3.0	40 ft of an RS district	75			4
MU-NB	MU-NB-120	50	120	n/a	90	2.5	3.0		75		4	6
MU-SB	MU-SB-100	50	100	n/a	75	2.5	3.0	40 within 50 ft of an RS district	60	40 within 50 ft of an RS district	4	5
MU-SB	MU-SB-120	50	120	n/a	90	2.5	3.0		75		4	6
RM-20	RM-20	20	20	n/a	15	0.75	0.75	35	35		3	3
RM-59	RM-59	59	59	n/a	45	2.0	2.0	50	50		4	4
--	RM-100	n/a	100	n/a	75	N/A	3.0	n/a	60		n/a	5

(1) 3 stories along E. San Carlos Ave. in MU-N-40 district

(2) The City of San Carlos Zoning Ordinance does not have a minimum density requirement; with this update, a minimum density threshold is proposed.

4 2023 HOUSING ELEMENT: HOUSING PLAN



ACTION HOU-4.3

Outreach: New Development Standards. Prepare, publicize, and provide applicants and developers with materials highlighting the City’s revised zoning standards (Action HOU-4.2) intended to encourage the production of housing at all income levels.

Timeframe: New Zoning Standards’ Materials Preparation – 2023

Responsible Agency: Planning Division

Funding Sources: Community Development Department Budget

- Reduce the permitting time for residential projects (especially 100% affordable projects) through consideration of by-right approvals, reduced number of hearings, and objective design standards.
- To accommodate future SB 35 applications and inquiries, create and make available an informational packet that explains SB 35 streamlining provisions in San Carlos and provides SB 35 eligibility information.

ACTION HOU-4.4

Objectivity and Streamlining in Development Regulations. Reduce the cost of building housing through, streamlining and clear and objective standards in development regulations.

Timeframe: Objective Design Standards – citywide, by end of 2023; Objective Design Standards - within the Downtown Specific Plan boundary, by spring 2024; develop informational materials on SB 35 in 2025

Responsible Agency: Planning Division

Funding Sources: Community Development Department Budget

- Review the Zoning Ordinance and craft revisions that support objective design standards consistent with the Housing Accountability Act. Adoption of objective design standards will facilitate high-quality residential development and compliance with State objectives.
- Revise the Design Review Criteria to be fully objective and to provide local guidance on design and standards for by-right projects as allowed by state law, removing subjectivity from findings and approval processes, thereby reducing permit review timeframes.

ACTION HOU-4.5

Water and Sewer Service Providers.

Immediately upon adoption, deliver the Housing Element to all providers of sewer and water service serving San Carlos, in accordance with [Government Code §65589.7](#).

- As the local sewer provider, establish procedures to grant priority sewer service to developments with units affordable to lower-income households.

Timeframe: Within one month of the Housing Element adoption deliver the Housing Element to providers; establish priority policy for sewer provision in 2024

Responsible Agency: Planning and Engineering Divisions

Funding Sources: Community Development Department Budget

ACTION HOU-4.5

Noise. Align City noise policies in accordance with federal and State law.

Timeframe: Review citywide noise standards and ordinances to identify any necessary changes to reduce constraints to housing development; based on analysis, bring any necessary revisions to hearings by December 2024.

Responsible Agency: Housing and Planning Divisions

Funding Sources: Community Development Department Budget

GOAL HOU-5: ADEQUATE HOUSING FOR SPECIAL NEEDS POPULATIONS.

POLICIES

POLICY HOU-5.1

Special Needs Population Housing. Promote the development and rehabilitation of housing to meet the needs of special needs groups, including seniors, persons with disabilities, the homeless,

people with illnesses, people in need of mental health care, single parent families, large families, and others.

POLICY HOU-5.2

Single-Room Occupancy and Efficiency Apartments. Support the inclusion of Single Room Occupancy (SRO) units and efficiency apartments in higher density neighborhoods and mixed-use areas.

POLICY HOU-5.3

Emergency Shelters, Transitional, and Supportive Housing. Support programs to provide for a continuum of care for persons who are homeless including emergency shelters, transitional housing, and supportive housing.

POLICY HOU-5.4

Universal Design. Encourage the use of universal design principles to develop housing that is accessible to households with special needs.

POLICY HOU-5.5

Senior Housing. Provide for a variety of housing options and affordability levels for seniors, including independent living, assisted living, and nursing home care facilities, especially within walking distance of services and transit routes and in multi-family areas. Encourage senior housing that provides on-site

4 2023 HOUSING ELEMENT: HOUSING PLAN



recreational activities, medical care, and personal services that enhance the quality of life for residents.

POLICY HOU-5.6

Home Sharing. Support home sharing as a viable option to make efficient use of existing housing and as an alternative to building more housing in some areas to help address the housing needs of seniors, people living with disabilities, people at risk of homelessness, and homes with a female head of household.

ACTIONS

ACTION HOU-5.1

Emergency Shelters, Supportive and Transitional Housing.

- Implement standards contained in the Zoning Ordinance to accommodate the need for emergency shelters, supportive housing, and transitional housing.
- Review and modify the Zoning Ordinance as needed to comply with AB 101 requirements. AB 101 requires that Low-Barrier Navigation Centers be allowed by right in areas zoned for mixed-use and nonresidential zones permitting (by right or conditionally) multi-family uses.
- Review and modify the Zoning Ordinance as needed to comply with AB 2162 requirements to allow for modifications for required parking for units occupied by

supportive housing residents that are located within one-half mile of a public transit stop.

Timeframe: Ongoing; review and amend the Zoning Ordinance in 2024

Responsible Agency: Planning Division

Funding Sources: Community Development Department Budget

ACTION HOU-5.2

Large Rental Units and Supportive Services. Discuss with developers the ability to provide larger rental units appropriate for families with children, including the provision of supportive services.

Timeframe: Ongoing (as projects are proposed)

Responsible Agency: Planning Division

Funding Sources: Community Development Department Budget

ACTION HOU-5.3

Residential Care Facilities and Group Homes. San Carlos encourages the development of residential care facilities and group homes. Consistent with State law, the City permits group homes with six or fewer residents in all residential zoning districts by right.

- Amend the Zoning Ordinance code to allow group homes with seven or more residents as a permitted use in all zones that allow multi-unit or single-unit dwellings.

- Facilitate discussions with neighborhoods and adjacent uses so that good neighbor relationships are fostered and impacts to adjacent uses are mitigated.
- Seek opportunities to assist nonprofit housing providers to acquire and/or rehabilitate residential housing for group homes.

Timeframe: Amend the Zoning Ordinance in 2023; coordinate with neighborhoods and nonprofit housing providers on an ongoing basis

Responsible Agency: Planning Division

Funding Sources: Community Development Department Budget

ACTION HOU-5.4

Special Needs Service Providers Contributions.

- On an annual basis, provide financial contributions to non-profit organizations and outside agencies that serve the housing needs of special needs households in and around San Carlos. These organizations and agencies may include but are not limited to: The Center for Independence of the Disabled (CID), HIP Housing, Shelter Network, Samaritan House, CALL Primrose, San Mateo County Children’s Fund, and HEART, among others.
- Evaluate City contributions to outside agencies to assess whether to continue funding and/or adjust funding

amounts or to consider other agencies for funding, particularly those organizations and agencies that provide housing with support services for persons with disabilities. As part of the evaluation, require outside agencies receiving City contributions to submit annual reports detailing how funds have been used and how programs have benefited San Carlos residents.

Timeframe: Ongoing; provide contributions on an annual basis through the CDBG funding process

Responsible Agency: Economic Development and Housing Divisions

Funding Sources: Community Development Department Budget, CDBG

ACTION HOU-5.5

Revised Development Standards to Support Special Needs Housing.

- Consider amending the Zoning Ordinance to clarify that development standards that allow for separate cooking and/or bathroom facilities in home sharing programs, and universal design (including “visitability”) in all new residential development and significant remodeling projects.
- Encourage the development of well-designed new accessory dwelling units in existing neighborhoods by

4 2023 HOUSING ELEMENT: HOUSING PLAN



implementing objective standards for the approval of accessory units. Include an ADA accessible design option in pre-approved ADU plans.

- Encourage unhoused service or navigation centers to be located within or near SROs, transitional, and or/supportive housing.

Timeframe: Ongoing; complete a study on zoning needs for home sharing and universal design and bring to City Council for consideration in 2025

Responsible Agency: Planning Division

Funding Sources: Community Development Department Budget

ACTION HOU-5.6

Equal Access to City Services. Adopt an accessibility policy establishing standards and procedures for providing equal access to City services and programs to all residents, including persons with limited proficiency in English, and persons with disabilities.

Timeframe: Hold a hearing with City Council to consider the accessibility policy in 2024

Responsible Agency: Administration Division

Funding Sources: Administrative Services Budget

ACTION HOU-5.7

Community Governance. Conduct public meetings at suitable times, accessible to persons with disabilities, and near public

transit. Resources will be invested to provide interpretation and translation services when requested at public meetings.

Timeframe: Ongoing

Responsible Agency: City Clerk and Administration Division

Funding Sources: Administrative Services Budget

ACTION HOU-5.8

Furthering Integration. Promote fair housing by allowing multi-family residential uses on all sites in the P (Institutional Use) zone as an accessory use to allowed uses such as onsite religious institutions and schools. Reference/incorporate the minimum parking prohibitions associated with AB 2097, effective January 1, 2023, within 0.5 miles of public transit (as defined in AB 2097).

Timeframe: Amend the Zoning Ordinance in 2023

Responsible Agency: Planning Division

Funding Sources: Community Development Department Budget

GOAL HOU-6: ELIMINATE DISCRIMINATION IN THE PROVISION OF HOUSING AND AFFIRMATIVELY FUTURE FAIR HOUSING.

POLICY

POLICY HOU-6.1

Fair Housing Law Enforcement and Discrimination Complaints.

- Enforce fair housing laws to ensure that households seeking housing are not discriminated against on the basis of race, color, religion, sex, disability, age, marital status, family composition, national origin, sexual orientation or other arbitrary factors, consistent with the Fair Housing Act.
- Refer discrimination complaints to the appropriate legal service, County, or State agency.

- Ensure that housing programs maximize choice and avoid unlawful discrimination.

ACTIONS

ACTION HOU-6.1

Affirmatively Furthering Fair Housing. Fair housing laws prohibit housing discrimination based on race, color, religion, sex, or national origin. San Carlos has identified the following objectives/meaningful actions to affirmatively further fair housing (Table 4.2-2):

Table 4.2-2: Affirmatively Furthering Fair Housing Issues, Contributing Factors, and Actions

Identified Fair Housing Issue and Priority (High, Medium, Low)	Contributing Factors	Meaningful Actions
Insufficient and Inaccessible Housing Options in High Opportunity Area for people who identify with any protected class [High]	<ul style="list-style-type: none"> • Location and type of affordable housing • Lack of access to opportunity due to high housing cost • Lack of fair housing outreach and enforcement • Availability of affordable housing • Availability of affordable units in a range of sizes. 	<p>The three identified fair housing issues are closely related, as such, the meaningful action items address all issues.</p> <ul style="list-style-type: none"> • Continue to support local agencies and organizations that provide fair housing services to San Carlos residents. <i>Timeframe: Annually through the San Mateo County Consortium, which distributes CBDG funding.</i> • Require non-discrimination clauses in rental agreements and deed restrictions for affordable housing. <i>Timeframe: ongoing for each new and continued affordable housing rental agreement/deed restriction</i> • Promote public awareness of federal, State, and local regulations regarding equal access to housing. Provide information to the public on various state and federal housing programs and fair housing law. Maintain referral information on the City’s website and at a variety of other locations such as

Table 4.2-2: Affirmatively Furthering Fair Housing Issues, Contributing Factors, and Actions

Identified Fair Housing Issue and Priority (High, Medium, Low)	Contributing Factors	Meaningful Actions
Protecting Existing Residents from Displacement [Moderate]	<ul style="list-style-type: none"> • Due to economic pressures • Availability of affordable housing • Availability of affordable units in a range of prices 	<p>community and senior centers, local social service offices, in City utility bills, and at other public locations including City Hall and the library. Add resources and information in Spanish and make available to the public. Continue to coordinate with other agencies and organizations, including 21 Elements, to identify other means of informing residents about fair housing laws.</p> <p><i>Timeframe: four times per year as part of fair housing workshops by the Fair Housing Foundation and other housing related events.</i></p>
Provide Access and Inclusion for Persons with Disabilities [Moderate]	<ul style="list-style-type: none"> • Lack of supportive services for persons with disabilities • Lack of access to resources, such as schools, transportation, and other in home or community resources for persons with disabilities 	<ul style="list-style-type: none"> • Include a fair housing presentation in City Council meetings. Continue to educate and train City staff regarding fair housing laws. As appropriate, partner with organizations such as Project Sentinel to provide resources. <i>Timeframe: at least once every other year.</i> • Implement an accessibility policy that establishes standards and procedures for providing equal access to City services and programs to all residents, including persons with limited proficiency in English, and persons with disabilities. <i>Timeframe: By 2024</i> • Ensure that all development applications are considered, reviewed, and approved without prejudice to the proposed residents, contingent on the development application’s compliance with all entitlement requirements. <i>Timeframe: Ongoing</i> • Continue to use the Rental Inspection Program as a tool to monitor and address fair housing issues. <i>Timeframe: Ongoing</i> • Conduct public meetings at suitable times, accessible to persons with disabilities, and near public transit. Resources will be invested to provide interpretation and translation services when requested at public meetings. <i>Timeframe: Ongoing</i> • Prioritize community and stakeholder engagement during controversial development decisions. <i>Timeframe: Ongoing</i> • Continue to educate landlords on fair housing law, reasonable accommodations and disability rights, including posting

Table 4.2-2: Affirmatively Furthering Fair Housing Issues, Contributing Factors, and Actions

Identified Fair Housing Issue and Priority (High, Medium, Low)	Contributing Factors	Meaningful Actions
		<p>reasonable accommodations on the website and at prominent location near the permit counter. <i>Timeframe: Ongoing</i></p> <p>Related actions in this Housing Plan meet multiple needs, including affirmatively furthering fair housing, including:</p> <ul style="list-style-type: none"> • Action HOU-1.1: Rental Inspection Program • Action HOU-1.2: Residential Rehabilitation Programs • Action HOU-1.3: Preservation of At-Risk Rental Housing • Action HOU-3.1: Funding Low, Very Low-, and Extremely Low-Income and Special Needs Housing • Action HOU-3.2: BMR Ordinance • Action HOU-3.3: Accessory Dwelling Units • Action HOU-3.4: First-Time Homebuyer Programs • Action HOU-3.5: Rental Voucher Program • Action HOU-3.10: Anti-Displacement Strategies • Action HOU-3.11: Access to Opportunity • Action HOU-3.12: Affordable and Special Needs Incentives • Action HOU-4.1: Adequate Sites to Meet the RHNA • Action HOU-4.2: Zoning Ordinance Revisions • Action HOU-4.3: Outreach: New Development Standards • Action HOU-5.2: Large Rental Units and Supportive Services • Action HOU-5.3: Residential Care Facilities and Group Homes • Action HOU-5.4: Special Needs Service Providers Contributions • Action HOU-5.5: Revised Development Standards to Support Special Needs Housing • Action HOU-5.6: Equal Access to City Services • Action HOU-5.7: Community Governance • Action HOU-5.8: Furthering Integration • Action HOU-6.1: Fair Housing Law Enforcement and Discrimination Complaints • Action HOU-8.1: Partnership Programs

4 2023 HOUSING ELEMENT: HOUSING PLAN



Timeframe: Identified in Table above for each Action

Responsible Agency: Economic Development, Housing, and Planning Divisions

Funding Sources: Community Development Department Budget

GOAL HOU-7: INCREASED ACCESS TO CHILDCARE.

POLICY

Policy HOU-7.1

Access to Childcare. Increase access to childcare by including childcare facility siting opportunities and reducing regulatory and financial barriers to the creation and expansion of childcare facilities in San Carlos.

ACTIONS

ACTION HOU-7.1

Childcare development impact fee. Study and hold a hearing with City Council to consider establishing a childcare development impact fee for new nonresidential developments.

Timeframe: Complete study and hold a hearing with City Council by spring 2023

Responsible Agency: Economic Development and Housing Divisions

Funding Sources: Community Development Department Budget

ACTION HOU-7.2

Childcare Zoning.

- Allow by-right the siting and development of family childcare homes in all residential, mixed-use, and other zones where residences are permitted, for the convenience of families. Consider modified zoning standards, modified review procedures, and other incentives to facilitate childcare centers' development in mixed-use and commercial zones and as an accessory use to religious/community facilities in residential zones.
- Encourage the inclusion of space for childcare in new housing developments, including affordable housing developments, as feasible.
- Ensure that zoning code and permitting practices are consistent with State law that prohibits use permits, business licenses, etc. for Large Family Child Care Homes.
- In addition to the traffic impact fee exemption already provided, continue the discussion with decision makers to consider potential incentives for developers to provide childcare facilities or services as part of new residential, commercial, and industrial developments, including but not limited to: density bonuses, increases in floor area ratios, parking reduction, community benefits credit, expedited entitlements, or other modifications to zoning regulations.

Timeframe: Complete study and hold a hearing with City Council in 2025

Responsible Agency: Planning Division

Funding Sources: Community Development Department Budget

GOAL HOU-8: INCREASING COMMUNITY PARTNERSHIPS AND PUBLIC EDUCATION

POLICY

POLICY HOU-8.1

Partnerships. Further housing opportunities, affordability, and access throughout San Carlos and the region by partnering with other jurisdictions, community organizations, and jurisdictions while educating San Carlos residents, business community, and service providers about housing issues and opportunities.

ACTIONS

ACTION HOU-8.1

Partnership Programs

Continue to work with the following organizations, or other similar organizations, to increase housing opportunities in San Carlos:

- HIP Housing - home sharing programs including potential owners and renters matching;

- 21 Elements - funding sources for low-, very low-, and extremely low- income housing, funding sources for special needs housing; rental voucher discrimination claims, among others; funding sources for ADU construction or remodels and best practices to encourage ADUs
- San Mateo County Consortium
- San Mateo Department of Housing - Section 8 housing assistance
- HEART - first time home buyers programs
- Others as opportunities arise

Explore partnerships with housing operators, non-profit organizations, and developers to rehabilitate and convert existing market rate rental housing into affordable housing for extremely low, very low, low and moderate-income households.

Timeframe: Ongoing; discuss opportunities with developers that contact the City annually

Responsible Agency: Economic Development, Housing, and Planning Divisions

Funding Sources: Community Development Department Budget

Summary of Quantified Objectives

Table 4.2-3 summarizes San Carlos’ quantified objectives for the 2023-2031 Housing Element planning period.

- The Construction Objective represents the City’s 2023-2031 RHNA.
- The Rehabilitation Objective represents the objective for the Rental Inspection Program over the eight-year planning period; of the 240 annual inspection visits, approximately one-third (80 units) require a correction/rehabilitation annually.
- The Conservation/Preservation objective refers to the preservation of the existing affordable housing stock throughout the planning period (as listed in Table 4.3-8: Below Market Rate Housing Inventory in the Housing Needs Assessment chapter).

Table 4.2-3: Housing Element Quantified Objectives

	Income Level				Total
	Extremely Low	Very Low	Low	Moderate	
Construction Objective (RHNA)	739	425	438	1,133	2,735
Rehabilitation Objective	640			--	640
At-Risk Affordable Housing Units to Preserve	40	57	32	--	137

Contents

- 37 Population and Employment Trends
- 41 Household Characteristics
- 43 Housing Stock Characteristics
- 46 Special Housing Needs
- 52 Energy Conservation Opportunities
- 52 At-Risk Housing Analysis
- 55 Projected Housing Need (RHNA)

Population and Employment Trends

Housing needs are influenced by population and employment trends. This section provides a summary of current changes to the population size, age, and racial/ethnic composition, as well as current employment conditions of the City of San Carlos.

Current Population and Projected Population Growth

Between 2010 and 2020, as reported by the California Department of Finance, the population of San Carlos grew approximately 6 percent, from 28,406 to 30,145 residents. Compared with the County of San Mateo, which experienced a 7.6 percent increase from 2010 to 2020, San Carlos' growth rate was less. The Association of Bay Area Governments (ABAG) growth forecasts predict a steady increase in population through 2030. From 2020 to 2030, ABAG estimates that San Carlos' population will grow by 12.5 percent, while countywide population is expected to increase by 10.4 percent; however, both are forecasted to grow less from 2030 to 2040 than the previous decade (see Table 4.3-1).

In addition to population projections, several other demographic characteristics and trends inform housing needs. Among these characteristics are composition of age, race and ethnicity, and employment.

Table 4.3-1: Population and Projected Growth

Area	2010	2020	2030	2040	Change 2010-2020	Projected Change 2020-2030	Projected Change 2030-2040
San Carlos	28,406	30,145	33,915	35,250	6.1%	12.5%	3.9%
San Mateo County	718,451	773,244	853,260	916,590	7.6%	10.4%	7.4%

Source: CA Department of Finance E-5 Population and Housing Estimates, ABAG Growth Forecasts (Plan Bay Area Projections 2040)

Age

Population age distribution serves as an important indicator of housing needs because housing needs and preferences change as individuals or households grow older. Young families tend to focus more on cost and the ability to become first-time homebuyers. Table 4.3-2 shows the age distribution of San Carlos residents. In 2018, the 45-64 age group constituted the largest age group at approximately 30 percent, followed by the 20-44 age group at 28 percent. Compared with 2010, persons between 45-64 age continued to be the largest age group at 31 percent followed by persons between 20-44 at 30 percent maintaining its position as the second largest age group. The median age in the city is 42.2 years. Compared with the County (39.6 years) and the State (36.3 years), San Carlos’s population is older. Since the age group 20-44 is the second largest at 28 percent, the need for larger units, at a range of income levels young families grow is likely to increase.

Race and Ethnicity

Table 4.3-2 also shows the racial/ethnic distribution of population in San Carlos. White (75 percent) and Asian/ Pacific Islander (17 percent) residents make up most of the City’s population. Compared with the County of San Mateo, San Carlos has a higher percentage of White residents (75 percent compared to the County’s 51 percent) and lower percentage of Asian/Pacific Islander residents (16 percent compared to 30 percent). Since 2010, the percentage of White residents and Asian/Pacific Islander residents have both increased by two percentage points, while Black and Hispanic residents have decreased (0.6 and two percent, respectively).

Table 4.3-2: Age, Race and Ethnicity, and Employment by Industry

Demographic Profile	2010	2018
Age		
0-19	7,070 (25%)	7,754 (26%)
20-44	8,462 (30%)	8,522 (28%)
45-64	8,827 (31%)	9,146 (30%)
65+	4,047 (14%)	4,658 (16%)
Median Age	42.6	42.2
Race/Ethnicity		
White (non-Hispanic)	21,830 (73%)	22,612 (75%)
Hispanic	3,283 (11%)	2,579 (9%)
Black	394 (1.3%)	205 (0.7%)
Asian/Pacific Islander	4,378 (15%)	4,992 (17%)
Other	1,234 (4%)	466 (1.5%)
Employment by Industry		
Educational services, and health care and social assistance	2,852 (20%)	3,344 (21%)
Retail trade	1,282 (9%)	1,001 (6%)
Manufacturing	1,657 (12%)	1,785 (11%)
Professional, scientific, and management, and administrative and waste management services	3,019 (21%)	3,837 (24%)
Construction	593 (4%)	672 (4%)
Arts, entertainment, and recreation, and accommodation and food services	709 (5%)	716 (4%)
Finance and insurance, and real estate and rental and leasing	1,192 (8%)	1,725 (11%)
Other services, except public administration	577 (4%)	510 (3%)
Transportation and warehousing, and utilities	286 (2%)	554 (3%)
Public Administration	589 (4%)	493 (3%)
Wholesale Trade	482 (3%)	303 (2%)
Information	883 (6%)	1,174 (7%)

Table 4.3-2: Age, Race and Ethnicity, and Employment by Industry

Demographic Profile	2010	2018
Agriculture, forestry, fishing and hunting, and mining	0 (0%)	15 (0.1%)

Source: US Census Bureau 2010, 2018 5-Year Estimates

Employment

Residents in San Carlos are primarily employed in professional, scientific, management, and administrative and waste management services (24 percent), and educational services, health care and social assistance (21 percent). The average salary for professional, scientific, and management, and administrative and waste management services jobs is \$126,060 a year while those in and educational services, and health care and social assistance make, on average, \$66,359. A large salary gap between the two major industries occurs in San Carlos. Employment characteristics are important as they have a direct relationship with income. In San Carlos, the industries in which most residents work have high median earning potential.

According to the 2017 Economic Census prepared by the U.S. Census Bureau, most (92 percent) employed residents work outside of San Carlos. In addition to the estimated 985 residents who live and work in San Carlos, over 13,000 workers commute into San Carlos for their jobs. Major employers in San Carlos are outlined in Table 4.33.

Table 4.3-3: Top 10 Employers in San Carlos

Employer	Number of Employees	Percent of Total City Employment
Natera Inc.	486	2.9%
Pacific Gas & Electric Co.	269	1.6%
The Home Depot #0628	263	1.6%
Recology San Mateo County	240	1.5%
Check Point Software Tech Inc.	210	1.3%
Delta Star Inc.	208	1.3%
Joby Aero Inc.	170	1.0%
Atreca Inc.	162	1.0%
Thought Stream	154	0.9%
Trader Joe's #174	125	0.8%
Top 10 Employers	2,287	13.8%

Source: City of San Carlos Comprehensive Annual Financial Report July 1, 2020 – June 30, 2021

Household Characteristics

San Carlos household characteristics are summarized in Table 4.3-4. According to Census estimates, the number of households in San Carlos increased by 319 between 2010 and 2018. At the same time, the population has increased by an estimated 1,700 people, indicating an overall increase in household size.

Housing tenure refers to the occupancy of a housing unit—whether the unit is owner-occupied or renter-occupied. Housing tenure is influenced by demographic factors (e.g., household income, composition, and age of the householder), as well as housing cost. Nearly three-quarters (72 percent) of San Carlos households own their homes.

Income

The median household income for San Carlos (\$169,694 in 2018) is higher than the county of San Mateo median household income (\$113,776). In San Carlos, on average, owner households have a significantly higher median income (\$208,250) than renter households (\$91,250), a trend that is also reflected in San Mateo County, where owner median income is \$140,665 and renter median income is \$84,298.

The Census estimates that in San Carlos, 3 percent of residents live in poverty. The poverty threshold is set by the U.S. government to indicate the least amount of income a person or family needs to meet their basic needs. Poverty thresholds are established based on family size and are updated annually in relation to the Consumer Price Index, but do not vary

geographically. In San Carlos, certain populations are much more likely to be living in poverty. For example, 24 percent of Black/African American residents, seven percent of Hispanic residents, and 11 percent of residents with less than a high school degree are living in poverty. The proportion of people living in poverty in San Carlos is lower than the county of San Mateo at large, where nearly 6 percent of residents live in poverty.

Because poverty thresholds do not differ based on geographic differences, a better measure to understand income disparities can be to identify various percentages compared to the median income for a particular area. For housing planning and funding purposes, the Department of Housing and Urban Development (HUD) uses five income categories to evaluate housing need based on the Area Median Income (AMI) for the county:

- Extremely Low-Income Households earn 0-30 percent of AMI
- Very Low-Income Households earn 30-50 percent of AMI
- Low-Income Households earn 50-80 percent of AMI
- Moderate-Income Households earn 80-100 percent of AMI (HCD uses 80 to 120 percent)
- Above Moderate-Income Households earn over 100 percent of AMI (HCD uses over 120 percent)

The number and percentage of residents within each of these categories is listed in Table 4.3-4. Nearly half (45 percent) of renter households are in the lower income categories (0-80 percent AMI); 20 percent of owners are lower income.

Table 4.3-4: Household Characteristic by Tenure

Household Characteristic	Owner Households	Renter Households	All Households
Number of Households ¹	8,148 (72%)	3,179 (28%)	11,327
Median Household Income ¹	\$208,250	\$91,250	\$169,640
Household Income Categories ²			
Extremely Low Income (0-30% AMI)	500 (6%)	400 (12%)	900 (8%)
Very Low Income (30-50% AMI)	470 (6%)	425 (13%)	895 (8%)
Low Income (50-80% AMI)	610 (8%)	650 (20%)	1,260 (11%)
Moderate Income (80-100% AMI)	505 (6%)	395 (12%)	900 (8%)
Above Moderate Income (100%+ AMI)	6030 (74%)	1,380 (42%)	7,410 (65%)
Total number of projected Extremely Low-Income Households (RHNA) ²	N/A	N/A	325
Overpayment			
All Households Overpaying for Housing ²	1,940 (24%)	1,225 (38%)	3,165 (28%)
Lower Income Households Overpaying for Housing ²	970 (61%)	1,080 (73%)	2,050 (67%)

Note 1 Source: U.S. Census Bureau 2018 5-Year Estimates

Note 2 Source: U.S. Department of Housing and Urban Development Comprehensive Housing Affordability Strategy (CHAS) Tables 2013-2017

Housing Overpayment

State and federal standards specify that households spending more than 30 percent of gross annual income on housing experience a housing cost burden. Housing cost burdens occur when housing costs increase faster than household income. When a household spends more than 30 percent of its income on housing costs, it has less disposable income for other necessities such as health care, childcare, and food.

In the event of unexpected circumstances such as loss of employment or health problems, lower-income households with a housing cost burden are more likely to become homeless or double up with other households. In San Carlos, 28 percent of households are overpaying for housing. The situation is much starker for lower income households, where 67 percent are overpaying for housing. Almost three-quarters (73 percent) of lower income renters are overpaying for housing, and 61 percent of lower income owners are overpaying for housing.

Housing Stock Characteristics

Housing Stock

In 2020, the Department of Finance reported 12,385 housing units in San Carlos. Most of the City’s housing stock is made up of single-family attached and detached homes (72 percent) with the remaining 28 percent multi-family. Census data indicates that 0.2 percent of owner units and 3.1 percent of rental units are vacant.

San Carlos was developed as a community of single-family dwelling units and has primarily remained as such. Single-family structures make up 72 percent of the City’s housing stock, with multi-family comprising 28 percent.

Overcrowding

Overcrowding occurs when the relatively high cost of housing either forces a household to double-up with another household or live in a smaller housing unit to afford food and other basic needs. The current housing crisis resulting from an inventory shortage and high costs of housing also necessitates many families or individuals to share housing arrangements, leading to potential overcrowding. According to both California and federal standards, a housing unit is considered overcrowded if it is occupied by more than one person per room (excluding kitchens, bathrooms, and halls). A standard of one person per room considers occupancy of the rooms that are generally not intended to be used as sleeping quarters, including living rooms and otherwise common areas). The Census Bureau considers units

with more than 1.5 occupants per room to be severely overcrowded.

Table 4.3-5: Owner and Renter Housing Characteristic

Housing Characteristic	Owner Households	Renter Households	All Housing Units/ Households
Total Housing units			12,385
Single-Family Detached			8,394 (68%)
Single-Family Attached	N/A	N/A	540 (4%)
Multi-Family Units			3,419 (28%)
Mobile Home/Other			32 (.26%)
Median Household Size			2.57
Total Households ¹	69%	27%	
Vacancy Rate ²	0.2%	3.1%	516 (4%)
Overcrowded Units ¹	86	142	228
Units Needing Replacement/Rehabilitation ³	N/A	N/A	2
Median Housing Cost	\$1,624,500 ⁴	\$2,251 ⁵	N/A

Sources:

1. US Census Bureau 2018 5-Year Estimates
2. 2020 CA Department of Finance E-5 Population and Housing Estimates
3. As reported by the San Carlos Building Department
4. CoreLogic June 2022
5. Census Bureau 2019 5-Year Estimates

In San Carlos, 2 percent of occupied housing units are overcrowded. Of these, 37 percent are considered severely overcrowded. Overcrowding is more prevalent in rental units (6 percent) than owner occupied units (1 percent). Overcrowding disproportionately impacts low-income households and severe overcrowding is more likely to be experienced by renter households than it is for homeowner households, which is the case in San Carlos.

4 2023 HOUSING ELEMENT: NEEDS ASSESSMENT



- 0%-30% of AMI: 0.0% overcrowded and 0.0% severely overcrowded
- 31%-50% of AMI: 3.3% overcrowded and 0.0% severely overcrowded
- 51%-80% of AMI: 3.2% overcrowded and 0.8% severely overcrowded
- 81%-100% of AMI: 2.6% overcrowded and 3.2% severely overcrowded
- Greater than 100% of AMI: 0.8% overcrowded and 0.4% severely overcrowded

Overcrowding is more likely to affect Hispanic/Latinx (4.9 percent) and residents that identify as “other race” or multiple races (8.4 percent), compared to the citywide average of two percent. The desire for multi-generational living or living with extended family members can also create overcrowded conditions due to a lack of affordable larger units within the City. Multi-generational living tends to be most common in Hispanic and Asian cultures, indicating that it may be a contributing factor in higher rates of overcrowding for these groups. Coupled with lower income levels, constraints related to immigration status, and discrimination can also make it difficult for multi-generational households to find appropriately sized, affordable housing.

Housing Condition

The age and condition of the housing stock in San Carlos is an indicator of potential rehabilitation needs. Commonly, housing over 30 years of age needs some form of major rehabilitation, such

as a new roof, foundation work, plumbing, etc. The housing stock in San Carlos is aging, since a majority of the housing stock was built between 1940 and 1979 (73 percent). Only 27 percent of the City’s housing stock has been built since 1980, indicating a potential need for rehabilitation. Four percent of occupied housing units in San Carlos have been identified as having substandard housing issues, which includes lacking or insufficient amenities including plumbing, a kitchen, or bathroom. Based upon observations and experiences of the San Carlos Building Official, the City estimates that in 2022, fewer than two housing units are in severe need of replacement or substantial rehabilitation due to housing conditions.

While the City does not have funding to directly support home repair services, the City refers individuals to the Rebuilding Together Peninsula organization for renovation and repair services: <http://rebuildingtogetherpeninsula.org>. In addition, the City’s Code Enforcement is proactive in connecting various church groups, Boy Scouts, and other community groups such as the Lions Club and Kiwanis Clubs with homeowners in need. Volunteers remove overgrown vegetation, remove trash and debris, and complete very minor repairs to structures for elderly residents.

Housing Cost

The cost of housing in a community is directly correlated to the number of housing problems and affordability issues. High housing costs can price low-income families out of the market, cause extreme cost burdens, or force households into

overcrowded or substandard conditions. The San Carlos median home price in October 2021 based on information provided by CoreLogic, was \$2,320,000. This was 24.9 percent higher than the median price in October 2020. The October 2021 median home price was \$795,000 higher than the median home price in San Mateo County at large.

More than a quarter (28 percent) of San Carlos households are renters. There are limited sources that provide median or average rents for a specific geography. The Census estimates the median gross rent between 2015 and 2019 in San Carlos was \$2,251 per

month. These estimates appear below current (2022) searches through search engines such as Zillow, Trulia, Zumper, etc. Zumper.com provides a median rent by month for jurisdiction by unit type and reported an average rent of 3,300 in July 2022 for a studio apartment (\$2,339 for one-bedroom units, \$3,152 for two-bedroom units, \$4,920 for three-bedroom units, and \$5,500 for four-bedroom units) in San Carlos. Table 4.3-6 shows that the HUD-determined fair market rents for San Mateo County. Studios and larger units in San Carlos exceed the fair market rents identified by HUD.

Table 4.3-6: Fair Market Rents in San Mateo County

Year	Efficiency	One-Bedroom	Two-Bedroom	Three-Bedroom	Four-Bedroom
FY 2022 FMR	\$2,115	\$2,631	\$3,198	\$4,111	\$4,473

Source: FY2022 Fair Market Rents. U.S Department of Housing and Urban Development (HUD)

Special Housing Needs

Housing Element law requires local governments to include an analysis of housing needs for residents in specific special needs groups and to identify resources available to address these needs.

Table 4.3-7: Special Needs Groups in San Carlos

Special Needs Category	Count	Percent
Persons with Disabilities	1,988 persons	7% of residents
Persons with Developmental Disabilities ¹	123 persons	0.4% of residents
Elderly (65+ years)	4,658 persons 2,773 households	15% of residents 24% of households
Large Households (5+ members)	697 households	6% of households
Farmworkers	15 persons	0.1% of labor force
Female Headed Households	906 households	8% of households
People Experiencing Homelessness	30 persons	0.001%

Note 1: Reflects the consumer count by ZIP Code (94070) as reported by the California Department of Development Services
All Other Rows Source: US Census Bureau 2018 5-Year Estimates, California Department of Developmental Services (DDS)

Persons with Disabilities including Persons with Developmental Disabilities

Persons with disabilities face housing access and safety challenges. Disabled people, in most cases, are of limited incomes and often receive Social Security income only. As such, most of their monthly income is often devoted to housing costs. In addition, disabled persons may face difficulty finding accessible housing (housing that is made accessible to people with disabilities through the positioning of appliances and fixtures, the heights of installations and cabinets, layout of unit to facilitate wheelchair movement, etc.) because of the limited number of

such units. People with developmental disabilities have a disability that emerged before age 18, is expected to be lifelong, and is of sufficient severity to require a coordinated program of services and support in order to live successfully in the community. Developmental disabilities include intellectual disabilities, autism, Down syndrome, epilepsy, cerebral palsy, and other disabling conditions similar in their functional impact to an intellectual disability.

Residents with Disabilities

Many San Carlos residents have disabilities that may prevent them from working, restrict their mobility, or make it difficult to care for themselves. There are 1,988 residents with disabilities in San Carlos, representing 7 percent of total residents. Many residents with disabilities are 75 years and older (41 percent). A total of 689 people with disabilities live in poverty representing (78 percent of those living in poverty, and) 2.3 percent of the total resident population.

Many factors limit the supply of housing available to households of persons with disabilities. In addition to the need for housing that is accessible or ADA-compliant, housing affordability is a key limitation as many persons with disabilities live on disability incomes or fixed income. Location of housing is also an important factor for many persons with disabilities, as they often rely upon public transportation to travel to necessary services and shops.

For those living in single-family homes, residents can benefit from accessibility improvements such as wider doorways and hallways, access ramps and railings, larger bathrooms with grab bars, lowered countertops, and other features common to “barrier free” housing. According to the State Department of Social Services, 3 residential care facilities with capacity to support 52 residents, and 11 residential care facilities for the elderly to support 237 residents, are located in San Carlos.

Residents with Developmental Disabilities

Under California’s Developmental Disabilities Services Act and the U.S. Supreme Court’s 1999 decision in *Olmstead v. L.C.*, people with developmental disabilities are entitled to receive community-based services that allow them to live in the least restrictive community setting. This shift to de-institutionalization has led to the closure of the most restrictive segregated settings and to the requirement that local jurisdictions in their Housing Elements assess and plan specifically for the housing needs of people with developmental disabilities who receive services from the Regional Center to live in their home community.

The State Department of Developmental Services (DDS) currently provides community-based services to persons with developmental disabilities and their families through a statewide system of 21 regional centers. The Golden Gate Regional Center serves residents in San Carlos. The center is a private, non-profit community agency that contracts with local service providers to offer a wide range of services to individuals with developmental disabilities and their families. There are 123 residents with developmental disabilities in San Carlos (as represented by ZIP Code 94070) that receive services from the Golden Gate Regional Center, representing 0.41 percent of total residents. The following trends affect the housing needs of people with developmental disabilities in San Carlos and have been addressed in the Housing Plan:

- **The Developmental Disabilities population in San Carlos is growing faster than the general population.**

The Regional Center reports an increase of 25 percent over the 98 San Carlos residents with developmental disabilities who were reported in the last Housing Element. During that same period, the city's general population grew by less than one percent. Seventy-one (56 percent) of San Carlos's residents with developmental disabilities are adults. Growth in the San Carlos adult population with developmental disabilities correlates with a significant annual increase in the diagnosis of autism that began in the mid-1980s and did not level out until after 2015. Many of the adults may desire housing outside the family home in the coming years.

- **Decline in Licensed Care Facilities.** The California Department of Developmental Services reports that between September 2015 and June 2021, San Mateo County lost five percent of its supply of licensed care facilities for people with developmental disabilities (including Community Care Facilities, Intermediate Care Facilities, and Skilled Nursing Facilities). This is reflected in the decline of San Carlos residents living in licensed care facilities since last reported in the 2015-2023 Housing Element. The greatest contributing factor to this loss of supply is the high cost of housing making it more financially beneficial for retiring owners to sell the facilities as residences rather than as a business, thereby increasing the need for affordable housing options coordinated with supportive services
- **Longer Life Spans.** Between September 2015 and June 2021, the California Department of Developmental Services reports that the number of San Mateo County residents with developmental disabilities age 62 and older grew by 33 percent. This is not due to migration of senior citizens with developmental disabilities to high-cost San Mateo County, but rather to well-documented gains in life span among people with developmental disabilities. With longer life expectancy, more adults with developmental disabilities will outlive their parents and family members who are the single largest source of housing for adults with developmental disabilities in San Carlos. Longer life spans also slow the pace of resident turnover in the county's shrinking supply of licensed care facilities, which further reduces opportunities for people with developmental disabilities to secure a space in a licensed care facility.
- **Displacement.** The California Department of Developmental Services has documented a 12 percent decline in the age group 42 to 51 and a 10 percent decline in the age group 52 to 61 in San Mateo County between September 2015 and June 2021. Considering gains in life expectancy, this loss can reasonably be attributed to displacement from the county because of the lack of residential living options when an elderly parent caregiver passes away or becomes unable to house and care for the adult. Displacement takes a particular toll on adults with developmental disabilities who depend on

familiarity with transit routes, shopping and services, as well as support from community-based services and informal networks built up over years of living in San Carlos.

- **Higher Rates of Physical Disabilities.** People with developmental disabilities are more likely than the general population to have an accompanying physical disability. Twenty-seven percent of San Mateo County residents with developmental disabilities have limited mobility, and 13 percent have a vision or hearing impairment. The need for an accessible unit coupled with the need for coordinated supportive services compounds the housing barriers faced by those with co-occurring intellectual and physical disabilities.
- **Ineligibility for Many Affordable Rental Units.** Some adults with developmental disabilities depend on monthly income of around \$1,000 from the Supplemental Security Income (SSI) program, pricing them out of even the limited number of Extremely Low Income affordable housing units in San Carlos. Those with employment tend to work part-time in the lowest paid jobs and also struggle to income-qualify for many of the affordable housing units for rent in San Carlos.
- **Transit-Dependent.** Many adults with developmental disabilities do not drive or own a car and rely on public transit as a means to integration in the larger community.

Provision of Housing for Persons with Disabilities

Accommodating a sufficient quantity and quality of housing for people with disabilities of any kind is a significant challenge in these times due to the lack of funding and complexity of housing and service needs involved. San Carlos supports the provision of housing for persons with disabilities and has provisions in the Zoning Ordinance to enable group housing through the residential care facility process. The City also prioritizes supportive housing, a mix of unit sizes, locations near public transit, and housing for extremely low-income households to support the needs of persons with disabilities:

- Integration of housing for persons with disabilities in typical affordable housing helps affirmatively further fair housing for a group that has historically experienced no alternative to segregated living.
- Coordination of housing with onsite supportive services provide a supported pathway for people with developmental disabilities to apply for and retain an affordable apartment and are as beneficial to a person with a developmental disability as a physically modified unit is to a person with a mobility impairment.
- A mix of unit sizes at inclusive housing properties help address the needs of those who require live-in aides, want to live with roommates, or have children.
- Location near public transit helps accommodate the transit-dependency of most adults with developmental disabilities.
- Deeply affordable housing, targeting extremely low-income households, also supports housing choices for persons with developmental disabilities.

4 2023 HOUSING ELEMENT: NEEDS ASSESSMENT



The City has in place a reasonable accommodation procedure that complies with Section 504 of the Fair Housing Amendments Act and other applicable local, state, and federal laws to ensure equal opportunity and access for people with disabilities. The procedure accommodates physical improvements, program flexibility, and other modifications or adjustments necessary to allow people with disabilities the same opportunity to housing, programs, and services as non-disabled people.

Elderly (65+ years)

Many senior-headed households have special needs due to their relatively low incomes, disabilities or limitations, and dependency needs. Specifically, many people aged 65 years and older live alone and may have difficulty maintaining their homes, are usually retired and living on a limited income, and are more likely to have high health care costs and rely on public transportation, especially those with disabilities. The limited income of many elderly persons often makes it difficult for them to find affordable housing.

There are 4,658 elderly residents in San Carlos, representing 16 percent of the population. Nearly one-quarter (24 percent) of San Carlos households are headed by elderly residents (2,773 households). Four percent of seniors (194 elderly residents) live in poverty. In San Carlos, 878 people of all ages live in poverty (three percent of the total population).

Seniors with limited incomes may have difficulty finding affordable housing. The San Mateo County Housing Authority is responsible for the Housing Choice Voucher (Section 8) program in San Carlos. Priority is given to senior (62 years old or older), or disabled residents that meet the income guideline limits established by the federal government. Many local seniors reside in conventional single-family homes. Senior homeowners who need maintenance assistance can apply to Rebuilding Together Peninsula’s Safe at Home Minor Repair or National Rebuilding Day Programs, which provides free home repair and modification to eligible low-income homeowners. Additionally, low-income, senior homeowners or renters who need free accessibility modifications can apply to the Center for Independence of Individuals with Disabilities’ Housing Accessibility Modification Program.

Large Households (5+ members)

Large households, defined by HCD as households containing five or more persons, have special housing needs due to the limited availability of adequately sized, affordable housing units. Larger units can be very expensive; as such, large households are often forced to reside in smaller, less expensive units or double-up with other families or extended family to save on housing costs, both of which may result in unit overcrowding.

In San Carlos, there are 697 large households (six percent of total households). The majority (86 percent) of these households own their homes (600 households) while 14 percent are renters. An estimated 1.5 percent of families living in poverty; it is estimated

that none of these are large families. Action HOU-5.2 is included in the Housing Plan to encourage the development of larger rental units.

Farmworkers

Due to the high cost of housing and low wages, a significant number of migrant farm workers have difficulty finding affordable, safe, and sanitary housing. In San Carlos, 15 residents work in agriculture, forestry, fishing and hunting, and mining occupations, and can be assumed to be farmworkers. This represents only 0.09 percent of the workforce. Maps from the State of California Department of Conservation Farmland Mapping and Monitoring Program show no farmland in San Carlos. Due to the low number of agricultural workers in the city, the housing needs of migrant and/or farm worker housing need can be met through general affordable housing programs.

Single-Parent, e.g., Female Headed Households

Single-parent households require special consideration and assistance because of the greater need for childcare, health care, and other services. In particular, female-headed households with children tend to have lower incomes and a greater need for affordable housing and accessible childcare and other supportive services. The relatively low incomes earned by female-headed households, combined with the increased need for supportive services, can severely limit housing options.

In San Carlos, 906 female-headed households represent 8 percent of total households. Of these, 58 percent own their home and 42

percent rent. A greater proportion of female-headed households are renters compared to the city as a whole (42 percent and 28 percent, respectively). Of all households living in poverty, 0.8 percent (67 households) are female-headed households.

Providing housing opportunities for families in San Carlos is a challenging task. The primary need for female-headed households is for more affordable housing and supportive services, including childcare. The City recognizes the importance of high-quality childcare and preschool programs to both residents and workers in our community. Programs HOU-7.1 and 7.2 further address this need.

People Experiencing Homelessness

Population estimates for people experiencing homelessness can be difficult to quantify. Census information is often unreliable due to the difficulty of efficiently counting a population without permanent residences. Given this impediment, a point-in-time count is conducted throughout many jurisdictions in the country every other year during the last week in January. In 2019, 30 unsheltered individuals were identified in San Carlos during the point-in-time count, which is 3.3 percent of the total number of unsheltered individuals in San Mateo County. In 2017, 28 unsheltered individuals were counted in San Carlos.

No homeless count was conducted in 2021 due to the COVID-19 pandemic. Instead, a count was conducted in 2022. While the total unsheltered population of the county went up 21 percent, from 901 to 1,092, during the point-in-time count in January 2022 the

4 2023 HOUSING ELEMENT: NEEDS ASSESSMENT



homeless population in San Carlos decreased to 14 unhoused individuals.

There are no homeless shelters in the San Carlos; however, there are shelters and resources in cities nearby. The closest resources are in Redwood City about three miles away. Action HOU-5.1 is included in the Housing Plan to facilitate additional emergency and transitional housing in San Carlos through changes to the Zoning Ordinance.

Energy Conservation Opportunities

Energy-related housing costs can directly impact the affordability of housing. While California Building Code standards contain mandatory energy efficiency requirements for new development, the City and utility providers are also important resources to encourage and facilitate energy conservation and to help residents minimize energy-related expenses. Policies addressing climate change and energy conservation are integrated into the San Carlos General Plan, including ACTION EM-3.1: Implement Climate Action Plan measures to require tree planting. The City adopted a new Climate Mitigation and Adaptation Plan (“CMAP”) on September 27, 2021 that will set greenhouse gas (GHG) reduction targets for 2030 and 2050 and identify strategies to meet the new targets and adapt to the impacts of climate change.

San Carlos residents have access to resources that support energy efficiency and renewable energy. The Bay Area Regional Energy

Network (BAYREN) provides free energy evaluations that connect owners with qualified contractors and rebates for energy upgrades. The HomeIntel program is a part of PG&E; this program provides customers with plans to reduce wasted energy in their homes. The Property Assessed Clean Energy Financing (PACE) program allows residents to borrow loans for energy upgrades, which are then paid back through property taxes. There are also three programs to help residents utilize solar energy: Bay Area SunShares, LetsGoSolar, and PG&E Solar Education Opportunities.

San Mateo County and all 20 of its cities and towns formed Peninsula Clean Energy, a community-controlled, not-for-profit, joint powers agency. Peninsula Clean Energy serves all of San Mateo County with cleaner energy at low rates. Residents may enroll in a program drawing 50 percent of electricity from renewables, or for an additional fee, 100 percent of electricity from renewables.

At-Risk Housing Analysis

State housing law requires an inventory and analysis of government-assisted dwelling units eligible for conversion from lower income housing to market rate housing during the next ten years. Reasons for this conversion may include expiration of subsidies, mortgage pre-payments or pay-offs, and concurrent expiration of affordability restrictions.

Table 4.3-8: Below Market Rate Housing Inventory

Address	Affordable Units	Unit Mix	Building Type	Expiration
San Carlos Elms 707 Elm St	21	21 very low (12 Studio, 9 1BR) seniors	Rent	2039
Trestle Apartments/ Transit Village 333 El Camino Real	20	10 low (4 1BR, 6 2BR), 10 mod (4 1BR, 6 2BR)	Rent	2074
1001 Laurel St	17	5 low (2 Studio, 3 1BR), 12 moderate (7 1BR, 5 2BR)	Own	2054*
Laureola Oaks 907 East San Carlos Ave	16	16 low (4 1BR, 6 2BR, 6 3BR)	Rent	2040
Pacific Hacienda Elm and Walnut St	13	7 low (7 1BR), 6 moderate (6 1BR)	Own	2049*
Cherry Street Apartments 1244 Cherry St	6	1 very low (1BR), 3 low (3 2BR), 2 mod (2 2BR)	Rent	Expired**
Laurel Theatre Apartments 1500 Laurel St	4	4 low (2 Studio, 1BR, 2BR)	Rent	2057
777 Walnut St	3	1 very low (1 BR), 2 low (2BR, 3BR)	Own	2061*
641 Cedar St	2	1 very low (2BR), 1 low (2BR)	Own	2055*
625 Cedar St	2	1 low (2BR), 1 moderate (2BR)	Own	2043
977 Laurel	1	1 very low (1BR)	Rent	2072
577 Laurel St	1	1 median (2BR)	Rent	2049
1580 Laurel St	1	1 low (1BR)	Rent	2068
409 Walnut St	1	1 low (BR)	Rent	2041
Robbins Nest 717 Cedar St	6	6 low (Shared house)	House	2049
Walnut Studios 817 Walnut St	23	23 very low (23 studio)	Rent	2096
Total	137			

* Affordability expiration date vary by unit. Affordability period restarts as unit is sold to a new BMR household.

** Restrictive Covenant has expired. In process for redevelopment (to be combined with the recently acquired lot next door) for additional affordable units and the introduction of a new Restrictive Covenant.

4 2023 HOUSING ELEMENT: NEEDS ASSESSMENT



Based on City records and information from the California Housing Partnership Corporation, in the next 10 years (2023-2033), no assisted housing developments in San Carlos are at risk of losing affordability. The Cherry Street Apartments covenant has expired; the City is working with HIP Housing who owns the property to develop a new affordable housing development that will combine 1244 Cherry Street with 1232 Cherry Street, which was recently acquired by the City, to create a new housing project with 34 total units, all affordable to low- income and below households.

Pursuant to Government Code Section 65863.11, the state maintains a list of “Entities Interested in Participating in California's First Right of Refusal Program” at <https://www.hcd.ca.gov/policy-research/docs/HPD-00-01.xlsx>. This list includes various entities working in San Mateo County and several entities interested in properties located in any county. If a development becomes at risk of conversion to market-rate housing, the City will maintain contact with local organizations and housing providers who may have an interest in acquiring at-risk units and will assist other organizations in applying for funding to acquire at-risk units.

The City also has a significant number of affordable housing units in the pipeline, which will increase the local inventory by nearly 50 percent. Projects that are currently in the pipeline and are anticipated to be developed during the planning period include those that are in the entitlement process (e.g., 1232 Cherry and 806 Alameda de las Pulgas), or have received a planning approval

(e.g., 626 Walnut), or are under construction but have not received a Certificate of Occupancy/Final Inspection (e.g., 1525 San Carlos Avenue):

- 1501 Cherry (3 very low- and 1 low-income unit; recently completed)
- 560 El Camino Real (1 low- and 1 moderate-income unit)
- 520 El Camino Real (1 moderate-income unit)
- 808 Alameda De Las Pulgas (3 low-income and 7 moderate-income units)
- 626 Walnut (3 low- and 1 moderate-income unit)
- 1232 Cherry (35 lower-income units)
- 1240 El Camino Real (1 moderate-income unit)
- 1525 San Carlos (1 low- and 2 moderate-income units)

The City will continue to monitor and track the affordability of these units, the majority of which result from the City’s Below Market Rate (BMR) Ordinance. The City requires all buyers of BMR units to sign a Resale Restriction Agreement along with other deed restrictions, as required by Zoning Ordinance Section 18.16.090.B. Deed restrictions are required as a condition of sale for all owner-occupied BMR units and include, but are not limited to, the City’s purchase option, resale restrictions, and procedures and policies regarding changes in title to ensure that owner-occupied BMR units remain affordable in perpetuity.

Projected Housing Need (RHNA)

Housing Element law requires a quantification of each jurisdiction’s share of the regional housing need as established in the plan prepared by the jurisdiction’s council of governments. The California Department of Housing and Community Development (HCD), in conjunction with the Association of Bay Area Governments (ABAG), determine a projected housing need for the Bay Area, including the counties of Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma. This share, known as the Regional Housing Needs Determination (RHND), is 441,176 new housing units for the 2023-2031 planning period throughout the ABAG region. ABAG has, in turn, allocated this share among its constituent jurisdictions, distributing to each a Regional Housing Needs Allocation (RHNA) divided into income levels. The City of San Carlos has a RHNA of 2,735 housing units to accommodate in the housing element period. The income distribution is as shown in Table 4.3-9.

Table 4.3-9: Regional Housing Needs Allocation 2023-2031

Income Group	% of County AMI	Number of Units Allocated	Percent of Total Allocation
Very Low ¹	0-50%	739	27%
Low	>50-80%	425	16%
Moderate	>80-120%	438	16%
Above Moderate	120%+	1,133	41%
Total	---	2,735	

Note 1: Pursuant to AB 2634, local jurisdictions are also required to project the housing needs of extremely low-income households (0-30% AMI). In estimating the number of extremely low-income households, a jurisdiction can use 50% of the very low-income allocation or apportion the very low-income figure based on Census data. Therefore, the City’s very low-income RHNA of 739 units can be split into 370 extremely low-income and 369 very low-income units.

4 2023 HOUSING ELEMENT: NEEDS ASSESSMENT



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Government policies and regulations impact the price and availability of housing and the provision of affordable housing. Constraints include residential development standards, fees, and permitting procedures. Providing infrastructure and services also increases the cost of producing housing. Not every constraint to housing production is governmental. Other constraints include the housing market and other non-governmental limitations. This chapter addresses governmental and non-governmental constraints as they relate to housing.

Contents

57 Non-Governmental Constraints

62 Governmental Constraints

Non-Governmental Constraints

The availability and cost of housing is strongly influenced by market factors over which local government has little or no control. State law requires that the housing element contain a general assessment of these constraints, which can serve as the basis for actions that local governments might take to offset their effects. The primary non-governmental constraints to the development of new housing are land costs, construction costs, and environmental constraints.

Development Costs

Price of Land

Land costs include acquisition and the cost of holding land throughout the development process. These costs can account for as much as half of the final sales prices of new homes in small developments or in areas where land is scarce. Land costs in single-family residential neighborhoods of San Carlos range from \$340,000 to \$5.9 million per acre.¹ The diminishing supply

¹ A review of vacant residential land sales on Zillow.com on 8-20-2020 provided two vacant lots for sale within the City. Land costs were estimated from this sample and may not be representative of general land costs in the City.

4 2023 HOUSING ELEMENT: HOUSING CONSTRAINTS

of land available for residential construction, combined with increasing demand for such development, has served to keep the cost of land high and rising across the Bay Area. Among the variables affecting the cost of land are the size of lots, location and amenities, the availability and proximity of public services, its development potential, and the financing arrangement between the buyer and seller.

On behalf of 21 Elements, Century Urban² conducted an independent countywide study of single-family land sales and multi-family land sales in the last three years, inclusive of both rental apartment and for-sale (condos/townhomes) units. For single-family land sales countywide, of parcels up to one acre in size, the land cost ranged between \$582,000 to \$8 million, with an average of \$1,030,000 per unit. For multi-family land sales in San Mateo County, Century Urban’s report shows the average land cost is \$1,000,000 for small multi-family and \$10,000,000 for large multi-family properties, respectively, with an ultimate land cost of approximately \$100,000 per unit for both small and large developments. In San Carlos, the study included four data points ranging from a land cost of \$33,000 per unit to \$333,000 per unit, with an average land cost of \$222,000 per unit.

2 Century Urban’s San Mateo and Santa Clara Counties Development Costs & San Mateo County Unit Mix Research, April 2022, <http://www.21elements.com/constraints>

Cost of Construction

Construction cost is determined by the combined cost of labor and materials—these are the most significant cost components of developing residential units, and both of these costs have grown dramatically in recent years. According to data from the California Construction Cost Index, hard construction costs in California grew by 44 percent between 2014 and 2018, equivalent to an additional \$80 per square foot.³ Between 2020 and 2021 alone, construction costs increased 13.4 percent.

Construction costs are estimated to account for upwards of 60 percent of the production cost of a new home, especially for multi-unit residential buildings, which can require the use of more expensive materials, like steel, and need additional amenities such as parking structures.⁴ Variations in the quality of materials, type of amenities, labor costs, and the quality of building materials could result in higher or lower construction costs for a new home. Pre-fabricated factory built housing, with variation on the quality of materials and amenities, may also affect the final construction cost (per square foot) of a housing project.

3 Hayley Raetz, Teddy Forscher, Elizabeth Kneebone and Carolina Reid, The Hard Costs of Construction: Recent Trends in Labor and Materials Costs for Apartment Buildings in California, The Terner Center for Housing Innovation, University of California Berkeley, March 2020, p.8, http://ternercenter.berkeley.edu/uploads/Hard_Construction_Costs_March_2020.pdf

4 Ibid., Raetz et al, p.4.

The relative importance of labor versus materials is a function of the complexity of the construction job and the desired quality of the finished product. The price paid for material and labor at any one time will reflect short-term considerations of supply and demand. Future costs are difficult to predict given the cyclical fluctuations in demand and supply that in large part are created by fluctuations in the larger state and national economies. Such factors unilaterally impact construction in a region and therefore do not deter housing construction in any specific community more so than another.

An indicator of construction costs is Building Valuation Data compiled by the International Code Council (ICC). The unit costs compiled by the ICC include structural, electrical, plumbing, and mechanical work, in addition to interior finish and normal site preparation. The data is national with the regional difference for California running generally 20 percent higher based on the most recent (2020) analysis cited from the Turner Center for Housing.⁵ The construction index does not include the price of the land upon which the buildings are built. The August 2021 national averages for costs per square foot of apartment units and single-family homes are as follows:

- Type I or II, Multi-Family (Steel/Concrete): \$79 to \$203 per sq. ft.

- Type V (Wood Frame), Multi-Family: \$137 to \$142 per sq. ft.
- Type V (Wood Frame), One- and Two-Family Dwelling: \$148 to \$158 per sq. ft.

The City's ability to mitigate high construction costs is limited without direct subsidies. Another factor related to construction cost is development density. With an increase in the number of units built in a project, overall costs generally decrease as builders can benefit from economies of scale. Throughout California, builders have remarked on high construction costs in 2021 and 2022, which are driven both by labor and materials costs.

Availability of Financing

The availability of capital to finance new residential development is a significant factor that can impact both the cost and supply of housing. Two types of capital are involved in the housing market: 1) capital used by developers for initial site preparation and construction and 2) capital for financing the purchase of units by homeowners and investors. Interest rates substantially impact home construction, purchase, and improvement costs. A fluctuation in rates of just a few percentage points can make a dramatic difference in the annual income needed to qualify for a loan. In general, financing for new residential development is available at reasonable rates. However, economic fluctuations due to COVID-19 have caused caution among lenders and may have lasting effects through this Housing Element planning period. And while interest rates are

⁵ <https://turnercenter.berkeley.edu/research-and-policy/the-cost-of-building-housing-series/>

4 2023 HOUSING ELEMENT: HOUSING CONSTRAINTS



low, lenders are considering applicants much more closely than in the past, leading to credit tightening despite affordable interest rates.

Competition for affordable housing funding also affects overall housing production. Affordable housing often relies on multiple sources of funding to complete projects. The Turner Center conducted a study on the cost to build low-income housing found that each additional funding source increases the cost to build. Some properties use six or more funding sources to complete a project, each of which is becoming increasingly competitive and difficult to secure.⁶ Low Income Housing Tax Credits (LIHTC) represent the primary funding source for new affordable housing. Historically the 9% tax credit (which is designed to subsidize 70 percent of the project cost) has been extremely competitive. Affordable housing developers are indicating that 4% tax credits (designed to subsidize 30 percent of the project) are becoming increasingly competitive, resulting in a longer project timeline (up to two additional years, as they must apply multiple times before they are able to secure tax credits).

Government Code 65583(a)(6) Development Analysis.

⁶ U.C. Berkeley, The Turner Center for Housing Innovation. The Costs of Affordable Housing Production: Insights from California’s 9% Low-Income Housing Tax Credit Program. March 30, 2020.

<https://turnercenter.berkeley.edu/research-and-policy/development-costs-lihtc-9-percent-california/>

Government Code section 65583(a)(6) requires an analysis of potential and actual nongovernmental constraints upon the maintenance, improvement, or development of housing for all income levels, including requests to develop housing at densities below those allowed and the length of time between receiving approval for housing development and submittal of an application for building permit.

Requests for Lower Development Densities

San Carlos has an active housing market, with development occurring at a range of densities. For mid-sized projects where the maximum allowed densities would result in between seven units to approximately 12 units, most developers have in recent years opted to stay below seven units, providing six units instead thereby avoiding the City’s requirement that all residential developments of seven or more units set aside 15 percent of the units as below market rate housing. An estimated 90 percent of these mid-size projects over recent years were proposed at less than the maximum densities, generally to avoid triggering the requirements of the BMR Ordinance. In some instances, developers also indicated that parking minimums resulted in a reduction in density below the allowed maximum densities because surface parking space was limited, and it was too expensive to construct podium or underground parking.

Larger projects with a maximum allowable density that would yield 15 units or more generally maximize the allowable density and use the City’s Density Bonus Ordinance or the State Density Bonus Ordinance options, providing additional affordable units

consistent with these Ordinances and the City's BMR Ordinance.

In 2022, the City updated the BMR Ordinance to lower the threshold for constructing affordable units from a minimum of seven units to a minimum of five units for all ownership projects; the threshold for rental projects remains at seven units. In addition, through the City's efforts to support more housing in the community, Action HOU-4.2 implements Zoning Ordinance revisions which will include not only an increase in density for higher density residential neighborhoods and mixed-use areas, but also will institute a new minimum density requirement (approximately 75 percent of maximum density) to ensure anticipated housing densities are achieved. The minimum density requirement is triggered for new development projects only, not for minor additions or improvements.

Building Permit Timeframe

In San Carlos, the turnaround time between receiving entitlement approvals for a housing development and submittal of an application for building permit varies widely. Some applicants have plans complete in advance and submit the next day, while others take a few months. The majority of larger projects apply within two to three months after receiving entitlement approval.

A multi-family residential project with complex grading and drainage plans may take longer than usual to submit permits.

Also, developers may struggle with feasibility analyses, financing, or negotiations with design professionals which are outside the control of the City.

Local Efforts to Remove Nongovernmental Constraints

Government Code 65583(a)(6) also requires a review of local efforts to remove nongovernmental constraints that create a gap in the jurisdiction's ability to meet the RHNA by income category. The primary non-governmental constraint is the overall cost of affordable housing development (associated with both high land and development costs) in most parts of California. In general, constructing 100% affordable housing, especially for low and very-low income households, is not profitable to housing developers. Therefore, deed-restricted affordable units require subsidies beyond available density or financial incentives. This places the construction burden on non-profits and similar grant or tax-credit funded housing developers and may result in affordable projects that are not always dispersed throughout the region but are concentrated in limited areas with lower development costs. While the City can offer developer incentives such as expedited permit processing or fee deferrals, local funding sources do not exist to fully mitigate the high cost of development for affordable housing developments.

The City has two Housing Funds that can support affordable housing: the Housing Asset Fund (Housing Successor) and the Housing In-Lieu Fund. The Housing Asset Funds has an

4 2023 HOUSING ELEMENT: HOUSING CONSTRAINTS



approximate cash balance of \$3 million in June 2022, which is fully encumbered to support future housing projects. The Housing In-Lieu Fund has an approximate cash balance of \$12.4 million in June 2022, of which \$3.6 million is encumbered. The main sources of this funding are commercial linkage fees and to a lesser extent Below Market Rate (BMR) in-lieu fees. These funds help support gap financing for affordable housing projects; however, the City’s ability to support projects is limited by available funds. For example, the Walnut Studios (817 Walnut) 100% affordable project was made possible by a sizeable investment of \$7.3 Million from the City of San Carlos, and a generous partnership with Charities Housing, the local nonprofit organization that developed the property and will continue to manage the 23-unit building. The City of San Carlos will continue to facilitate housing development by providing funding from both Housing Funds to support additional affordable housing (Action HOU-3.1).

Governmental Constraints

Although local governments have little influence on market factors such as interest rates and availability of funding for development, local governmental policies and regulations can affect both the amount of residential development that occurs and the affordability of housing. Since governmental actions can constrain development and affordability of housing, State law requires the Housing Element to “address and, where

appropriate and legally possible, remove governmental constraints to the maintenance, improvement, and development of housing.”

Governmental constraints are policies, development regulations, standards, requirements, or other actions imposed by various levels of government upon land and housing ownership and development. Land use controls, building codes, processing procedures, and development fees are all factors that may hamper the maintenance, improvement, and/or development of housing. State and federal regulations such as those related to environmental protection, building codes, and other topics can also have significant and often adverse impacts on housing costs and availability. While constraints exist at all levels of government, this section emphasizes policies and regulations that can be mitigated by the City.

Land Use Controls

The City’s primary policies and regulations that affect residential development and housing affordability include the Envision 2030 General Plan (adopted 2009), Title 18 Zoning, and Title 17 Subdivisions. Table 4.4-1 summarizes the General Plan land use designations and the zoning districts that either allow by right or conditionally permit residential development, as of 2022.

Table 4.4-1: Residential General Plan Land Use Designations and Zoning Districts

General Plan Land Use Designations	Density (units/acre)	Corresponding Zoning Districts
Single-Family	3	RS-3
Single-Family	6	RS-6
Multiple-Family, Low Density	20	RM-20
Multiple-Family, Medium Density	59	RM-59
Mixed Use, Medium Density	50	MU-DC Mixed-Use Downtown Core
Mixed Use, Medium Density	50	MU-D Mixed-Use Downtown
Mixed Use, Medium Density	50	MU-SA Mixed-Use Station Area
Mixed Use, Medium High Density	59	MU-SC Mixed-Use San Carlos Avenue
Neighborhood Retail/Mixed Use, Medium Density	50	MU-NB Mixed-Use North Boulevard
Mixed Use, Medium Density	50	MU-SB Mixed-Use South Boulevard
Mixed Use, Low Density	20	MU-N Neighborhood Mixed Use

Sources: San Carlos Envision 2030 General Plan; Title 18 Zoning Ordinance.

Proposed General Plan and Zoning District Changes

In conjunction with the process of updating the Housing Element, the City proposes to increase allowed densities and heights to facilitate housing development in residential and mixed use areas. Table 4.4-2 summarizes the proposed General Plan designations and corresponding zoning districts. As indicated in Action HOU-4.2, these new and revised zoning districts and General Plan designations are scheduled for adoption in January 2023.

Density Bonus

Chapter 18.17 of the Zoning Ordinance provides a variety of affordable housing incentives. Section 18.17.030 provides City incentives for BMR units and Section 18.17.040 provides for density bonuses consistent with State Density Bonus law (Government Code Section 65915). Section 18.17.030 (City Density Bonus) was comprehensively updated in 2022 to provide additional incentives for rental projects to provide affordable housing, exceeding the bonuses provided by the State Density Bonus law. Section 18.17.040 (State Density Bonus) was also updated in 2022 and is consistent with State law.

Table 4.4-2: Proposed General Plan and Zoning Districts

Residential and Mixed Use General Plan Designations	Zoning Districts
Single-Family, 3 du/ac	RS-3
Single-Family, 6 du/ac	RS-6
Multi-Family, Low Density (15-20 du/ac)	RM-20
Multi-Family, Medium Density (45-59 du/ac)	RM-59
Multi-Family, Medium High Density (75-100 du/ac)	RM-100
Mixed Use, Low Density (30-40 du/ac)	MU-N-40
Mixed Use, Medium Density (38-50 du/ac)	MU-N-50
Mixed Use, Medium High Density (75-100 du/ac)	MU-DC-100, MU-D-100, MU-SB-100
Mixed Use, High Density (90-120 du/ac)	MU-D-120, MU-SC-120, MU-NB-120, MU-SB-120, MU-N-120

Action HOU-3.6 is included in the Housing Plan to monitor state legislation as changes are made to the State Density Bonus law and update as needed. Action HOU-3.2 is also included to continue to monitor the effectiveness of the City's BMR Ordinance, including incentives inherent in the Ordinance such as density bonuses and update as needed.

Zoning Ordinance

The San Carlos Zoning Ordinance implements the General Plan by establishing standards and regulations for all development in San Carlos. Table 4.4-3 summarizes the housing types permitted by zoning district. Each use is designated by a letter denoting whether the use is allowed ("P"), permitted with a conditional use permit ("C"), permitted with a minor use permit ("M") or not allowed ("-").

Table 4.4-3 Permitted Land Uses by Zoning District

Land Uses	RS-3	RS-6	RM-20	RM-59/100	MU-DC-100	MU-D-100/120	MU-NB-120	MU-SC-120	MU-MU-SB-100/120	MU-N-40/50/120
Single-unit Dwelling	P	P	-	-	-	-	-	-	-	-
Multi-unit Dwelling	-	-	P	P	P	P	P	P	P	P
Small Lot Single-Unit Development	-	C	P	C	-	-	-	-	-	-
Bungalow Court	-	C	P	C	-	-	-	-	-	-
Duplex	Pl	Pl	P	-	-	-	-	-	-	-
Townhouse Development	-	C	P	P	-	-	-	-	-	-
Accessory Dwelling Units	P	P	P	P	P	P	P	P	P	P
Emergency Shelter	-	-	-	-	-	-	P	-	P	-
Transitional/Supportive Housing	P	P	P	P	P	P	P	P	P	P
Single Room Occupancy	-	-	C	C	C	C	C	C	C	C
Residential Care Facilities										
General (+6 persons)	-	-	M	M	-	M	-	M	-	-
Limited (6 or less persons)	P	P	P	P	P	P	P	P	P	P
Senior (for residents 60+ years of age)	-	-	M	M	-	M	-	M	-	-

“P” Permitted Use

“M” Minor Use Permit (Zoning Administrator)

“C” Conditional Use Permit (Planning Commission)

“-” Use is not permitted

Note 1: Per SB 9

Source: San Carlos Zoning Ordinance, 2021.

4 2023 HOUSING ELEMENT: HOUSING CONSTRAINTS



In addition to the residential and mixed use zoning districts, the Zoning Ordinance also has a Planned Development (PD) District, which allows for deviation from development standards provided the development is superior than what could be achieved under the zoning and that it be consistent with the General Plan and any applicable specific plan. Planned Developments require a development plan and standards to be reviewed by the Planning Commission and approved by the City Council.

Development Standards

Table 4.4-4 summarizes key development standards for the residential and mixed-use zoning districts. Development standards for housing can affect the ability of property owners to construct and modify housing. Residential development standards established in the Zoning Ordinance are designed to provide orderly development of the city and to protect and promote the health, safety, and welfare of local residents, as well as implement the policies of the General Plan.

Table 4.4-4: Residential Development Standards (2022)

Development Standard	RS-3	RS-6	RM-20	RM-59	MU-DC	MU-D	MU-SA	MU-SC	MU-NB/MU-SB	MU-N
Min. Lot Size (sq. ft.)	10,000	5,000	6,000	10,000	5,000	5,000	5,000	5,000	5,000	5,000
Min. Lot Width	75'	40'	60'	100'	50'	50'	50'	50'	50'	50'
Corner Lots	75'	60'	70'	100'	50'	50'	50'	50'	50'	50'
Density (units per acre)	3	6	20	59	50	50	50	59	50	20
Setbacks (feet)										
Front	20'	1 st Story: 15' 2 nd Story: 19'	15'	15'	Varies depending on street frontage (5'-15' min.) All-residential development in MU districts must conform to RM-59 front setback standards.					
Interior Side	1 st Story: 10' 2 nd Story: 14'	1 st Story: 5' 2 nd Story: 9'	First two stories: 5' 10'; thereafter		0' min; 10' min. abutting to RS district for all MU uses. All-residential development in MU districts must conform to RM-59 front setback standards.					
Street Side	1 st Story: 10' 2 nd Story: 14'	1 st Story: 7.5' 2 nd Story: 11.5'	10'	10'	All-residential development in MU districts must conform to RM-59 front setback standards.					
Rear	20'	15'	15'	15'	0 min; 30 min adjacent to RS district for all MU districts All-residential development in MU districts must conform to					

Table 4.4-4: Residential Development Standards (2022)

Development Standard	RS-3	RS-6	RM-20	RM-59	MU-DC	MU-D	MU-SA	MU-SC	MU-NB/MU-SB	MU-N
					RM-59 front setback standards.					
Height Limit	28'	28'	35' Max. 3 stories	50' Max. 4 stories	Maximum: 50' 30' along East San Carlos Ave in MU-N District, 30' within 40' of an RS District 40' within 50' of and RS District					
Lot Coverage	25% (1) or 35%	50%	65%	75%	N/A	N/A	N/A	N/A	N/A	N/A
Maximum Floor Area Ratio	N/A	N/A	.75	2.0	2.5(2)	2.5(2)	2.5(2)	2.5(2)	2.5(2)	2.5(2)

Source: San Carlos Zoning Ordinance, 2022

Notes:

1. 25% within H Overlay District
2. Max. FAR could be increased by .1 through a conditional use permit under conditions outlined in Zoning Ordinance Section 18.05.030.A
3. Residential-only development in MU districts must conform to RM-59 district setback standards.

Zoning Ordinance Amendments (January 2023)

The City’s standards for minimum lot sizes, setbacks, lot coverage, and floor area ratio were not identified as constraints to housing development. However, while the City’s zoning regulations are not considered overly excessive and are on par with those being used by surrounding jurisdictions and to a great extent throughout San Mateo County, the City has identified significant changes that will further encourage housing and affordable housing development in the community

in response to the City’s 2,735 RHNA requirement. In order to provide additional opportunities to meet the City’s regional housing needs, the City initiated a comprehensive update to the Land Use Element and Zoning Ordinance in 2020 (culminating in 2023), instituting new zoning districts and allowing significant increases in density, as well as new required minimum densities. Table 4.4-5 summaries the changes, including new zoning districts, maximum densities, minimum densities, and height limits.

Table 4.4-5: Proposed Changes to Zoning Densities and Heights (2023)

Zone		Maximum Density (du/ac)		Minimum Density (du/ac)		FAR		Building Height (feet)			Building Stories (stories)	
Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed	Proposed	Existing	Proposed
MU-N	MU-N-40	20	40	n/a	30	2.0	2.5	50; 30	50		4	4 ⁽¹⁾
MU-N	MU-N-50	20	50	n/a	38	2.0	2.5	along East San	50	35 along East San Carlos Avenue in MU-N District	4	4
MU-N	MU-N-120	20	120	n/a	90	2.0	3.0	Carlos Avenue in MU-N District	75		4	6
MU-DC	MU-DC-100	50	100	n/a	75	2.5	2.5		50		4	4
MU-D	MU-D-100	50	100	n/a	75	2.5	3.0		60		4	5
MU-D	MU-D-120	50	120	n/a	90	2.5	3.0	30 within	75	35 within 40 ft of an RS district	4	6
MU-SC	MU-SC-120	59	120	n/a	90	3.0	3.0	40 ft of an RS district	75		4	6
MU-NB	MU-NB-120	50	120	n/a	90	2.5	3.0		75	40 within 50 ft of an RS district	4	6
MU-SB	MU-SB-100	50	100	n/a	75	2.5	3.0	40 within 50 ft of an RS district	60		4	5
MU-SB	MU-SB-120	50	120	n/a	90	2.5	3.0		75		4	6
RM-20	RM-20	20	20	n/a	15	0.75	0.75	35	35		3	3
RM-59	RM-59	59	59	n/a	45	2.0	2.0	50	50		4	4
--	RM-100	n/a	100	n/a	75	N/A	3.0	n/a	60		n/a	5

(1) 3 stories along E. San Carlos Ave. in MU-N-40 district

Another important change to the Zoning Ordinance is to remove the private open space and guest parking requirements for all multi-family uses in residential and mixed-use zones. Eliminating this requirement, along with significant increases in height and density are anticipated to provide a significant incentive for housing development in San Carlos, where existing

land prices are high and vacant land is rare. Action HOU-4.2 in the Housing Plan summarizes the Zoning Ordinance changes and timeline that the City proposes to address the housing crisis.

Parking Requirements

City parking standards for residential development are based on the type of residential land use and vary based upon the zoning district. Table 4.4-6 summarizes residential parking standards for the residential and mixed-use zoning districts. Less parking

is required in mixed-use zoning districts and for affordable housing developments. These parking standards are generally consistent with other jurisdictions throughout San Mateo County.

Table 4.4-6: Residential Parking Standards (2022)

Mixed-Use Districts	Required Spaces	Additional Regulations
Studio / 1-bedroom units	1 space per unit	One covered space per unit. One additional guest parking space per 4 units in developments greater than 10 units.
Two or more bedrooms	1.5 spaces per unit	
Residential Districts	Required Spaces	Additional Regulations
Single-Unit Residential	2 spaces per unit	RS-6 Districts require two covered parking, or one covered and one on 20 foot-wide driveway.
Accessory Dwelling Unit (ADU)	1 space per for each ADU (unless otherwise exempt per State ADU law)	
Affordable Housing Development (Moderate Income and Below [BMR])		
Studio	.75 spaces per unit	One additional guest parking space per 4 units in developments greater than 10 units. Number of total covered spaces shall equal number of units. Reductions pursuant to Affordable Housing Incentives granted to developments with at least 1 BMR unit
1- or 2-bedrooms	1 space per unit	
3+ bedrooms	2 spaces per unit	
Multi-Unit Residential		
Studio	1 space per unit	1 covered space for each unit; 1 guest parking per two units
1- or 2-bedrooms	1.5 spaces per unit	
3+ bedrooms	2 spaces per unit	
Elderly and Long-Term Care	2 spaces for the owner-manager plus 1 for every 5 beds and 1 for each nonresident employee	
Group Residential	1 per bed plus 1 for every 10 beds	
Residential Care, Limited	None in addition to base requirement	
Residential Care, General and Senior	2 spaces for owner-manager plus 1 for every 5 beds and 1 for each nonresident use	
Single Room Occupancy	0.5 spaces per unit	
Emergency Shelter	1 per 200 sq. ft. of floor area	

Note: 1. As part of the Housing Element update to reduce constraints on development, minimum guest parking requirements are proposed to be removed. 2. AB 2097, in effect January 1, 2023, prohibits the City from imposing any minimum parking requirement on any residential, commercial, or other development project, as defined, that is located within 1/2 mile of public transit, as defined.

4 2023 HOUSING ELEMENT: HOUSING CONSTRAINTS



In San Carlos, housing developers may instead pay an in-lieu fee to a parking exception fund for projects within an established parking assessment district. The City also allows for reduced parking, as outlined in Chapter 18.20.050 of the Zoning Ordinance (which can be used cumulatively as applicable). These reduction provisions include:

- **Transportation Demand Management:** The number of required parking spaces for any project subject to Chapter 18.25, Transportation Demand Management (i.e., multi-unit development with 10 or more units), shall be reduced by twenty percent of the normally required number of spaces.
- **Transit Accessibility:** For any land use except residential single-unit and duplex development, if any portion of the lot is located within one-quarter mile of a transit stop with regular, scheduled service during the weekday hours of seven a.m. to nine a.m. and five p.m. to seven p.m., the number of required parking spaces may be reduced by 20 percent of the normally required number of spaces. This parking reduction does not apply in the mixed-use or the industrial arts districts because parking requirements for these districts already reflect transit accessibility.
- **Motorcycle Parking:** Motorcycle parking may substitute for up to five percent of required automobile parking. Each motorcycle space must be at least four feet wide and seven feet deep.

- **Shared Parking:** Where a shared parking facility serving more than one use will be provided, the total number of required parking spaces may be reduced by up to forty percent with Planning Commission approval of a conditional use permit, if the Commission finds that:
 - The peak hours of use will not overlap or coincide to the degree that peak demand for parking spaces from all uses will be greater than the total supply of spaces;
 - The proposed shared parking provided will be adequate to serve each use;
 - A parking demand study prepared by an independent traffic engineering professional approved by the City supports the proposed reduction; and
 - In the case of a shared parking facility that serves more than one property, a parking agreement has been prepared consistent with the provisions of off-site parking facilities.
- **Other Parking Reductions:** Required parking for any use may be reduced through Planning Commission approval of a conditional use permit, accompanied by a parking study showing reduced parking needs.

Parking costs are often absorbed into the sale or rental price of residential and commercial uses, thereby hiding the true cost of parking and encouraging driving. By unbundling parking, property owners can charge residents and tenants separately for leasing a parking space. Unbundled parking saves money for

households that do not wish to park a vehicle. Residents recognize the cost of parking and can determine if it is a worthwhile expense, as opposed to it being incorporated into the overall price of renting or buying a home regardless of whether the resident owns a vehicle. San Carlos has adopted an ordinance that allows for residential projects with 10 or more units to unbundle parking with approval of a Minor Use Permit.

Proposed Parking Changes

While the parking requirements in San Carlos are typical of communities in San Mateo County, developers have indicated that minor modifications to existing standards would facilitate additional housing, including removing guest parking space requirements (Action HOU-4.2). In addition, to further incentivize higher density housing and to ensure impediments are removed if they are identified, Action HOU-2.1 and Action HOU-2.2 is included in the Housing Element to continue to analyze parking standards and as needed pursue reduced parking requirements and other measures such as reductions in parking for small lot projects to ensure feasibility.

Open Space Requirements

To enhance the living environment of multifamily residential and mixed-use neighborhoods, communities typically require housing developments to have a certain amount of open space, comprised of private areas such as patios, fenced yards, or balconies; and common or public outdoor spaces. In San Carlos, both of the multifamily zoning districts and all of the mixed-use zoning districts are subject to a per square foot standard by unit for private open space, and a percentage of the overall development site for common open space. Once the amount of open space is calculated, San Carlos has minimum standards regulating dimensions, usability, and accessibility. These types of standards are fairly general in nature and similar to that required by surrounding communities. Additionally, San Carlos lists a reduction in the usable open space requirement as a type of concession and/or incentive to developments providing affordable housing. Table 4.4-7 identifies the different open space requirements for residential and mixed-use zones.

Table 4.4-7: Open Space Standards for Multifamily Residential and Mixed-Use (2022)

Open Space Type by District	RM-20	RM-59	MU-DC, MU-D	MU-SA, MU-SC, MU-NB, MU-SB, MU-N
Minimum Private Open Space (Sq Ft Per Unit)	150	100	100	150
Minimum Common Open Space (Percent of Site Area)	15		10 ¹	

Source: San Carlos Zoning Ordinance, 2021

Notes:

1. Applicable only to mixed-use and nonresidential development on lots > than 15,000 sq ft
2. As part of the Housing Element update to reduce constraints on development, minimum private open space requirements are proposed to be removed.

Proposed Open Space Changes

Overall, the requirements imposed by San Carlos for open space in multifamily residential and mixed-use neighborhoods are similar to surrounding communities. However, to further reduce constraints on housing development as densities are increased, the City is reducing open space requirements (Action HOU-4.2). Specifically, the City is proposing to eliminate the requirement for private open space and instead require only the amount of open space that was previously required as common/public open space; this open space may be met through common open space, private open space, or a combination thereof. Open space may be provided at grade, at podium levels, via balconies, or on rooftops. In residential zones, the requirement for private open space in the RM-20 and RM-59 zoning districts will be removed, leaving only the one open space requirement based on a percentage of the site, which may be met through common open space, private open space, or a combination thereof. The new RM-100 zone must provide 10

percent of the site area as open space (common, private, or a combination thereof).

On-/Off-Site Improvements

Due to the built-out character of San Carlos, the City typically requires only minimal on-and off-site improvements as a condition of approval for new residential development. Most new housing development occurs on existing lots that are already served by necessary infrastructure. The City of San Carlos requires that developers complete certain minimum site improvements in conjunction with new housing development. Required on-site improvements include grading and installation of water, sewer, storm drainage, storm drainage retention, gas, electricity and cable utilities. Required off-site improvements include curbs, gutters, sidewalks, sewer lateral, drainage structures, full street sections, and street lighting. The City also requires that developers install landscaping and irrigation systems when necessary.

The on- and off-site improvement standards imposed by the City are typical for most communities and do not pose unusual constraints for housing development. The community is entirely built-out and as such, new development is not required to complete vast infrastructure improvements. Conditions of approval to complete on- and off-site improvements are provided to applicants in a timely manner and do not have a significant impact on project timing. While these improvements may increase the cost of production, adequate sewer, water, and street infrastructure is a necessary component of a healthy and productive city.

Locally Adopted Ordinances

State law requires that cities include an analysis of any locally adopted ordinance that directly impacts the cost and supply of residential development, such as inclusionary housing ordinances and short-term rental ordinances.

Below Market Rate (BMR) Housing Program

To encourage the development of affordable housing throughout the City, San Carlos adopted Chapter 18.16 “Affordable Housing Programs” and Chapter 18.17 “Affordable Housing Incentives” into the San Carlos Zoning Code. Chapter 18.16 is an “inclusionary housing” ordinance, which requires a specified share of new residential construction be affordable at below market rate (“BMR”) to households at lower- and moderate-income levels.

In 2021, the City Council directed an update to the BMR ordinance to actively encourage the creation of affordable housing at all income levels and to meet regional housing requirements. In 2022, the City adopted an update that supports affordable housing opportunities and is not a constraint to housing development. In sum, this update (1) adjusted the City density bonus to provide an additional incentive for developers, (2) increased inclusionary housing requirements for ownership units, and (3) extended affordability periods in perpetuity (previously 45 years for ownership units and 55 units for rental units). With this recent update, the affordability requirement for ownership projects is triggered for projects of five units or more (instead of seven) and requires 20 percent of the units to be affordable at low income (70% AMI). For rental projects, to retain development feasibility no changes were proposed— projects of seven units or more are required to provide 15 percent of the units as BMR units (with 10% very low and 5% low), or projects can provide 15% very low income units (this alternative allows projects to achieve a greater density bonus through the State Density Bonus law).

These changes were comprehensively analyzed to ensure that they do not unduly constrain housing development. The City hired an economist to prepare financial pro formas reflecting the expected costs of new development, and compared those costs to the revenues that could be generated from the projects given various mixes of market-rate and affordable housing. These pro formas were then analyzed to find a scenario that resulted in more affordable units and/or units at deeper income levels,

4 2023 HOUSING ELEMENT: HOUSING CONSTRAINTS



while not inhibiting a developer’s return on investment to the point that such projects would no longer be feasible. With regard to ownership projects, the analysis revealed that there is room to both increase the proportion of units required and lower the income level required, while retaining financial feasibility. These changes further incentivize use of the State Density Bonus or the City’s density bonus.

Regarding rental projects, it was discovered that developments are already facing feasibility challenges with the current requirement of 10% at very low income and 5% low income. Rental developments are generally considered feasible when they are projected to achieve greater than a 5% yield on cost. Under the City’s current inclusionary requirements, a medium sized rental development is estimated to achieve a 4.9% yield on cost.

In an effort to determine the impact the City’s inclusionary requirement is having on rental developments, EPS also ran a scenario under which no requirement existed and a developer was not required to build any affordable units. Under this scenario the estimated yield on cost increased to 5.2%, suggesting that the City’s inclusionary requirement plays a smaller impact on project feasibility than broader market conditions such as land, labor, and construction costs.

As a result, the only change made to rental projects of the inclusionary ordinance is to add an additional option for developers to construct 15 percent of units at the very low-

income level. A project that meets this alternative inclusionary standard would be entitled to a 50 percent density bonus under State law, whereas a project that meets the City’s current inclusionary standard would only be entitled to a 32.5 percent bonus. The analysis as well as observed developer preferences demonstrate the significant value of density bonus units. Technically this would already be allowed under the City’s current requirements, but highlighting the 15 percent very low-income option will help draw attention to the maximum State Density Bonus of 50 percent that projects are entitled to pursue.

The above inclusionary requirements are made much more feasible by the existence of California’s State Density Bonus. The State Density Bonus Law mandates that cities provide an increase in the maximum density allowed by local zoning regulations for developments that include certain amounts of affordable housing units. For example, under the inclusionary level for ownership units of 20 percent at low income, a project would be entitled to a 35 percent density bonus, greatly increasing the profitability of the project.

However, even with the State Density Bonus many rental developments in San Carlos face an upward battle in terms of feasibility. For this reason, the City adopted additional incentives through an improved City Density Bonus, specifically for rental developments. San Carlos previously implemented a City Density Bonus Program, which granted one additional market-rate unit for every unit at low income or lower that is included in a project. This City Density Bonus was generally less

favorable than the State Bonus and as a result is rarely utilized. However, the City has elected to increase this City Density Bonus for rental units to help improve their feasibility and produce more affordable units.

This amended City Density Bonus is a fixed bonus rate that exceeds the highest rates provided by the State, equivalent to 4:1 for each very low-income unit and 2:1 for each low income unit, and allowing all of the affordable base units to trigger bonus units rather than requiring the developer to select only one income level to apply. Under this program, a 100-unit rental project meeting the City’s current inclusionary ordinance would qualify for 50 bonus units as seen in Table 4.4-8 below:

Table 4.4-8: Example Density Bonus

100-Unit Rental Project	State Density Bonus	City Density Bonus
Base Units	100	100
BMR Units	10 Very Low Income 5 Low Income	10 Very Low Income 5 Low Income
Bonus Units	33	50
Total Units	133	150

Developers that utilize the City Density Bonus would still be able to use certain provisions of the State Density Bonus. As a result, some may choose to utilize the City Bonus to obtain additional units and the State Bonus for concessions on height, parking, or other areas.

In addition to the above changes, the City also decreased the threshold requiring that a BMR unit be built for ownership units

from seven to five units. This aligns with the increased requirement that 20 percent of units be designated low income. This was an important change as well, since projects are not always achieving maximum densities by building below this required threshold. Lowering the threshold (in addition to the City’s recent change to add minimum required densities) will address this issue. The threshold remains seven units for rental developments.

Building Codes and Enforcement

San Carlos implements the 2019 edition of the California Building Code, and 2019 edition of the California Green Building Standards Code. The City intends to adopt the 2022 California Building Code series (including the 2022 California Green Building Standards Code [CALGreen]) in 2022, which will become effective January 1, 2023.

These codes establish standards and require inspections at various stages of construction to ensure code compliance and minimum health and safety standards. Although these standards and the time required for inspections increase housing production costs and may impact the viability of rehabilitation of older properties, the codes are mandated for all jurisdictions in California and are necessary to ensure the safety of structures.

The City has adopted modifications to both the California Building Code and the California Green Buildings Standards Code. The California Building Code modifications include

4 2023 HOUSING ELEMENT: HOUSING CONSTRAINTS



administrative and technical modifications that are related to fences and lattice, retaining walls, and construction methods for concrete structures. Modifications to the California Green Buildings Standards Code related to one- and two-family dwellings expand the code’s scope to include “Residential Reconstruction projects” in addition to new projects.

The City of San Carlos’s Building Division and the San Carlos Fire Department provide inspection and review to ensure all development projects comply with Building Codes. Residents may register suspected code violations to the Building Department for further investigation and inspection. The Building Department also maintains a shared agreement with the County of San Mateo to address these complaints. Additional compliance checks are administered by the City’s Apartment Inspection Program to ensure proper maintenance and safety for occupants of residential units in San Carlos.

Zoning for a Variety of Housing Types

State housing element law requires that jurisdictions facilitate and encourage a range of housing types for all economic segments of the community. The following paragraphs describe how the City makes provisions for a variety of housing types.

Multifamily Rental Housing

Multi-family developments are permitted by-right in the Residential Multifamily (RM) and Mixed-Use (MU) zoning districts. Stand-alone multi-family residential developments located in mixed-use zoning districts are subject to RM-59

development standards for building setbacks and the maximum allowed density permitted by the MU zoning district. Mixed-use developments (the integration of residential and commercial uses on one site) are allowed by-right in all MU zoning districts. As part of the Zoning Ordinance amendments (Action HOU-4.2), stand-alone residential development will no longer require a Conditional Use Permit in some areas along El Camino Real and objective development standards (including modifications to required setbacks) will be crafted to allow developments to achieve maximum densities.

Housing for Agricultural Employees (permanent and seasonal)

The Employee Housing Act (Government Code Section 17021.5 and 17021.6) requires that any employee housing occupied by six or fewer employees shall be considered a single-family structure within a residential land use and must be treated the same as a single-family dwelling of the same type in the same zoning district. In addition, employee housing consisting of no more than 36 beds in a group quarters, or 12 units or separate rooms or spaces designed for use by a single-family or household, must be considered an agricultural land use and be treated the same as any other agricultural activity in the same zoning district.

The urban nature of development in the Bay Area is incongruous to agricultural uses. No zoning districts in San Carlos allow for agricultural uses (beyond community gardens). The City complies with State Health and Safety Code

Sections 17021.5, which concerns employee housing that serves six or fewer employees, which would include farmworkers.

Emergency Shelters

Government Code Section 65583 requires jurisdictions to permit emergency shelters without a Conditional Use Permit (CUP) or other discretionary permit in at least one zoning district with adequate capacity to serve the unsheltered population. Emergency shelters are allowed without discretionary review in the Mixed Use North Boulevard (MU-NB) and Mixed Use South Boulevard (MU-SB) zoning districts. There are 6.2 acres of land designated MU-NB and 17.4 acres of land designated MU-SB. These areas are located at the north and south gateways of the El Camino Real (State Route 82) corridor in San Carlos. Both zoning districts allow for a variety of uses and are located in close proximity to local services and transit. This zoning district has a number of underutilized properties as well as a mix of medium-sized buildings that could transition to reuse as homeless shelters. Based on the size of the zoning districts identified, opportunities for adaptive reuse of existing buildings, and ready access to services and transportation, the zone has sufficient capacity to accommodate the City's homeless need in at least one year-round shelter. (In 2019, there were 30 homeless individuals in San Carlos, as reported by the San Mateo County One Day Homeless County and Survey.) San Carlos supports the distribution of emergency shelters and transitional housing in areas of the city where appropriate support services and facilities are available in close proximity.

The development and management standards for emergency shelters in the Zoning Ordinance (Section 18.23.110) were drafted to be consistent with State law. Specific provisions for emergency shelters in San Carlos specify:

- **Number of Residents.** The number of adult residents, not including staff, who may be housed on a lot that is smaller than one acre shall not exceed the number of persons that may be accommodated in any hospital, elderly and long-term care facility, residential, transient occupancy, or similar facility allowed in the same district.
- **Length of Occupancy.** Occupancy by an individual or family may not exceed one hundred eighty consecutive days unless the management plan provides for longer residency by those enrolled and regularly participating in a training or rehabilitation program.
- **Outdoor Activities.** All functions associated with the shelter, except for children's play areas, outdoor recreation areas, parking, and outdoor waiting must take place within the building proposed to house the shelter. Outdoor waiting for clients, if any, may not be in the public right-of-way, must be physically separated from the public right-of-way, and must be large enough to accommodate the expected number of clients.
- **Minimum Hours of Operation.** At least eight hours every day between seven a.m. and seven p.m.

- Supervision. On-site supervision must be provided at all times.
- Toilets. At least one toilet must be provided for every fifteen shelter beds.
- Management Plan. The operator of the shelter must submit a management plan for approval by the Director. The plan must address issues identified by the Director, including transportation, client supervision, security, client services, staffing, and good neighbor issues.

The standards listed above are common across many cities in California and do not constrain the production of emergency shelters.

Recent State Law (AB 101) requires that Low-Barrier Navigation Centers be allowed as a by right use in areas zoned for mixed-use and nonresidential zoning districts permitting (by right or conditionally) multi-family uses. The City will revise the Zoning Ordinance to ensure that the City meets the requirements of AB 101 (Action HOU-5.1).

Transitional and Supportive Housing

State law requires cities to allow transitional and supportive housing as a residential use in all zoning districts that allow similar residential uses (SB 2). In San Carlos, transitional and supportive housing are considered single-family or multi-family uses and are permitted by right in all residential and mixed-use zoning districts.

Effective January 1, 2019, AB 2162 (Supportive Housing Streamlining Act) requires supportive housing to be considered a use by right in zoning districts where multi-family and mixed uses are permitted, including nonresidential zoning districts permitting multi-family uses, if the proposed housing development meets specified criteria. The law prohibits the local government from imposing any minimum parking requirement for units occupied by supportive housing residents if the development is located within one-half mile of a public transit stop. AB 2162 also require local entities to streamline the approval of housing projects containing a minimum amount of supportive housing by providing a ministerial approval process, removing the requirement for CEQA analysis, and removing the requirement for a CUP or other similar discretionary entitlements. The City of San Carlos is currently in compliance with this law as it allows by right transitional and supportive housing in all RS, RM and MU districts in San Carlos. Action HOU-5.1 is included in the Housing Plan to ensure compliance with the processing and parking requirements associated with AB 2162.

Single-Room Occupancy (SRO)

Single-room occupancy hotels and/or boarding homes are collectively referred to as SROs. SRO units are one-room units intended for occupancy by a single individual. It is distinct from a studio or efficiency unit, in that a studio is a one-room unit that must contain a kitchen and bathroom. Although SRO units are not required to have a kitchen or bathroom, many SROs have one or the other. Buildings that provide SRO dwellings are

conditionally permitted in Residential Multifamily and Mixed-Use zoning districts, but may not be located on the ground floor along Laurel Street and San Carlos Avenue frontages.

Manufactured/Factory-built housing

State law requires that factory built/manufactured homes be considered a single-family dwelling and permitted in all zoning districts that allow single-family housing. Manufactured housing can be subject to design review. The San Carlos Zoning Ordinance includes individual manufactured housing units installed on a foundation system pursuant to Section 18551 of the California Health and Safety Code under the definition of a single-unit dwelling, in compliance with State law.

Accessory Dwelling Units (ADU)

An Accessory Dwelling Unit (ADU) is a residential dwelling unit that is detached from, attached to, or located within the living area of an existing primary dwelling unit on the same site. ADUs provide independent living facilities for one or more persons with a kitchen and bathroom facility and can be an important source of affordable housing since they are smaller than primary units and do not have direct land acquisition costs. ADU development expands housing opportunities for very low-, low-, and moderate-income households by increasing the number of rental units available within existing neighborhoods.

The State Legislature has passed numerous changes to the ADU requirements (previously known as second units) to promote the development of ADUs. These include allowing ADUs to be

built concurrently with a single-family home, opening areas where ADUs can be built to include all multi-family and mixed-use zones, modifying fees from utilities such as special districts and water corporations, and reducing parking requirements. The City updated the ADU ordinance to comply with recent changes to State law in November 2020. In San Carlos, consistent with the Government Code Section 65852.2, ADUs are permitted by right in all single-family, multi-family, and mixed-use zoning districts. Action HOU-3.3 is included in the Housing Element to ensure continued compliance with State laws as they may change over the course of the planning period and identifies additional measures to encourage and incentivize ADUs in the community.

Housing for Persons with Disabilities

Housing element law requires that, in addition to the needs analysis for people with disabilities, the Housing Element must analyze potential governmental constraints to the development, improvement, and maintenance of housing for people with disabilities; demonstrate local efforts to remove any such constraints; and provide for reasonable accommodations for persons with disabilities through programs that remove constraints.

Zoning and Land Use

A residential care facility is a single-family dwelling unit or multi-unit facility licensed or supervised by a Federal, State, or local health/welfare agency that provides 24-hour nonmedical care of unrelated persons who are handicapped and in need of

4 2023 HOUSING ELEMENT: HOUSING CONSTRAINTS



personal services, supervision, or assistance essential for sustaining the activities of daily living or for the protection of the individual in a family-like environment. Under State Lanterman Developmental Disabilities Services Act (“Lanterman Act”), small State-licensed residential care facilities for six or fewer persons must be permitted in all zoning districts that allow single- or multi-family uses, subject to the same permit processing requirements and development standards; San Carlos is compliant with the Lanterman Act. The Zoning Ordinance subclassifies residential care facilities as follows:

- General – More than six persons
- Limited – Six or less persons
- Senior – Voluntary housing arrangement serving persons aged 60+; includes “continuing care” and “life care” facilities.

Limited Residential Care Facilities are permitted by-right in all residential and mixed-use zoning districts. General and Senior residential care facilities are permitted with a minor use permit in the RM-20, RM-59, MU-D-100 and 120, and MU-SC-120 zoning districts. All residential care facilities are subject to provisions of Section 18.23.200 of the San Carlos Municipal Code:

- Minimum distance between residential care facilities shall be 300 feet
- A six-foot-high fence shall be required to screen outdoor recreational areas

- All residential care facilities must be licensed and certified by the State of California.
- Drug and alcohol use on-site by staff and/or residents shall be prohibited.

Additionally, parking requirements for General and Senior Residential Care Facilities differ from those of single and multi-family residential developments as they are based on the number of employees rather than units. Limited Residential Care Facilities follow the same parking standards as the base requirement.

Requiring a Conditional (or Minor) Use Permit for residential care facilities for seven or more persons is viewed by the State as a potential constraint to housing for persons with disabilities. To address this constraint, the City will remove the requirement for a Minor Use Permit and allow residential care facilities for seven or more persons (both senior and limited) in all zoning districts where multi-family uses are allowed (Action HOU-5.3).

Definition of Family

The definition of “family” may limit access to housing for persons with disabilities when municipalities narrowly define the word, illegally limiting the development of group homes for persons with disabilities, but not for housing similar sized and situated families. “Family”, as defined in the San Carlos Municipal Code, means: one or more persons occupying a dwelling unit and living together as a single nonprofit housekeeping unit and sharing common living, sleeping,

cooking and eating facilities. Members of a family need not be related by blood but are distinguished from a group occupying a hotel, club, fraternity, or sorority house. This definition does not discriminate nor limit access to housing for persons with disabilities or other household types.

Reasonable Accommodation

Both the Federal Fair Housing Act and the California Fair Employment and Housing Act direct local governments to provide reasonable accommodation to rules, policies, practices, and procedures where such accommodation may be necessary to afford individuals with disabilities equal housing opportunities. While fair housing laws intend that all people have equal access to housing, the law also recognizes that people with disabilities may need extra tools for equity. Reasonable accommodation is one of the tools intended to further housing opportunities for people with disabilities. For developers and providers of housing for people with disabilities who are often confronted with siting or use restrictions, reasonable accommodation provides a means of requesting from the local government flexibility in the application of land use and zoning regulations or, in some instances, even a waiver of certain restrictions or requirements because it is necessary to achieve equal access to housing. Cities and counties are required to consider requests for accommodations related to housing for people with disabilities and provide the accommodation when it is determined to be “reasonable” based on fair housing laws and the case law interpreting the statutes.

The City adopted a reasonable accommodation ordinance in 2011 (Chapter 18.33 - Waivers of the San Carlos Municipal Code). This chapter outlines applicability, procedures, required findings, conditions of approval, and appeals in the process of applicants obtaining a reasonable accommodation. Applications are reviewed for approval by the Planning Director. Required findings include:

- The waiver is necessary due to the physical characteristics of the property and the proposed use or structure or other circumstances, including, but not limited to, topography, noise exposure, irregular property boundaries, or other unusual circumstance.
- There are no alternatives to the requested waiver that could provide an equivalent level of benefit to the applicant with less potential detriment to surrounding owners and occupants or to the general public.
- The granting of the requested waiver will not be detrimental to the health or safety of the public or the occupants of the property or result in a change in land use or density that would be inconsistent with the requirements of this title.
- In the RS districts, the review authority must also make the following findings in addition to any other findings that this chapter requires:
 - There are exceptional or extraordinary circumstances related to the design of the existing house or Uniform

Building Code compliance or other code compliance that make it difficult or impossible to enlarge the house within the base requirements, and the addition is of superior design quality and compatible with the existing neighborhood character;

- The change is only intended to increase the habitability and function of the structure;
- Granting the waiver is desirable for the preservation of an existing architectural style or neighborhood character which would not otherwise be accomplished through the strict application of the provisions of the regulations; and
- It can be demonstrated that the design of the proposed addition is of superior quality; compatible with the existing neighborhood character, effective in minimizing the perceived size of the dwelling, not overly intrusive to the privacy of neighboring dwellings and is in substantial compliance with the RS district regulations.
- That the housing or other property which is the subject of the request for reasonable accommodation will be used by an individual or organization entitled to protection;
- If the request for accommodation is to provide fair access to housing, that the request for accommodation is

necessary to make specific housing available to an individual protected under State or Federal law;

- That the conditions imposed, if any, are necessary to further a compelling public interest and represent the least restrictive means of furthering that interest; and
- That denial of the requested waiver would impose a substantial burden on religious exercise or would conflict with any State or Federal statute requiring reasonable accommodation to provide access to housing.

Fees and Exactions

Housing construction imposes certain short- and long-term costs upon local government, such as the cost of providing planning services and inspections. As a result, the City relies upon various planning and development fees to recoup costs and ensure that essential services and infrastructure are available when needed. Impact fees are also charged to cover the cost of providing municipal services or mitigating project impacts. These fees are summarized in Table 4.4-9. The total amount of fees varies from project to project based on type, existing infrastructure, and the cost of mitigating environmental impacts. Most cities do not control school and water impact fees. These services are managed by separate districts.

Table 4.4-9: Development Fees

Fee Category	Fee Amount
Planning Application Fees	
Variance	\$11,983 (per project)
Conditional Use Permit – Planning Commission	\$8,987 (per project)
Minor Use Permit – Zoning Administrator	\$4,493 (per project)
Use Permits (Development Standards)	\$3,595 (per project)
Design Review – Single Family	
Single Family, New Home (RDRC)	\$8,216 (per project)
Single Family, First Floor Addition (RDRC)	\$5,689(per project)
Single Family, Second Floor Addition (RDRC)	\$8,216 (per project)
Single Family, First Floor Addition (Staff)	\$1,959 (per project)
Single Family, Second Floor Addition (Staff)	\$3,161 (per project)
Design Review – Multi-Family/Mixed-Use	
New Building – Planning Commission	\$13,483 (per project)
Major Alteration – Planning Commission	\$9,101 (per project)
Minor Alteration – Planning Commission	\$6,573 (per project)
Below Market Rate Housing Plan or Builder Alternative	\$2,097 (per project)
Below Market Rate Housing Agreement	\$2,696 (per project)
Plan Check for Building Permits	
Major (New Multi-Family/Mixed Use)	\$3,035 (per project)
Moderate (New Single-Family)	\$1,265 (per project)
Minor (Single-Family Additions, ADUs)	\$399 (per project)
Pre-Application Development Review	
Major	\$6,500 (per project)
Minor	\$3,500 (per project)
Architectural Peer Review	\$3,000 initial deposit (per project)

Table 4.4-9: Development Fees

Fee Category	Fee Amount	
General Plan Amendment	\$11,983 (per project)	
Zoning Ordinance Amendment		
Major Rezone/PD/Map and Text	\$23,965 (per project)	
Moderate Rezone/PD/Map and Text	\$11,983 (per project)	
Minor Rezone/PD/Map and Text	\$5,991 (per project)	
Subdivision Fees		
Subdivision, major (5 or more lots)	\$23,965 (per project)	
Subdivision, minor (up to 4 lots) or for Condominium Maps	\$3,595 (per project)	
Lot Line Adjustment, Parcel Mergers	\$1,198 (per project)	
Conditional Exceptions	\$5,991 (per project)	
Lot Verification	\$599 (per project)	
Map Extension	\$1,198 (per project)	
Building Fees		
Building Permit Fee	Based on valuation and square footage	
Plan Check Fee	Based on valuation and square footage	
Electrical Permit – Multiple Family	\$206 plus \$0.08 for each square foot over 1,700	
Plumbing Permit – Multiple Family	\$206 plus \$0.08 for each square foot over 1,700	
Mechanical Permit – Multiple Family	\$206 plus \$0.08 for each square foot over 1,700	
Capital Facilities Fees		
	SFR	MFR
Parks (1)		
Park Facility Development Fee	\$2,651 per bedroom	
In-Lieu Fee	In-lieu fee: Units in proposed subdivision X Acreage req. per dwelling unit within subdivision for	

Table 4.4-9: Development Fees

Fee Category	Fee Amount	
	park / rec. facilities X Fair market value per acre of land in subdivision	
Sewer Capacity Charges	\$13,242 per dwelling unit	\$6,125 per dwelling unit
Traffic Impact Fee	\$7,243 per dwelling unit	\$4,097 per dwelling unit
Affordable Housing Impact Fee	Incremental and applied only to rental projects with fewer than 7 units and ownership projects with fewer than 5 units	
Technology Fee	0.4% of total permit fee amount	

Notes:

(1): Not divided by single-family or multi-family development types.

Source: City of San Carlos, 2020. Effective 2020-2021

The City’s Below Market Rate (BMR) Ordinance requires either the building of affordable housing units or the payment of in-lieu fees. Rental projects with seven or more units and ownership projects with five or more units must build the affordable units on site. Projects smaller than this threshold pay an in-lieu fee. Projects that result in a fractional unit of less than 0.5 can opt to pay an in-lieu instead of providing an additional unit. Any calculation that results in a fraction greater than 0.5 is required to build the additional unit.

Government Code Section 65940.1(a)(1) requires jurisdictions to post all up-to-date fees on their website. San Carlos’ latest fee

schedule can be accessed on the City’s website at <https://www.cityofsancarlos.org/government/departments/administrative-services/finance/city-fees-cost-of-services>. In addition to fees, all zoning and development standards are posted on the website, along with inclusionary requirements, and as fee schedules are updated, the City’s website is updated as well. To determine fees charged by San Carlos and the other jurisdiction in San Mateo County, the 21 Elements Working Group conducted a survey of all jurisdictions in the county, asking that each provide fee information for various types of residential developments.

Table 4-4.10: Total Fees (Includes Entitlement, Building Permits, and Impact Fees) per Unit

	Single Family	Small Multi-Unit	Large Multi-Unit
Atherton	\$15,941	No Data	No Data
Brisbane	\$24,940	\$11,678	No Data
Burlingame	\$69,425	\$30,345	\$23,229
Colma	\$6,760	\$36,590	\$17,030
Daly City	\$24,202	\$32,558	\$12,271
East Palo Alto	\$104,241	No Data	\$28,699
Foster City	\$67,886	\$47,179	\$11,288
Half Moon Bay	\$52,569	\$16,974	No Data
Hillsborough	\$71,092	No Data	No Data
Millbrae	\$97,756	\$6,824	\$55,186
Pacifica	\$33,725	\$40,151	No Data
Portola Valley	\$52,923	No Data	No Data
Redwood City	\$20,795	\$18,537	\$17,913
San Bruno	\$58,209	\$72,148	\$39,412
San Carlos	\$72,046	\$29,137	\$18,182
San Mateo	\$89,003	\$60,728	\$41,547
South San Francisco	\$81,366	\$76,156	\$32,471
Unincorporated San Mateo	\$36,429	\$15,088	\$3,344
Woodside	\$70,957	\$82,764	No Data

Jurisdiction-imposed fees represent a small percentage of the overall cost to develop new housing. However, there are situations in which fees or permitting processes may pose a constraint on housing production. If a jurisdiction's fees are significantly higher than neighboring or peer jurisdictions, the fees could have the impact of discouraging projects within the jurisdiction. With construction costs high, it is difficult (near impossible) for moderate- or low-income housing to be profitable. High fees can be a constraint to housing development. This is particularly challenging for deed restricted affordable housing developers.

Most, if not all, developers consider any fee a significant constraint to the development of affordable housing. For 100% affordable housing projects, financing generally includes some form of state or federal assistance, with rents set through the funding program. As such, fees cannot and do not increase the rents. Although the various fees account for a significant portion of the development cost, the fees collected are necessary to pay for much needed infrastructure and to help mitigate new growth throughout the city. San Carlos provides impact fee reductions and waivers to help support 100% affordable

housing projects. For example, all development impact fees were waived for 817 Walnut (unless the fees were collected by an agency other than the City of San Carlos).

Out of the jurisdictions that provided data, San Carlos' fees are fifth highest for single family development (out of 19 jurisdictions), but sixth lowest for small multifamily development (out of 15 jurisdictions) and sixth lowest for large multifamily development (out of 12 jurisdictions). If fees (per dwelling unit) are higher for multi-family construction than for single family construction within a jurisdiction, this could be seen as a constraint on naturally affordable multi-family housing and also a fair housing issue. This is not the case in San Carlos. Fees for both small and large multi-family construction are lower than for single family development. Similarly, a permitting process that is more onerous or uncertain for multi-family units than for single family may present a fair housing concern and could be considered a constraint on multi-family housing. In San Carlos, permitting times for multi-family projects are not significantly longer than for single family projects when accounting for the size and scope of the project.

Table 4-4.11: Total Fees as a Percentage of Total Development Costs

	Single family	Small Multi-Family	Large Multi-Family
Atherton	0%	No Data	No Data
Brisbane	1%	1%	No Data
Burlingame	3%	4%	3%
Colma	0%	4%	2%
Daly City	1%	4%	2%
East Palo Alto	4%	No Data	4%
Foster City	3%	6%	2%
Half Moon Bay	2%	2%	No Data
Hillsborough	3%	No Data	No Data
Millbrae	2%	8%	7%
Pacifica	1%	5%	No Data
Portola Valley	1%	No Data	No Data
Redwood City	1%	2%	2%
San Bruno	2%	8%	5%
San Carlos	3%	4%	3%
San Mateo	3%	7%	5%
South San Francisco	3%	9%	4%
Unincorporated San Mateo	1%	2%	0%
Woodside	2%	9%	No Data

Note: Calculations use average soft costs (including an average of jurisdiction charged fees) and average land costs for the county.

Compared to other jurisdictions in San Mateo County, San Carlos’ fees were found to be comparable and do not to pose a significant constraint to housing development in the community.

Processing and Permit Procedures

Processing and permit procedures may pose a considerable constraint to the production and improvement of housing. Common constraints include lengthy processing time, unclear permitting procedures, layered reviews, multiple discretionary review requirements, and costly conditions of approval. These constraints increase the final cost of housing, uncertainty in the development of the project, and overall financial risk assumed by the developer.

Processing Timelines

The City of San Carlos’s development review process is designed to accommodate housing development applications of various levels of complexity and requiring different entitlements. Processing times vary with the complexity of the project. The tables below outline the typical timelines for various residential projects in the City of San Carlos. Table 4.4-12 focuses more specifically on the individual entitlement approvals that may be required, providing estimated processing timelines for each as well as identifying the approving body. Table 4.4-13 generally identifies the typical approvals required for single-family and multi-family projects along with the estimated processing times of the planning and building divisions.

Table 4.4-12: Timelines for Permit Procedures

Type of Approval, Permit, or Review	Typical Processing Time
These time periods begin when a complete application is submitted and are extended when additional information is requested by the City. The timeframes below are target issuance date—when the applicant can expect a decision on their application.	
Ministerial Review	30 days
Conditional Use Permit	45-120 days
Zoning Amendment (Zone Change)	9-12 months
General Plan Amendment	9-12 months
Site Plan Review	30 days
Design Review - Single Family	3-5 months
Design Review - Multi-Family (small)	5-8 months
Design Review - Multi-Family (large)	7-12 months
Design Review - Mixed Use	7-12 months
Tract Map	4-6 months
Parcel Map	2-4 months

Table 4.4-12: Timelines for Permit Procedures

Type of Approval, Permit, or Review	Typical Processing Time
Initial Environmental Study	2-3 months
Environmental Impact Report	6-8 months
Building Permits	
New Multi-Family	6-8 weeks
New Single Family Residence	4-6 weeks
Single-Story Addition	2-4 weeks
Second-Story Addition	3-5 weeks

Single-family dwelling unit applications typically take three to five months to receive planning approval for a single residential unit on one lot; and four to six weeks for building permit issuance. Subdivisions to obtain a tentative map are typically processed within six to nine months; building permits are generally issued within three to five months. Review time always varies based upon response time of the applicant to plan

review comments. Most projects typically receive comments within 15 to 20 working days, and rechecks are always performed within 10 to 15 working days. Multi-family development applications generally receive entitlements within five to eight months; followed by building permits which are typically issued within six to eight weeks.

Table 4.4-13: Permitting Requirements per Development Type

	Single-Family Residential	Multi-Family Residential and/or Mixed-Use District
Typical Approval Requirements	Staff Level Design Review	Design Review Permit
	Residential Design Review Committee (RDRC) Review (1)	Residential Design Review Committee (RDRC) or Planning Commission Review
	Planning Commission (2)	Planning Commission (2)
Est. Total Processing Time	Planning = 4-6 weeks Building Permits = 3-6 weeks	Planning = 6-8 months Building Permits = 6-8 weeks

Notes:

1. New homes and projects that result in greater than 3,000 square feet in area and meets or exceeds FAR thresholds identified in Table 18.29.030-A(1)
2. Planning Commission conducts design review for projects requiring Planning Commission approval, such as conditional use permits and variances.

Projects that exceed the minimum BMR requirements receive priority permit processing status. This means the project is assigned to senior staff and is expedited and placed as a priority on the case planner’s workload. These projects are often vetted with a two-member City Council Housing Subcommittee early on for support and program development. City planners then work closely with the applicant and the City’s Economic Development and Housing Manager as part of the BMR Housing Agreement Plan to determine levels of affordability and concessions. The Community Development Director is also involved throughout the process to ensure expedited review.

Long permitting processing times and permit processes that have a high degree of uncertainty (i.e., discretionary reviews or processes with multiple public meetings) increase the cost of housing development for developers, either by increasing their carrying costs as they wait for permits, or by increasing the chance that a project will be rejected after significant costs toward design and waiting have been incurred. In either case, a developer working in a jurisdiction with an onerous permitting process will generally demand higher profits to account for the increased risk, thereby increasing the overall development cost. The processing times in San Carlos are comparable to surrounding jurisdictions (Table 4-4.14). The City has worked to establish transparent and streamlined procedures for processing and permitting development applications.

Table 4-4.14: Permit Processing Times (in Months) – San Mateo County Jurisdictions

Jurisdiction	ADU Process	Ministerial By-Right	Discretionary By-Right	Discretionary (Hearing Officer if Applicable)	Discretionary (Planning Commission)	Discretionary (City Council)
Atherton	1 to 2	1 to 3	2 to 4	N/A	2 to 4	2 to 6
Brisbane	1 to 2	2 to 6	N/A	N/A	4 to 12	6 to 14
Burlingame	1 to 2	2 to 3	2 to 3	N/A	3-4; 12 if major	13 months
Colma	1 to 2	1 to 2	1 to 3	2 to 4	N/A	4 to 8
Daly City	1 to 2	2 to 4	N/A	N/A	4 to 8	8 to 12
East Palo Alto	1 to 3	8 to 12	6 to 14	20 to 40	20 to 40	20 to 40
Foster City	1 to 2	1 to 2	1 to 2		3 to 6	6 to 12
Half Moon Bay		1 to 2	2 to 4	3 to 6	4 to 12	6 to 15
Millbrae	0 to 2	3 to 6	1 to 3	3 to 8	3 to 8	4 to 9
Pacifica	1 to 2	2 to 3	4 to 5	5 to 6	5 to 6	7 to 8
Redwood City	2 to 3	3 to 4	N/A	8 to 10	12 to 18	18 to 24
San Bruno	2	3 to 6	N/A	3 to 6	9 to 24	9 to 24
San Carlos	1 to 3	1 to 3	2 to 4	6 to 12	6 to 12	8 to 12
San Mateo	4 to 8	1 to 2	4 to 7	N/A	9 to 12	9 to 13
South San Francisco	1	1	2 to 3	2 to 3	3 to 6	6 to 9
Unincorporated San Mateo	1 to 3	3 to 6	4 to 9	6 to 12	6 to 18	9 to 24
Woodside	1 to 2	1 to 2	N/A	N/A	2 to 6	3 to 8

The permit process only increases in complexity and duration when the circumstances of individual projects warrant extra consideration on the part of local staff and officials. This is especially true of the environmental review component of the process. However, the City has little flexibility to change this, since the California Environmental Quality Act specifies procedures that local jurisdictions must observe in reviewing the impacts of development projects. To extent possible, categorical exemptions or other statutory exemptions and streamlining are prioritized.

Ministerial Review

Planning review of routine over the counter permits includes zoning clearances, interpretations, modifications to existing permits, and accessory dwelling units.

Design Review

Most development projects in San Carlos are subject to Design Review, either by the Director, the Residential Design Review Committee, or the Planning Commission. The Design Review Permit process begins with the submittal of an application that is filed with the Planning Division. The application is checked for completeness within 30 days of submittal and fee payment.

Additions to single-family residences that result in less than 3,000 square feet of total floor area (including garages) are reviewed by the Director. All new homes in the RS zoning district, additions that result in floor area greater than 3,000

square feet on lots less than 7,500 square feet, projects on sloped lots that pass FAR thresholds, and projects that require additional review at the direction of the Community Development Director require review by the Residential Design Review Committee. The Residential Design Review Committee (RDRC) is comprised of three members: a Planning Commissioner appointed by the Planning Commission; a resident volunteer appointed by the City Council; and an architect or design professional appointed by the City Council. New single-family homes in the RS zoning district involve a public hearing with the RDRC.

Projects in Multi-Family and Mixed-Use districts require a Design Review Permit and are approved by the Planning Commission, including standard public hearing requirements. Projects are reviewed against standards and provisions within the following:

- Title 18, Zoning, of the San Carlos Municipal Code;
- The General Plan and any applicable specific plans the City Council has adopted;
- Any applicable design guidelines adopted by the City Council;
- Any approved tentative map, use permit, variance, or other planning or zoning approval that the project required; and
- Design review criteria (Chapter 18.29.060 of the San Carlos Municipal Code):

- The overall design of the project including its scale, massing, site plan, exterior design, and landscaping will enhance the appearance and features of the project site and surrounding natural and built environment.
- The project design is appropriate to the function of the project and will provide an attractive and comfortable environment for occupants, visitors, and the general community.
- Project details, materials, signage and landscaping are internally consistent, fully integrated with one another, and used in a manner that is visually consistent with the proposed architectural design.
- The project has been designed to be compatible with neighboring development by avoiding big differences in building scale and character between developments on adjoining lots in the same zoning district and providing a harmonious transition in scale and character between different districts.
- The project contributes to the creation of an attractive and visually interesting built environment that includes a variety of building styles and designs with well-articulated structures that present varied building facades, roof lines, and building heights within a unifying context that encourages increased pedestrian activity and promotes compatibility among neighboring land uses within the same or different districts.
- The design of streetscapes, including street trees, lighting, and pedestrian furniture, is consistent with the character of activity centers, commercial districts and nearby residential neighborhoods.
- The proposed design is compatible with the historical or visual character of any area recognized by the City as having such unified character.
- The project design preserves major public views and vistas from major public streets and open spaces and enhances them by providing areas to stroll, benches to rest and enjoy views, and similar amenities.
- Parking areas are designed and developed to buffer surrounding land uses; complement pedestrian-oriented development; enhance the environmental quality of the site, including minimizing stormwater run-off and the heat-island effect; and achieve a safe, efficient, and harmonious development.
- Lighting and lighting fixtures are designed to complement buildings, be of appropriate scale, provide adequate light over walkways and parking areas to create a sense of pedestrian safety, and avoid creating glare.
- The proposed building design and landscaping supports public safety and security by allowing for

surveillance of the street by people inside buildings and elsewhere on the site.

- Landscaping is designed to be compatible with and enhance the architectural character and features of the buildings on site, and help relate the building to the surrounding landscape. Proposed planting materials avoid conflicts with views, lighting, infrastructure, utilities, and signage.

Design review projects may be appealed through the City's standard appeal process.

The Housing Accountability Act (Government Code Section 65589.5) states that local jurisdictions may not deny, reduce the density of, or make infeasible housing development projects, emergency shelters, or farmworker housing that are consistent with objective local development standards and contribute to meeting housing need unless, based on a preponderance of evidence, adverse health or safety impacts exist. In order to ensure compliance with the Housing Accountability Act, Action HOU-4.4 is included to ensure compliance with the Housing Accountability Act requirements, through a study of the City's Design Review process, procedures, and standards.

Conditional Use Permits

The Conditional Use Permit (CUP) review process is intended to apply to uses that are generally consistent with the purposes of the district where they are proposed but require special consideration to ensure that they can be designed, located, and

operated in a manner that will not interfere with the use and enjoyment of surrounding properties or adversely affect the city's infrastructure, the built or natural environment, city resources, or the City's ability to provide public services. Residential uses subject to discretionary review that require a Conditional Use Permit (reviewed by the Planning Commission) and a Minor Use Permit (reviewed by the Director) are outlined in Table 4.4-2 (Permitted Land Uses by Zoning District). Processing for CUP applications normally does not exceed six months. Required findings for approval of Use Permits include:

- The proposed use is allowed within the applicable zoning district and complies with all other applicable provisions of this title and all other titles of the municipal code;
- The proposed use is consistent with the General Plan and any applicable specific plan;
- The proposed use will not be adverse to the public health, safety, or general welfare of the community, nor detrimental to surrounding properties or improvements;
- The proposed use complies with any design or development standards applicable to the zoning district or the use in question unless waived or modified pursuant to the provisions of this title;
- The design, location, size, and operating characteristics of the proposed activity are compatible with the existing

and reasonably foreseeable future land uses in the vicinity; and

- The site is physically suitable for the type, density, and intensity of use being proposed, including access, utilities, and the absence of physical constraints.

Environmental Review

State regulations require environmental review of discretionary project proposals (e.g., subdivision maps, design review, use permits, etc.). Design review of residential projects generally result in exemptions for single-unit dwellings and accessory dwelling units. Most multi-unit and mixed-use projects are found exempt based on the Infill exemption allowed by State law. In rare circumstances for complex projects, an Initial Study (and related Negative Declaration or Mitigated Negative Declaration) or even an Environmental Impact Report may be warranted. The timeframes associated with environmental review are regulated by CEQA. In compliance with the Permit Streamlining Act, City staff ensures that non-legislative proposals are heard at the Planning Commission within 60 days of receipt of an application being deemed complete.

SB 35 Approval Process

SB 35 requires cities and counties to streamline review and approval of eligible affordable housing projects by providing a ministerial approval process and exempting such projects from environmental review under the California Environmental Quality Act (CEQA). When the state determines that jurisdictions have insufficient progress toward their lower-income RHNA (very low and low income), these jurisdictions

are subject to the streamlined ministerial approval process (SB 35 [Chapter 366, Statutes of 2017] streamlining) for proposed developments with at least 50 percent affordability. If the jurisdiction also has insufficient progress toward their above-moderate-income RHNA, then they are subject to the more inclusive streamlining for developments with at least 10 percent affordability. SB 35 will automatically sunset on January 1, 2026.

As of 2022, the City of San Carlos was determined to be subject only to SB 35 streamlining for proposed developments with 50 percent or greater affordability. The City has not received any applications or inquires for SB 35 streamlining. To accommodate any future SB 35 applications or inquiries, Action HOU-4.4 calls for the City to create and make available to interested parties an informational packet that explains the SB 35 streamlining provisions in San Carlos and provides SB 35 eligibility information. The development standards and regulations in the Zoning Ordinance are objective; however, Design Review Criteria are subjective. Action HOU-4.4 also specifies that City will revisit the Design Review Criteria to provide local guidance on design and standards for by-right projects as allowed by state law.

Environmental Constraints

The City of San Carlos is bounded by San Francisco Bay to the east and the coastal range foothills. The hillside areas of San Carlos are subject to special seismic and structural engineering issues, which can raise the cost of housing in those areas. Most of the East Side and Downtown are in a floodplain or have a

high water table, which can hinder development, particularly if underground parking is being considered. Areas in the hillsides are in very high fire severity zones.

San Carlos is a “built-out” city with scarce land available for development. The City of San Carlos has pursued a public investment strategy to create a pedestrian-friendly environment and encourage private residential investment on El Camino Real (the City’s designated Priority Development Area – PDA), in Downtown, and along San Carlos Avenue, within priority infill development areas.

4 2023 HOUSING ELEMENT: HOUSING CONSTRAINTS



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This section analyzes the resources available for the development, rehabilitation, and preservation of housing in San Carlos. This includes an evaluation of the availability of land resources, the City's ability to satisfy its share of the region's future housing needs, the financial resources available to support the provision of affordable housing, as well as the administrative resources available to assist in implementing the City's housing programs.

Contents

- 99 Availability of Sites of Housing
- 129 Administrative and Financial Resources

Availability of Sites for Housing

A critical component of the Housing Element is the identification of sites for future housing development, and evaluation of the ability of these sites to accommodate the City's share of regional housing needs as determined by the Association of Bay Area Governments (ABAG). San Carlos is a highly urbanized community that has very little vacant, uncommitted land for new development. Sites along El Camino Real and San Carlos Avenue provide an opportunity to develop high density housing in proximity to high quality transit. The following discussion summarizes the residential growth potential areas along these corridors and concludes with an assessment of how these sites can address the City's share of regional housing needs.

Regional Housing Needs Allocation (RHNA)

California State law requires that each city and county has land zoned to accommodate its fair share of regional housing need. To determine whether a jurisdiction has sufficient land to accommodate its share of regional housing needs for all income

4 2023 HOUSING ELEMENT: HOUSING RESOURCES



groups, that jurisdiction must identify “adequate sites.” Under State law (California Government Code §65583[c][1]), adequate sites are those with appropriate zoning and development standards to facilitate and encourage the development of a variety of housing types suitable for all income levels.

The California Department of Housing and Community Development (HCD) is responsible for determining the regional housing needs determination (RHND) (segmented by income levels) for each region’s planning body. ABAG is responsible for adopting a methodology to distribute the RHND to jurisdictions in the Bay Area. This process is referred to as the Regional Housing Needs Allocation (RHNA). The RHNA for the ABAG region covers an 8.5-year projection period (June 30, 2022 – December 15, 2030) and is divided into four income categories: very low, low, moderate, and above moderate. HCD determined that the projected housing need for the Bay Area region is 441,176 new housing units for this Housing Element planning period. ABAG allocated this projected growth to the various cities and unincorporated county areas within the ABAG region, creating the RHNA. San Carlos’ RHNA for the sixth cycle planning period is 2,735 housing units, with the units distributed among the four income categories as shown in Table 4.5-1. As illustrated in this

chapter, San Carlos has sufficient capacity under existing land use policy to meet its 2023-2031 RHNA obligations.

Table 4.5-1 San Carlos RHNA

Income Group	% of County MFI	RHNA (Housing Units)	Percentage of Units
Very Low ¹	0-50%	739	27.0%
Low	51-80%	425	15.5%
Moderate	81-120%	438	16.0%
Above Moderate	120% +	1,133	41.4%
Total		2,735	100%

Progress towards RHNA

The “projection period” is the time period for which the RHNA is calculated (Government Code Section 65588(f)(2)). Projects that have been approved, permitted, or received a certificate of occupancy since the beginning of the RHNA projected period may be credited toward meeting the RHNA allocation based on the affordability and unit count of the development.

Proposed and approved residential development projects credited toward the 2023-2031 include a variety of affordable and market rate projects. Many of these projects are concentrated within and around the City’s Priority Development Area and

¹ Pursuant to AB 2634, local jurisdictions are also required to project the housing needs of extremely low-income households (0-30% AMI). In estimating the number of extremely low-income households, a jurisdiction can use 50% of the very low-income allocation or apportion the very low-income figure based on

Census data. Therefore, the City’s very low-income RHNA of 650 units can be split into 325 extremely low-income and 325 very low-income units.

Downtown, which provides a high level of opportunity for access to services and transit. As of 2021, the City is in the process of reviewing applications and preliminary plans for over 350 new units in San Carlos (Table 4.5-2).

Projects providing affordable units are either 100-percent affordable housing developments with related deed restrictions or are providing a portion of the units affordable to comply with the City’s Below Market Rate (BMR) Ordinance. The BMR Ordinance requires that 15 percent of units in market rate developments are provided at affordable rates (10 percent moderate- and 5 percent low-income for ownership projects; 10 percent very low and 5 percent low-income for rental projects). Projects that include seven or more units must provide these units on site; projects with fewer units may pay in in-lieu fee. Revisions to the BMR Ordinance were adopted in June 2022. Revisions to the Ordinance lower the threshold for constructing units on site for ownership projects to 5 units; the threshold remains at seven for rental developments. The revisions also require ownership projects to provide 20 percent low-income units and provide an option for rental projects to provide 15 percent very low-income units, to correlate with State density bonus law.

Approved Projects

Approved projects have been reviewed for compliance with applicable Codes and regulations and have received planning entitlement approval. Projects will proceed through the building permit application review, issuance, and construction process in 2022.



626 Walnut (approved in 2020) will provide 3 low-income, 1 moderate-income, and 35 market-rate units

Table 4.5-2 Approved and Proposed Projects

Project	Project Status	Extremely/ Very Low- Income (0- 50% AMI)	Low- Income (50- 80% AMI)	Moderate- Income (80-120% AMI)	Above Moderate- Income (+120%)	Total
626 Walnut	Planning Approval	0	3	1	35	39
782 Elm	Planning Approval	0	0	0	4	4
1257 Magnolia	Planning Approval	0	0	0	9	9
616 Cedar	Planning Approval	0	0	0	4	4
560 El Camino Real	Under Construction	0	1	2	21	24
1525 San Carlos Ave	Under Construction	0	1	2	15	18
1240 El Camino Real	Under Construction	0	0	1	7	8
1232 Cherry	City Project/Design Phase	0	35	0	0	35
155-160 Vista Del Grande	Submitted/Under Review	0	11	0	78	89
308 Phelps	Submitted/Under Review	1	2	1	10	14
808 Alameda de las Pulgas	Submitted/Under Review	0	10	0	77	87
1360 Cherry	Submitted/Under Review	0	0	0	6	6
1383 Laurel	Submitted/Under Review	2	0	0	13	15
Total		3	63	7	279	352
Remaining RHNA		736	362	431	854	2,383

626 Walnut

This five-story mixed-use project located in the Mixed-Use Downtown (MU-CD) zone on a .61-acre lot will include 2,303 square feet of commercial space, and 35 units including three low-income and one moderate (as required by the City's BMR Ordinance), resulting in a density of 58 du/ac. The applicant has submitted plans for a building permit, which is under review with the City. Previously, the site was occupied by an 8-unit apartment building, a two-story commercial building, and a one-story commercial building containing a restaurant and office space.



782 Elm

This four-story residential project located in the Medium Density (RM-59) zone on a .16-acre lot will include four units (25 du/ac). The applicant applied for and was issued a building permit in 2020. The property was sold, which resulted in a project delay, but is now moving forward. The property was previously occupied by one single-unit residence.



1257 Magnolia

This four-story residential project located in the RM-59 zone on a .22-acre lot will include nine units (42 du/ac). The applicant submitted plans for a building permit (under review as of June 2022). The property was previously occupied by one single-unit residence and an accessory dwelling unit. This project is conservatively counting only above moderate-income units; however, it will be subject to the BMR ordinance upon conversion to ownership units.



616 Cedar

Approved in 2019, this three-story infill project (0.18 acre) in the RM-59 zone will provide four above moderate condominium units with at grade covered parking (22 du/ac). A building permit was approved, but has not yet been issued as of June 2022. The property was previously occupied by two single-unit residences.



4 2023 HOUSING ELEMENT: HOUSING RESOURCES

Under Construction Projects

These projects are under construction, with anticipated completion and building permits finalized after June 30, 2022.

560 El Camino Real

This four-story mixed-use project located in the Mixed-Use Downtown (MU-D) zone on a .43-acre lot will include 2,756 square feet of commercial space, and 24 condominium units, including one low-income and one moderate income unit, consistent with the City's BMR Ordinance (55 du/ac). Building permits were approved, but not issued yet as of June 2022. Property was sold and will move forward with a new owner. The property was previously occupied by two commercial buildings containing restaurant/bar uses.



1525 San Carlos Ave

This four-story mixed-use project located in the Mixed-Use San Carlos Avenue (MU-SC) district on a .3-acre lot will include 740 square feet of commercial space, and 18 residential units, including one low-income and 2 moderate income units consistent with the City's BMR Ordinance (60 du/ac). Under construction as of June 2022, the property was previously occupied by one single-unit residence and an accessory dwelling unit.



1240 El Camino Real

This four-story mixed-use project located in the Mixed-Use South Boulevard (MU-SB) district on a .15-acre lot will include 6,683 square feet of commercial space, and 8 residential units, including one moderate income unit consistent with the City's BMR Ordinance, resulting in a density of 53 du/ac. Under construction as of June 2022, the property was previously occupied by a single-story commercial building containing a bakery/restaurant.



Proposed Projects

Proposed projects listed here are either City-initiated projects or have an active submitted planning entitlement application under review with the Community Development Department.

1232 Cherry

In 2021, the City acquired the property at 1232 Cherry Street through eminent domain. Concept plans are being developed. This project will combine two parcels, one currently owned and operated by HIP Housing with six units of affordable housing and the other underutilized retail, to create a new housing project with 35 total units, all affordable to low- income households. The City’s uniform relocation policy will apply for the existing affordable units.



150 - 160 Vista Del Grande

This low density residential development in the RS-6 zone is slated to develop 89 townhomes. Consistent with the City’s BMR Ordinance, 11 units will be reserved for low-income households. With a lot size of 12.2 acres, the resulting density will be 7.3 du/ac. As of June 2022, the application was deemed incomplete and City staff is awaiting the applicant’s resubmittal. The applicant is working with the City to develop more specifics for the BMR plan. The site was previously vacant.



308 Phelps

This low density residential development in the RS-3 zone is slated to develop nine single family residences and five accessory dwelling units. With a lot size of three acres, the resulting density will be approximately 3 du/ac (not including the accessory dwelling units). The site was previously vacant.



4 2023 HOUSING ELEMENT: HOUSING RESOURCES

808 Alameda de las Pulgas

This low density residential development in the RS-6 zone is slated to develop 87 townhomes, including 10 below market rate units. With a lot size of 11.43 acres, the resulting density will be 7.7 du/ac. The site was previously vacant. The application is under review as of October 2022 with release of the EIR anticipated in November and hearings in early 2023.



1360 Cherry

This four-story mixed-use project located in the Mixed-Use Downtown (MU-CD) district on a 0.18-acre lot will include 937 square feet of commercial space, and 6 condominium units, resulting in a density of 34 du/ac. The application is under review as of June 2022. The site was previously occupied by a single-unit residence.



1383 Laurel

This four-story mixed-use project replaces a one-story auto-service and parts shop and includes ground-floor retail, a parking garage, and three levels of residential units above (15 units; including two very low-income units in compliance with the City's BMR Ordinance). The planning application is currently (as of June 2022) under review.



Sites Inventory

The Housing Element Sites Inventory consists of accessory dwelling unit (ADU) projections, SB 9 duplex construction projections, and vacant and underutilized sites in residential and mixed-use areas. Together, these sites ensure that the remaining RHNA can adequately be accommodated during the planning period. The sites have no identified constraints that would

prevent development or reuse during the Housing Element period. The addition of minimum density requirements also ensures that sites will develop to their fullest potential. Table 4.5-3 summarizes the sites inventory, which is graphically represented in Figures 4.5-1 and 4.5-2. Appendix A includes site specific information for each identified site.

Table 4.5-3: Sites to Meet the RHNA

Project	Extremely/ Very Low- Income (0- 50% AMI)	Low-Income (50-80% AMI)	Moderate- Income (80-120% AMI)	Above Moderate- Income (+120%)	Total
RHNA After Approved/Proposed Projects are credited (Table 4.5-2)	736	362	431	854	2,383
Projected ADU construction	10	61	102	30	203
Projected SB 9 duplex construction	--	--	--	160	160
Vacant/Underutilized Residential Sites	49	0	147	172	368
Vacant/Underutilized Mixed-Use Sites	1,490	0	481	520	2,491
Total Sites	1,549	61	730	882	3,222
RHNA Status (+surplus/-deficit)	+813	-301	+299	+28	+839
Redistributed RHNA Status (+surplus/-deficit)		+512	+299	+28	+839

Notes:

AMI: Area Median Income

Estimated ADU production is credited toward the RHNA consistent with HCD guidelines and ABAG affordability distribution assumptions (ABAG Affordability of Accessory Dwelling Units, 2021)

Sites identified to meet the very low-income RHNA are also qualified to meet the low-income RHNA. As such, the redistributed RHNA is intended to show how the City is meeting the lower income RHNA, inclusive of both the very-low and low-income RHNA.

4 2023 HOUSING ELEMENT: HOUSING RESOURCES



ADU Projections

Since 2017, the Legislature has passed a series of new laws that significantly increase the potential for development of new ADUs and Junior ADUs (JADUs) by removing development barriers, allowing ADUs through ministerial permits, and requiring jurisdictions to include programs in their housing element that incentivize their development. Interest in constructing ADUs is high in San Carlos and continues to grow. In 2018, 19 ADUs received building permits; in 2019, 14 ADUs received building permits; in 2020, 29 ADUs received building permits; and in 2021, 33 ADUs received building permits. Although there was a 26 percent decrease between 2018 and 2019, there was a 107 percent increase between 2019 and 2020, and a 13 percent increase between 2020 and 2021. The City estimates that interest will continue to increase over the next few years before leveling off.

San Carlos's diverse built environment includes many single-family neighborhoods; as such there is ample capacity for additional ADUs. As of 2021, there were 8,228 parcels zoned R-3 and R-6, totaling 1,542 acres. In addition, ADUs are permitted in multi-family developments and mixed-use developments, which are allowed within a significant share of San Carlos, including Downtown, the neighborhoods surrounding Downtown, and large portions of the major corridors. The ongoing increase in ADU development experienced in recent years is likely to be representative of ADU production moving forward, based on trends in San Carlos, new and pending favorable legislation that creates new incentives and streamlined processes to build ADUs, and the pent-up demand for additional housing in San Carlos and

the Bay Area region at large. While it is impossible to predict with certainty the exact number of ADUs that will be developed in the planning period (2023-2031), the City conservatively estimates:

- An average of 24 ADUs per year will be constructed throughout the planning period. This reflects the average number of building permits issued for ADUs between 2018 and 2021. Given the anticipated increase in ADUs over the near term, this is a conservative estimate.
- Between July 1, 2022 and December 31, 2022, an estimated 12 units are anticipated (as the RHNA planning period starts July 1, 2022).
- In 2030, an estimated 23 units are anticipated (as the RHNA planning period ends December 15, 2030).
- A total of 203 ADUs can be predicted to be constructed during the planning period.

The affordability assumptions for the ADUs are based on the ABAG Housing Technical Assistance Team ADU affordability analysis for the 6th cycle RHNA, which was pre-certified by HCD. This analysis used a conservative interpretation that assumes more moderate and above moderate ADUs than the research found and as such represent a conservative assumption of affordability for San Carlos.

In general, ABAG² estimates an affordability breakdown of ADUs in the Bay Area as follows:

- 30% extremely low- and very low-income
- 30% low-income
- 30% moderate-income
- 10% above moderate-income.

Although ADUs are often affordable, the analysis conducted by ABAG notes that many ADUs are affordable to lower and moderate-income households because they are rented to family and friends of the homeowners. If minorities are underrepresented among homeowners, the families and potentially friends of the homeowners will be primarily white. Therefore, relying too heavily on ADUs could inadvertently exacerbate patterns of segregation and exclusion. Conversely, ADUs accomplish an important fair housing goal by adding new homes in parts of the city that are more likely to be areas of opportunity. As such, jurisdictions with concentrated areas of affluence (as noted in Figure 4.6-23, all of San Carlos is identified as an area of affluence) may want to use more conservative assumptions based on open market rentals, excluding units made available to family and friends. As such, the San Carlos Housing Element conservatively estimates an affordability of ADUs for the planning period as follows:

- 5% extremely low- and very low-income
- 30% low-income
- 50% moderate-income
- 15% above moderate-income.

SB 9 Projections

In September 2021, Governor Newsom signed Senate Bill (SB) 9 into law, with an effective date of January 1, 2022. SB 9 (1) mandates ministerial approval of duplexes on lots zoned for a single-family residence and (2) requires ministerial approval of subdivisions of a single-family lot into two lots, creating the theoretical possibility of four units on each single-family parcel in the state (with some exceptions). The Turner Center for Housing Innovation at UC Berkeley conducted extensive analysis statewide to determine how many parcels could feasibly utilize the provisions of SB 9³ and found that approximately seven percent of single-family parcels throughout the State may redevelop in this way. In San Carlos, the Turner Center identified 8,100 single-family parcels, of which 6,400 are eligible for SB 9 development. The Turner Center eliminated parcels where market feasibility would deter SB 9 use and concluded that approximately 500 new units were market feasible under SB 9 regulations (rounded to nearest 100). The Turner analysis does not set a horizon year for this buildout. A GIS analysis shows that

2 ABAG Housing Technical Assistance Team: Affordability of Accessory Dwelling Units: A report and recommendations for RHNA 6, September 8, 2021.

3 Ben Metcalf, David Garcia, Ian Carlton, Kate MacFarlane. “Will Allowing Duplexes and Lot Splits on Parcels Zoned for Single-Family Create New

Homes? Assessing the Viability of New Housing Supply Under California’s Senate Bill 9.” A Turner Center Report, July 2021.

4 2023 HOUSING ELEMENT: HOUSING RESOURCES



there are 8,229 parcels zoned for single family development (RS-3 and RS-6). Assuming that larger parcels would be easier to develop with additional units or split lots, the City identified 2,136 parcels greater than or equal to 0.2 acres (greater than the average lot size for the RS-3 and RS-6 zones of 0.18 acres). Removing parcels that contain any use other than a single-family home or vacant, and removing parcels located in fire severity zones yields 1,068 remaining parcels, shown on Figure 4.5-2. Conservatively estimating that 15 percent of this ultimate projection could occur in the next eight years, a projection for an additional 160 housing units through SB 9 lot splits and duplex provisions are assumed for the next planning period. Because the affordability of such units is unknown at this time, they are allocated to the above-moderate income category. In 2022, the City adopted an urgency ordinance to align with State law for SB 9 units and lot splits and has initiated the drafting of objective design standards.

Density, Capacity, and Affordability Assumptions

Consistent with HCD guidelines, methodology for determining realistic capacity on each identified site must account for land use controls and site improvements. The Housing Element sites inventory surveyed large-scale residential and mixed-use development projects approved since 2015 to develop estimates related to potential development. Most recent projects have achieved built densities very near maximum densities, particularly those in mixed use areas. Some projects have exceeded maximums due to the use of density bonuses in exchange for the provision of affordable housing. Combined, all

approved residential and mixed-use projects since 2015 had an average density of 86 percent of the maximum allowable density (Table 4.5-4). Residential zones had a lower average, of 53 percent of allowed capacity. Mixed use zones had an actual density of 107 percent of allowed density, due to extensive use of the State Density Bonus law. In residential zones, many zoning changes will be implemented concurrently with the Housing Element that will encourage higher levels of density in the zones. In particular, the maximum density of multifamily zones is being increased and a minimum density requirement is being implemented. As such, for realistic capacity of future sites, the minimum required density is used for capacity calculations.

In mixed use zones, past precedence in San Carlos shows a density of 107 percent of allowed density. In conjunction with the Housing Element, the zones are also being revised to increase the maximum densities. To be conservative, rather using 107 percent of allowed density, the realistic capacity calculations assume 100 percent of density for mixed use zones. In addition, to account for the potential that a site in a mixed-use zone may develop with nonresidential uses, and an additional multiplier of 85 percent for mixed use sites was applied to determine realistic capacity. The sections that follow provide more detail on these assumptions.

Based on state law (California Government Code Section 65583.2[c][3]), sites that allow development densities of at least 30 units per acre are credited toward the lower-income RHNA. The Government Code states that if a local government has adopted density standards consistent with the population-based criteria

set by state law (at least 30 units per acre for San Carlos), HCD is obligated to accept sites with those density standards (30 units per acre or higher) as appropriate for accommodating the jurisdiction's share of regional housing need for lower-income households. Sites that can qualify for 100 percent affordable units based on the allowed density but do not meet the size parameters established by AB 1397 (0.5-10 acres) are split evenly between the moderate- and above moderate-income categories.

Opportunities and affordability for renting and ownership differ in San Carlos. Historically, many cities throughout the State have actively discouraged the provision of multi-family or entry-level housing. As a result, San Carlos has disproportionately accommodated single family homeowners and provided fewer opportunities for renters (28 percent of San Carlos households are renters). As noted in Chapter 3 (Needs Assessment), average rents are within the fair market rent for the region, but median home sale prices in San Carlos are \$500,000 more than the median for San Mateo County. Due to the significantly higher housing costs in San Carlos relative to other San Mateo County communities, the City has decided to upzone residential zones in proximity to major corridors up to 100 dwelling units per acre and mixed-use zones up to 120 dwelling units per acre (doubling existing densities) to facilitate the development of affordable housing for all households.

Residential Zones - Site Assumptions

The analysis of land for residential sites utilized City Geographic Information System (GIS) data to identify vacant and

underutilized parcels in the four residential zones: RS-3, RS-6, RM-59, and RM-100. To calculate realistic potential units in residential areas, potential site constraints and applicable development standards were considered. In residential areas, underutilized parcels generally are occupied by only one or two single-family homes, parking lots, and nonconforming uses. Sites in the RS-6 (maximum density of six units per acre) and RS-3 (maximum density of 3 units per acre) zones are identified to meet the above moderate-income RHNA. Sites in the RM-59 and RM-100 (maximum density of 59 and 100 units per acre respectively) are identified to meet the lower-income RHNA. Small sites (less than one-half acre) are credited toward the moderate- and above-moderate income categories to account for a potential variety of types, sizes, and amenity levels in future higher-density development projects. Action HOU-3.8 is included in the Housing Plan requiring the replacement of units affordable to the same or lower income level as a condition of any development on a nonvacant site consistent with those requirements set forth in Government Code section 65915(c)(3).

Due to the predominantly built-out nature of San Carlos, most development occurs as infill development and replaces less intense uses. The scarcity of land makes higher-density development highly cost effective in the RM-59 and RM-100 zones. Recycling to higher intensity uses is expected to continue. Even so, the City acknowledges that small lot development in residential areas may be more difficult and thus has only identified properties that have the potential for sufficient added capacity to make recycling of land economically feasible.

Table 4.5-4: Recent/Active Projects' Density

Year Approved	Project Name	Zone	Units	Acres	Allowed Density	Actual Density	% of Allowed Density
2015	1312 Laurel Street	MU-N	2	0.11	20	18.99	95%
2015	1501 San Carlos Ave	MU-SC	6	0.16	59	36.55	62%
2015	1525 San Carlos Avenue	MU-SC	18	0.30	59	60.31	102%
2015	530 Walnut Street	RM-59	9	0.20	59	46.01	78%
2015	545 Walnut Street	MU-D	9	0.17	50	52.04	104%
2015	657 Walnut Street	PD	109	2.90	N/A	37.59	N/A
2015	977 Laurel Street	MU-D	8	0.14	50	58.08	116%
2016	520 El Camino Real	MU-DC	9	0.19	50	46.73	93%
2017	1667 San Carlos Avenue	MU-SC	6	0.18	59	33.91	57%
2017	500 Walnut Street	RM-59	4	0.12	59	33.19	56%
2018	1040-1052 Laurel Street	MU-N	6	0.28	20	21.78	109%
2018	1257 Magnolia Avenue	RM-59	9	0.22	59	41.79	71%
2018	549 Prospect Avenue*	RM-59	4	0.15	59	26.84	45%
2018	575 Prospect Avenue*	RM-59	3	0.13	59	23.93	41%
2018	782 Elm Street	RM-59	4	0.16	59	24.89	42%
2019	1240 El Camino Real	MU-SB	8	0.15	50	52.14	104%
2019	560 El Camino Real	MU-DC	24	0.43	50	55.46	111%
2019	616 Cedar Street	RM-59	4	0.18	59	22.50	38%
2019	817 Walnut Street	MU-DC	24	0.24	50	99.15	198%
2020	626 Walnut Street	MU-DC	35	0.61	50	57.52	115%
Approved Projects Total Average:							86%
Approved Projects Residential Zone Average:							53%
Approved Projects Mixed-Use Zone Average:							107%
In Review	1360 Cherry Street	MU-DC	6	0.18	50	33.96	68%

Table 4.5-4: Recent/Active Projects' Density

Year Approved	Project Name	Zone	Units	Acres	Allowed Density	Actual Density	% of Allowed Density
In Review	1383 Laurel Street	MU-SB	15	0.19	50	78.57	157%
In Review	308 Phelps Road	RS-3	14	3.00	3	4.67	156%
In Review	808 Alameda De Las Pulgas	RS-6	87	11.24	6	7.74	129%
In Review	Vista Del Grande	RS-6	89	12.20	6	7.30	122%
Anticipated Project	11 El Camino	PD-17	231	2.20	N/A	105.00	N/A
Anticipated Project	1232 Cherry	MU-DC	34	0.32	50	106.25	213%

* Projects were approved but have not applied for building permits.

In the multifamily zones, 19 of the 26 parcels (73 percent) are currently developed with single family homes and the zoning allows for an increase in units that ranges from 600 percent to 2,600 percent. The calculations presented in Tables 4.5-7 and 4.5-8 do not include potential density bonus units. Many of the sites identified in the RM-59 and RM-100 zone offer opportunities for lot consolidation. For lower income sites, consolidation is only assumed if the properties are under common ownership.

Existing Uses

Demand for higher density housing in San Carlos is high even for sites developed with residential uses. Tables 4.5-5 shows that in residential zones, redevelopment of sites has occurred throughout the city, often replacing single-unit residential, with or without accessory dwelling units already on site. As indicated

in Table 4.5-5, several residential projects were developed below the allowable densities in recent years. To encourage higher density construction, the City is implementing multiple mechanisms:

- By January 2023, the Zoning Ordinance will be revised to add a new residential zone that allows up to 100 units per acre.
- Concurrent with the Housing Element, the Zoning Ordinance will be revised to add minimum densities to all residential zones, at approximately 75 percent of maximum density.
- In June 2022, the City revised the Below Market Rate Ordinance to reduce the threshold for providing inclusionary units on site for ownership projects from seven to five units.

Table 4.5-5: Recent/Active Projects on Residential Land

Project Name	Zone	Acres	# of Units	Allowed Density (du/ac)	Developed Density (du/ac)	Year Approved	Affordability Level	Previous Use
530 Walnut Street	RM-59	0.20	9	59	46.0	2015	AM	Single family home
500 Walnut Street	RM-59	0.12	4	59	33.2	2017	AM	Single family home
1257 Magnolia Avenue	RM-59	0.22	9	59	41.8	2018	AM	Single family home and ADU
549 Prospect Avenue	RM-59	0.15	4	59	26.8	2018	AM	Single family home
575 Prospect Avenue	RM-59	0.13	3	59	23.9	2018	AM	1 residential unit, plus 1 commercial office unit
782 Elm Street	RM-59	0.16	4	59	24.9	2018	AM	Single family home
616 Cedar Street	RM-59	0.18	4	59	22.5	2019	AM	2 single family homes
808 Alameda De Las Pulgas	RS-6	11.24	87	6	7.74	In Review	L, AM	3 single family homes
155-160 Vista Del Grande	RS-6	12.20	74	6	6.1	In Review	L, AM	Vacant
308 Phelps Road	RS-6	3.00	14	3	4.66	In Review	AM	Vacant

Mixed-Use Zones - Site Assumptions

The potential for development of residential units in mixed-use areas is predicated on the interest from developers and on the limited opportunities for higher-density development elsewhere in the immediate surrounding areas. Most projects in mixed-use areas occur at or near maximum density and several have utilized density bonuses to exceed maximum densities. Demand for housing is high in mixed-use zones; at the same time there is to a lesser degree demand for office and hotel space. To determine realistic capacity in mixed-use zones, two factors are considered: (1) estimated average densities of residential and mixed-use development and (2) the likelihood that nonresidential development may occur rather than residential development.

To determine average densities, a review of all approved projects in mixed use zones since 2015 was conducted. Residential and mixed-use projects in Mixed Use Zones averaged 107 percent of the allowed capacity for the zone, due to extensive use of the State Density Bonus law. (See Table 4.5-4.) To consider the potential for nonresidential development, the City reviewed all projects (residential and nonresidential) in mixed-use zones since 2015. During that time, 20 projects were developed (Table 4.5-6), of which three (15 percent) were nonresidential. The remaining 17 projects (85 percent) were residential or mixed-use. To provide a conservative estimate of realistic capacity for the sites inventory, a 85 percent multiplier is applied in mixed-use zones to account for the potential redevelopment with nonresidential uses.

The City has undertaken a comprehensive zoning update (anticipated adoption in January 2023), whereby the City will increase housing capacity by revising zoning standards for mixed-use areas to allow up to 120 units per acre and minimum densities at approximately 75 percent of maximum. All mixed-use sites are in zones that will have adopted minimum densities that range from 30 units per acre to 90 units per acre. State guidance indicates that if the jurisdiction has adopted a law, policy, procedure, or other regulation that requires the development of a site to contain at least a certain minimum residential density, the jurisdiction can utilize that minimum density to determine the capacity of a site. In this inventory, the capacity calculation used is slightly higher than the minimum density because on average previous projects have occurred at 107 percent of the allowed capacity for the zone. In addition, a significant surplus of sites has been identified well beyond the City's required RHNA.

Previous and pipeline projects in mixed use areas have accommodated a mix of incomes. For example, 817 Walnut Street (approved in 2019) includes 23 very low-income units and one moderate/caretaker unit. In addition, projects comply with the City's BMR Ordinance to provide a portion of housing affordable to lower-income households throughout the city. These trends indicate that sites in mixed use areas are appropriate for accommodating the very low, low, and moderate-income RHNA. Small sites (less than one-half acre) are credited toward the moderate- and above-moderate income categories to account for

a potential variety of types, sizes, and amenity levels in future higher-density development projects.

The summary of recent projects where residential development is currently occurring (Table 4.5-6) shows that there are a variety of existing uses that are being recycled and replaced with more intense housing, ranging from single-unit residential, small apartment buildings, commercial buildings, offices, and parking lots.

Site Selection

To identify additional sites with potential for new development or recycling opportunities, the following criteria were used:

- Parcel is currently vacant; or
- If parcel is not vacant:
 - Existing uses are multi-family residential (condominiums or apartments) only if the additional potential capacity is at least three times the existing number of uses and no developments with more than 10 units.
 - Characteristics of existing uses such as older or declining uses or uses developed significantly below potential realistic capacity.
 - Land values vs. improvement values. In some cases, a parcel is included with a higher improvement value if the structure is older or shows obvious signs of deferred maintenance or if the site is underutilized (characterized by large surface parking or unused surface area on the site or have a significant increase

4 2023 HOUSING ELEMENT: HOUSING RESOURCES



in capacity potential). On residential sites, most sites with higher improvement values are developed with single-family homes on properties designated for multi-family uses at densities of 45 to 59 units per acre. These sites have the potential for at least a seven-fold increase in capacity.

- No recent, significant enhancements have been made (exempt enhancements include site cleanup or paint)

Identifying potential sites must balance available information on the site with a visual and contextual assessment. While data pointing at older structures or high improvement value can give a good sense of the redevelopment potential, for many sites visual cues are important. There are a few sites where the data indicates a higher improvement value or a newer structure, but a visual assessment shows that a structure shows signs of disrepair or is underdeveloped in comparison with development nearby. On the other hand, a site with older structures and a very high land value may not be an ideal site due to a new tenant that has invested in façade improvements such as paint and signage or the nature of the use limits the redevelopment potential, such as a convalescent home. While any of these properties can redevelop, this sites inventory presents the City’s good faith effort to identify sites that show the most potential for redevelopment.

Small Sites and Lot Consolidation Potential

The scarcity of land makes higher-density development very cost-effective and development most often occurs on small lots in San Carlos. As indicated in Table 4.5-4, very few projects occur on sites that are over 0.50 acres. Of the 26 major development projects that have occurred in recent years, half occurred on lots that were 0.19 acres or less, with projects occurring on lots as small as 0.11 or 0.12 acres. 100-percent affordable housing developments have also been constructed/are being proposed on small lots, including 817 Walnut (23 affordable units on 0.24 acres) and 1232 Cherry (34 affordable units on 0.32 acres).

Many of the sites identified in the RM-59 and the new RM-100 zone offer opportunities for lot consolidation. As density increases, the likelihood of lot consolidation increases as well. For example, the City has received a request for a lot consolidation for a potential residential project at 240-260 El Camino Real. For lower income sites, consolidation is only assumed if the properties are under common ownership.

Table 4.5-6: Recent/Active and Anticipated/Conceptual Projects in Mixed Use Zones

Project Name	Zone	Acres	# of Units	Allowed Density (du/ac)	Developed Density (du/ac)	Year Approved	Affordability Level	Previous Use
545 Walnut Street	MU-D	0.17	9	50	52	2015	AM	Single family home
977 Laurel Street	MU-D	0.14	8	50	58	2015	VL,AM	7-unit multifamily building
1312 Laurel Street	MU-N	0.11	2	20	19	2015	AM	Single-story commercial building; sandwich spot
657 Walnut Street	PD	2.90	109	50	37.6	2015	AM	public parking lot and commercial buildings
1525 San Carlos Avenue	MU-SC	0.30	18	59	60	2015	L,M,AM	Single family home and ADU
1501 San Carlos Avenue	MU-SC	0.16	6	59	37	2015	AM	Single family home and ADU
520 El Camino Real	MU-DC	0.19	9	50	47	2016	M,AM	Vacant
644-685 Laurel Street	MU-DC	0.25	Office	50	--	2016	--	Retail
26 El Camino Real	MU-NB	0.63	Hotel	50	--	2017	--	Hotel
1040-1052 Laurel Street	MU-N	0.28	6	20	21	2018	AM	2 single family homes
1240 El Camino Real	MU-SB	0.15	8	50	52	2019	M,AM	Single-story commercial building with restaurant/bakery
560 El Camino Real	MU-DC	0.43	24	50	55	2019	L,M,AM	2 commercial buildings; 1 bar and 1 restaurant
817 Walnut Street	MU-DC	0.24	24	50	99	2019	VL	7-unit multifamily building
1667 San Carlos Avenue	MU-SC	0.18	6	59	34	2017	AM	3-unit multifamily building
626 Walnut Street	MU-DC	0.61	35	50	58	2020	L,M	2-story commercial building, 1-story commercial building, 2-story residential building (8 units)
993 Laurel	MU-D	0.21	Office	50	--	2020	--	Hair Salon
1360 Cherry Street	MU-DC	0.18	6	50	34	In Review	AM	Single family home
1383 Laurel	MU-SB	0.19	15	50	78.95	In Review		Auto Repair
11 El Camino Real	MU-NB	2.2	231	50	105	Anticipated	TBD	CVS store
1232 Cherry	MU-DC	0.32	34	50	106	Anticipated	L	6-unit affordable multi-family building, 1 story-commercial

4 2023 HOUSING ELEMENT: HOUSING RESOURCES



Residential Sites Inventory

State law requires that jurisdictions demonstrate in the Housing Element that the land inventory is adequate to accommodate that jurisdiction’s share of the region’s projected growth. As a fully built-out community, very little vacant land remains in the city. A total of 13.56 acres of vacant and underutilized parcels in residential zones were identified.

Combined, there is the potential to yield 368 new dwelling units on vacant and underutilized land in residential zones (Table 4.5-7). All but one site zoned for lower density (RS-3 and RS-6) are vacant. In the multifamily zones, three quarters of the parcels are currently developed with single family homes and the zoning allows for an increase in units that ranges from 600 to 2,600 percent.

Table 4.5-7: Vacant and Underutilized Residential Land

General Plan Designation	Zoning	Density	# of Parcels	Acres	Potential Dwelling Units	Affordability Level*
Single Family - 3	RS-3	3 du/acre	3	4.14	13	Above Moderate
Single Family - 6	RS-6	6 du/acre	10	4.41	25	Above Moderate
Multiple Family - 59	RM-59	45 to 59 du/acre	4	1.49	67	Above Moderate/ Moderate/Very Low
Multiple Family - 100	RM-100	75 to 100 du/acre	20	3.5	263	Above Moderate/ Moderate/Very Low
Total			37	13.56	368	

*Note: Based on state law (Government Code Section 65583.2(c)(3)), sites that allow development densities of at least 30 units per acre are credited toward the lower-income RHNA. Sites that can qualify for 100 percent affordable units based on the allowed density but do not meet the size parameters established by AB 1397 (0.5-10 acres) are split evenly between the moderate- and above moderate-income RHNA categories.

Given the scarcity of developable land in San Carlos and the continuing demand for housing in the Bay Area, nearly all of the recent residential construction in the city has involved infill development on underutilized properties. The analysis of residential capacity on recyclable land included in this section includes underutilized parcels in the RS-6, RM-59, and the newly upzoned RM-100 residential zones. One of the parcels identified in the RS-6 zone has a nonconforming commercial use and is a large site. Parcels identified in the RM-59 and RM-100 zones are

underutilized based on presence of single-family homes and are able to significantly increase the number of units on the site.

Thirteen of the residential parcels are vacant. For the remaining non-vacant sites with available land and improvement value data, 56 percent have land values that exceed site improvement values. In most cases these are sites with single family homes on properties designated for multi-family uses at densities of up to 100 units per acre.

Mixed-Use Sites Inventory

Nearly all of San Carlos is developed; there is an extremely limited amount of vacant land within City limits. The City's Mixed Use zoning districts facilitate the redevelopment of underutilized properties to create vibrant, walkable centers and corridors. New housing in these areas is an integral part of the vision for San Carlos; a balance of housing opportunities for both affordable and market-rate housing is essential to meet this goal. A survey of land was conducted in areas that permit mixed-use development, and a total of 31.5 acres of underutilized parcels in mixed-use zones was identified, with the potential to yield 2,491 new dwelling units (Table 4.5-8).

There are a number of underutilized properties along the major corridors that allow mixed use. The sites chosen are significantly underutilized given their size and given the development potential under the mixed-use development standards. All the sites with existing residential uses provide the opportunity to more than double the unit capacity. Over two-thirds of sites have land values that exceed site improvement values.

Most of the mixed-use sites are located within one block of El Camino Real (State Route 82), San Carlos Avenue, and/or the San Carlos Caltrain station. The rail line connects San Carlos to San Francisco and the Silicon Valley region. Several new and under construction projects in this area demonstrate the interest in developing housing in proximity to these major transportation corridors (see Table 4.5-6).

Site Suitability, Realistic Capacity and Re-use of Sites (Assembly Bill [AB] 1397)

Consistent with updated Housing Element law (Assembly Bill 1397) related to the suitability of small and large sites, the lower-income sites inventory presented in this section is limited to sites of between 0.5 and 10 acres in size, as HCD has indicated these size parameters best accommodate lower-income housing. In this inventory, several sites include multiple parcels that are less than one-half acre in size, however when consolidated with adjacent parcels are more than 0.5 acres. Small lot development is very common in San Carlos, and Actions HOU-2.1 and HOU-2.2 are included to identify additional incentives as needed. Small sites (less than one-half acre) are credited toward the moderate- and above-moderate income categories to account for a potential variety of types, sizes, and amenity levels in future higher-density development projects. For very low-income sites, all but two of the parcels in the inventory are at least 0.5 acres in size. The two parcels that are smaller are included only because they have the potential for lot consolidation with an adjoining parcel that is under common ownership and make up a site over 0.5 acres in size.

AB 1397 also adds specific criteria for assessment of the realistic availability of non-vacant sites during the planning period. If non-vacant sites accommodate half or more of the lower-income need, the Housing Element must present "substantial evidence" that the existing use does not constitute an impediment for additional residential use on the site. Due to the built-out nature of San Carlos, most sites have existing uses.

Table 4.5-8: Mixed-Use Sites by Zone (see Figure H-4.5-I Sites Inventory Map)

General Plan Designation	Zoning	Density	# of Parcels	Acres	Potential Dwelling Units	Affordability Level*
Mixed Use, Medium High	MU-D-100	75 to 100 du/acre	1	0.1	6	Above Moderate/ Moderate
Mixed Use , High	MU-D-120	90 to 120 du/acre	14	3.7	376	Above Moderate/ Moderate/Very Low
Mixed Use, Medium High	MU-DC-100	75 to 100 du/acre	9	1.9	160	Above Moderate/ Moderate/Very Low
Mixed Use, Low	MU-N-40	30 to 40 du/acre	35	8.0	274	Above Moderate/ Moderate/Very Low
Mixed Use, Medium	MU-N-50	38 to 50 du/acre	7	2.0	85	Above Moderate/ Moderate/Very Low
Mixed Use, High	MU-N-120	90 to 120 du/acre	5	2.1	217	Above Moderate/ Moderate/Very Low
Mixed Use, High	MU-NB-120	90 to 120 du/acre	6	6.1	619	Very Low
Mixed Use, Medium High	MU-SB-100	75 to 100 du/acre	14	1.9	161	Above Moderate/ Moderate/Very Low
Mixed Use, High	MU-SB-120	90 to 120 du/acre	27	4.0	411	Above Moderate/ Moderate
Mixed Use, High	MU-SC-120	90 to 120 du/acre	5	1.8	182	Above Moderate/ Moderate/Very Low
Total			121	31.5	2,491	

*Note: Based on state law (Government Code Government Code Section 65583.2(c)(3)), sites that allow development densities of at least 30 units per acre are credited toward the lower-income RHNA. Sites that can qualify for 100 percent affordable units based on the allowed density but do not meet the size parameters established by AB 1397 (0.5-10 acres) are split evenly between the moderate- and above moderate-income RHNA categories.

Non-vacant sites included in the inventory have been chosen due to their location, existing uses, and potential for intensification. To ensure that appropriate sites have been chosen, properties that show recent investments or updates or that contain uses of local importance are not included, and clear criteria were used to evaluate all sites within San Carlos, as described above. In addition, through the public engagement process, sites identified to have additional constraints were removed.

AB 1397 also requires that specific parameters be placed on sites that were used in previous planning cycles but did not develop and are now used in the current Housing Element to meet the lower income RHNA. However, as noted in HCD guidance documents, due to updates in the prior planning period to the general plan or other planning activities, such as the creation of a specific plan, some sites previously identified in the housing element may have been rezoned allowing a higher density, and therefore increasing the potential housing capacity of the site. Because the zoning characteristics of this site have changed, it can be considered a new site for the purposes of the housing element inventory. All of the lower-income sites in the Housing Element have been rezoned to significantly increase densities and thus none are subject to the reuse provisions of AB 1397.

No Net Loss Provision

Government Code Section 65863 stipulates that a jurisdiction must ensure that its Housing Element inventory can accommodate its share of the RHNA by income level throughout the planning period. If a jurisdiction approves a housing project

at a lower density or with fewer units by income category than identified in the Housing Element, it must quantify at the time of approval the remaining unmet housing need at each income level and determine whether there is sufficient capacity to meet that need. If not, the city must “identify and make available” additional adequate sites to accommodate the jurisdiction’s share of housing need by income level within 180 days of approving the reduced-density project. Program HOU-3.7 is included in the Housing Element to set up a process for compliance.

Comparison of Sites Inventory and RHNA

Approved and proposed project credits and the sites inventory identified in this chapter total 3,574 units, 1,676 of which are in the lower-income RHNA categories. Overall, the City can adequately accommodate—and have excess capacity for—the RHNA. Table 4.5-9 shows a shortfall of low-income units but those can be addressed with the surplus of site capacity in the very low-income category.

The identified sites and the densities allowed will provide opportunities to achieve remaining RHNA goals for all income categories as well as provide surplus of units, which help support no net loss provisions consistent with State law.

The identified sites can realistically be redeveloped with residential units during the planning period. These areas are considered highly likely to experience recycling for two key reasons: 1) the high demand for more affordable housing throughout San Mateo County, and 2) the availability of underutilized land in areas designated for mixed-use, with the

4 2023 HOUSING ELEMENT: HOUSING RESOURCES



potential for high-density residential development. The sites chosen are significantly underutilized given their size and location and recent development trends. Interest is especially high in areas identified in this Housing Element, including mixed-use areas. San Carlos makes every effort to support development that contributes to the city and facilitates a walkable, pedestrian-oriented community, consistent with land use policy. Developers continue bring forward new projects in

San Carlos, due to the city’s convenient location, available transit, maximum allowable densities, and livable community. As market forces continue to push toward higher densities, recycling of underutilized land is expected to occur at an increasing rate. Given the newly increased densities associated with new zones in residential and mixed-use areas, the City can anticipate increased recycling of land, particularly in higher-density areas where economies of scale can be realized.

Table 4.5-9: Comparison of Sites, Pipeline Projects, and RHNA

Project	Extremely/ Very Low- Income (0- 50% AMI)	Low- Income (50-80% AMI)	Moderate- Income (80- 120% AMI)	Above Moderate- Income (+120%)	Total
2023-2031 RHNA	739	425	438	1,133	2,735
Approved and Proposed Projects	3	63	7	279	352
Projected ADU construction	10	61	102	30	203
Projected SB 9 duplex construction	--	--	--	160	160
Vacant/Underutilized Residential Sites	49	0	147	172	368
Vacant/Underutilized Mixed-Use Sites	1,490	0	481	520	2,491
Total	1,552	124	737	1,161	3,574
RHNA Status (+surplus/-deficit)	+813	-301	+299	+28	+839
Redistributed RHNA Status (+surplus/-deficit)	+512		+299	+28	+839

Sites identified to meet the very low-income RHNA are also qualified to meet the low-income RHNA. As such, the redistributed RHNA is intended to show how the City is meeting the lower income RHNA, inclusive of both the very-low and low-income RHNA.

Figure 4.5-1
Sites Inventory
Map

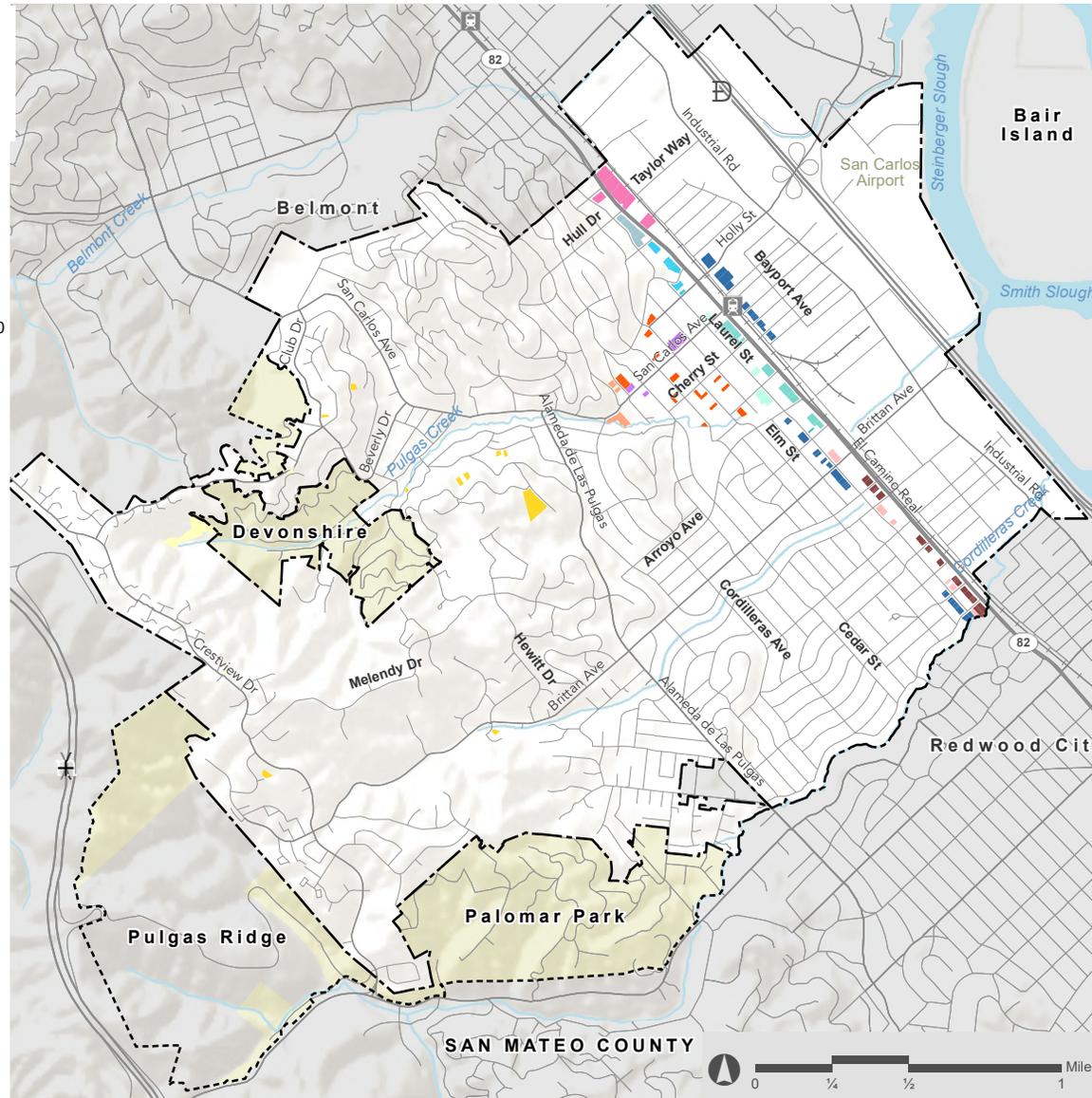
Legend

Residential Sites

- Residential - Single Family, RS-3
- Residential - Single Family, RS-6
- Residential - Multi-Family, RM-59
- Residential - Multi-Family, RM-100

Mixed Use Sites

- Mixed Use, MU-D-100
- Mixed Use, MU-D-120
- Mixed Use, MU-DC-100
- Mixed Use, MU-N-40
- Mixed Use, MU-N-50
- Mixed Use, MU-N-120
- Mixed Use, MU-NB-120
- Mixed Use, MU-SB-100
- Mixed Use, MU-SB-120
- Mixed Use, MU-SC-120
- City of San Carlos Boundary
- Sphere of Influence
- Caltrain Railroad and Stations
- Streets
- Waterbodies
- Surrounding Jurisdictions

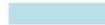
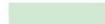


October 2022
Sources: United States Census Bureau, 2019. City of San Carlos, County of San Mateo, Urban Footprint, 2020.

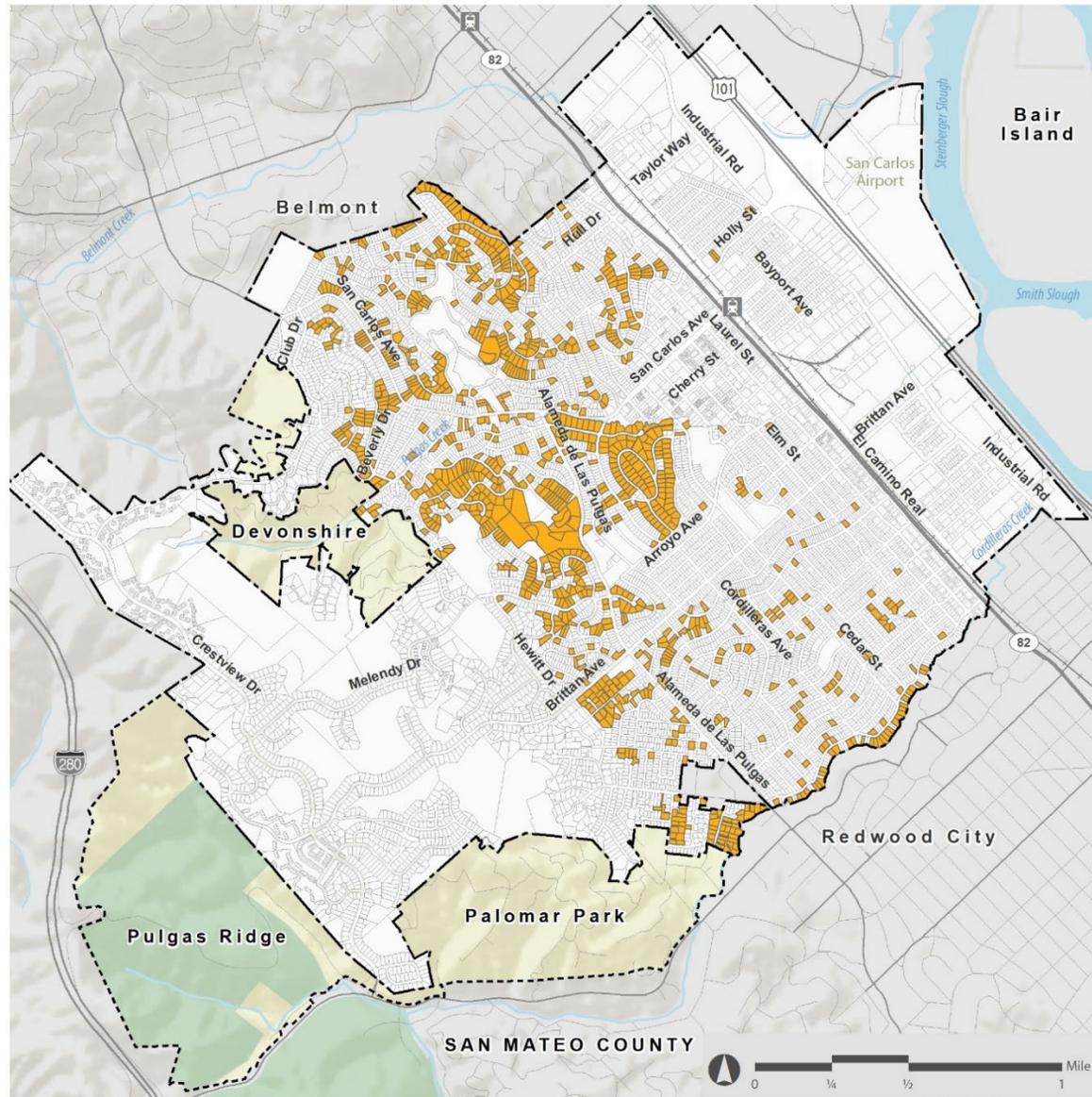
4 2023 HOUSING ELEMENT: HOUSING RESOURCES

Figure 4.5-2
SB9 - Potentially Eligible Parcels

Legend

-  SB 9 - Potentially Eligible Parcels*
-  City of San Carlos Boundary
-  SOL_line
-  Caltrain Railroad and Stations
-  Waterbodies
-  Parks and Open Space
-  Surrounding Jurisdictions

Note:
To establish a realistic estimate of the number of parcels that could be eligible for an additional unit under the provisions of Senate Bill 9 (SB 9), the City identified parcels zoned for single family development (RS-3 and RS-6) larger than or equal to 0.2 acres (above the average lot size for the RS-3 and RS-6 zones) and located outside any fire severity zones. This is just a general estimate and no new units are proposed at this time. The City will establish detailed eligibility criteria as part of an interim SB 9 urgency ordinance and objective design standards to facilitate SB 9 compliance.



May 2022
Sources: United States Census Bureau, 2019. City of San Carlos, County of San Mateo, Urban Footprint, 2020.

Consistency with Affirmatively Furthering Fair Housing (AFFH)

State law requires that sites to meet the RHNA must be identified throughout the community in a manner that affirmatively furthers fair housing opportunities (Government Code Section 65583(c)(10)). Affirmatively furthering fair housing means taking meaningful actions that address significant disparities in housing needs and in access to opportunity. For purposes of the Housing Element sites inventory, this means that sites identified to accommodate the lower-income need are not concentrated in low-resourced areas (for example, with a lack of access to high performing schools, proximity to jobs, location disproportionately exposed to pollution or other health impacts) or areas of segregation and concentrations of poverty.

HCD and the California Tax Credit Allocation Committee (TCAC) coordinated efforts to produce opportunity maps that evaluate specific economic, environmental, and educational characteristics that have been shown by research to support positive economic, educational, and health outcomes for low-income families. Figure 4.5-3 shows the TCAC opportunity areas in San Carlos, with the exception of a small area in the northeast corner of the city, all of the city categorized as highest and high resource.

Racially or ethnically concentrated areas of poverty (R/ECAPs) are HUD-designated Census tracts with relatively high concentrations of non-white residents living in poverty. There are no R/ECAPs within San Carlos. The distribution of identified

sites improves fair housing and equal opportunity conditions because sites are mostly distributed in highest and high resources areas.

A thorough AFFH analysis based on the City's most current Analysis of Impediments to Fair Housing Choice is included in the Housing Constraints section of this Housing Element.

Infrastructure Capacity

The sites inventoried in this Housing Element all lie within urban areas well served by street and utility infrastructure. Drinking water in San Carlos is provided by Cal-Water. Wastewater originating in San Carlos is treated by the South Bayside System Authority (SBSA). As part of the environmental analysis completed for the Housing Element update, the availability of sufficient water supply and wastewater treatment capacity to meet the demand for San Carlos' General Plan projections and the current RHNA will be analyzed. Aside from the non-governmental and governmental constraints discussed in Chapter 4 (Constraints), no additional constraints would impede the development of new housing units in the future on the identified sites.

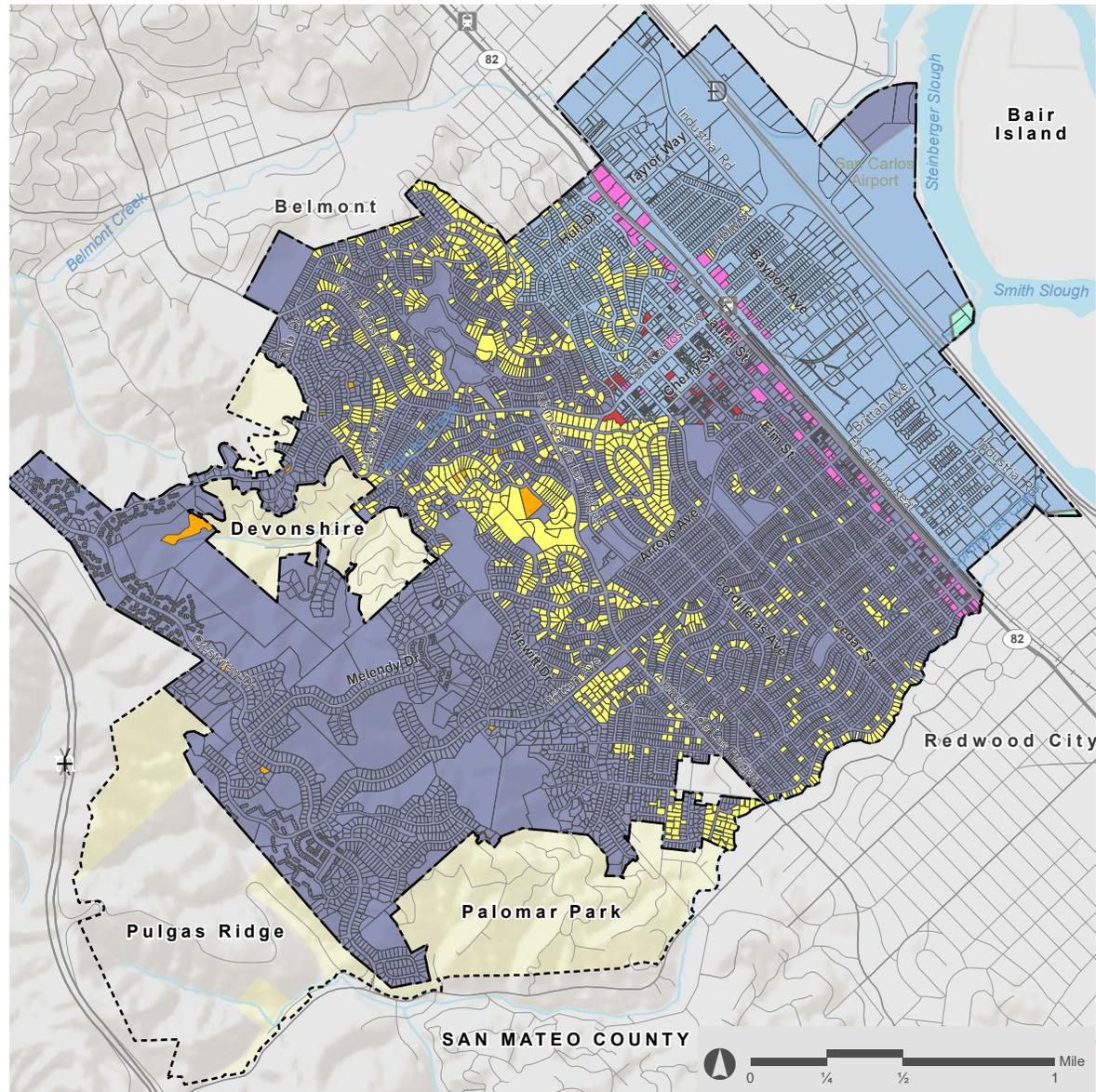
San Carlos is fully developed, and full urban-level services are available to each site in the inventory. Specifically, water, sewer, and dry utility services are available for all the sites included in the inventory. To ensure that infrastructure needs of specific projects are addressed, the City requires that project applications for new development be reviewed for adequate infrastructure.

4 2023 HOUSING ELEMENT: HOUSING RESOURCES

Figure 4.5-3
Opportunity
Areas and Sites
Inventory Map

Legend

- 6th Cycle RHNA Sites**
- Mixed Use
 - Residential - Multi-Family
 - Residential - Single Family
 - Parcels with SB9 unit potential
- TCAC Opportunity Areas (2021)**
- Highest Resource
 - High Resource
 - Moderate and Low Resource
- Caltrain Railroad and Stations
 - City of San Carlos Boundary
 - Sphere of Influence
 - Waterbodies
 - Surrounding Jurisdictions



October 2022
Sources: United States Census Bureau, 2019.
City of San Carlos, 2022, County of San Mateo,
Urban Footprint, 2020.

Applications are evaluated on a case-by-case basis to ensure the capacity exists to service new developments.

Administrative and Financial Resources

Financial Resources

Most projects that are exclusively affordable housing (especially for extremely low- and very low-income households) cannot be developed without financing and other subsidies required to write down the cost of land or other development incentives necessary to reduce construction costs. Funding sources include U.S. Department of Housing and Urban Development (HUD) funds, Tax Credits, and other loans and grants.

Federal Resources

CDBG/HOME: Through the Community Development Block Grant (CDBG) program, HUD provides funds to local governments for a wide range of community development activities. These funds can be used for the acquisition of land for affordable housing units, rehabilitation through a nonprofit organization for housing, development of infrastructure and facilities, and public service activities. Another source of HUD funds is available under the HOME Investment Partnerships Program (HOME). These funds can be used to assist tenants or homeowners through acquisition, construction, reconstruction, or the rehabilitation of affordable housing. A federal priority for use of these funds is preservation of the at-risk housing stock. The City is a participating jurisdiction in the San Mateo County Consortium to receive CDBG and HOME funds

Housing Choice Voucher Program: The Housing Authority of the County of San Mateo administers the HUD Section 8 Housing

Choice Voucher Program for San Carlos residents. The program provides rental subsidies to low-income families who spend more than 30 percent of their gross income on housing costs. The program pays the difference between 30 percent of the recipients' monthly income and the federally approved payment standard. The voucher allows a tenant to choose housing that may cost above the payment standard, but the tenant must pay the extra cost.

State Resources

Low Income Housing Tax Credits (LIHTC): Created by the 1986 Tax Reform Act, the LIHTC program encourages the construction and rehabilitation of rental housing for lower-income households. The program allows investors an annual tax credit over a 10-year period, provided that the housing meets the following minimum low-income occupancy requirements: 20 percent of the units must be affordable to households at 50 percent of AMI or 40 percent of the units must be affordable to those at 60 percent of AMI. The total credit over the 10-year period has a present value equal to 70 percent of the qualified construction and rehabilitation expenditure. The tax credit is typically sold to large investors at a syndication value.

Additional State housing resources include:

- Affordable Housing and Sustainable Communities (AHSC)
- CalHFA Single and Multi-Family Program
- CalHome Program
- Homekey
- Housing-Related Parks Grant

4 2023 HOUSING ELEMENT: HOUSING RESOURCES



- Infill Infrastructure Grant (IIG)
- Local Housing Trust Fund (LHTF)
- Multifamily Housing Program (MHP)
- No Place Like Home
- Permanent Local Housing Allocation (PLHA)

Local Resources

Housing Endowment and Regional Trust of San Mateo County (HEART): HEART was formed in 2003 as a public/private partnership among the San Mateo cities and county, and the business, nonprofit, education, and labor communities. HEART raises funds from public and private sources to meet critical housing needs in San Mateo County.

Affordable Housing (BMR) Ordinance: The City’s Below Market Rate (BMR) Housing Ordinance requires that 15 percent of units in market rate rental developments are provided at affordable rates (10 percent moderate- and 5 percent low-income for ownership projects; 10 percent very low- and 5 percent low-income for rental projects). Revisions to the BMR Ordinance were adopted in June 2022 to lower the threshold for constructing units on site for ownership projects to from 7 to 5 units; the threshold remains seven for rental developments. The revisions also require ownership projects to provide 20 percent low-income units and provide an option for rental projects to provide 15 percent very low-income units, to correlate with State density bonus law. Projects smaller than this threshold pay an in-lieu fee. Projects that result in a fractional unit of less than 0.5 can opt to pay an in-lieu instead of providing an additional unit. Any calculation that

results in a fraction greater than 0.5 is required to build the additional unit.

The City of San Carlos has also adopted a Commercial Development BMR Housing Program that requires developers of commercial projects to mitigate their impact on affordable housing by paying a Commercial Linkage Fee. The Linkage Fee applies to commercial projects including changes in use, additions in floor area and new development as follows:

- Restaurant, & Personal Service \$5.00 per square foot
- Hotel: \$10.00 per square foot
- Office, Medical Office, Research & Development: \$20.00 per square foot

San Mateo County Affordable Housing Fund: To date, the San Mateo County Affordable Housing Fund, together with its Preservation sub-fund, has allocated over \$120 million to assist 2,761 units in San Mateo County—supporting development of 2,403 new affordable rental and homeownership units, and preservation as affordable housing of 358 multifamily rental units.

Redevelopment Agency: When the City’s Redevelopment Agency was dissolved on Feb. 1, 2012, in accordance with California State law, the city formed a Successor Agency to handle the unfinished business of the former Redevelopment Agency. The former Redevelopment Agency had a geographically defined Project Area where a portion of the property taxes from the properties within the area went to

support the activities of the Agency, including capital projects, economic development and affordable housing. The City adopted a last and final Recognized Obligation Payment Schedule (ROPS) filed for July 1, 2019 through June 30, 2035, totaling in approximately \$18 million.

Administrative Resources

The following agencies and organizations contribute to the goal of preserving and increasing affordable housing in San Carlos. Both government agencies and partnerships with nonprofit agencies and for-profit developers are necessary to implement many housing programs.

San Carlos

Community Development Department: The Community Development Department is home to the Building, Economic Development and Housing, and Planning Divisions which help advance the city’s housing needs. The Economic Development and Housing Division manages the City’s housing efforts, participating in both local and regional housing efforts as well as evaluation of housing opportunities as they become available, programs to increase the supply of workforce housing, and funding support for key housing programs. The Planning Division is responsible for advance planning, current planning (ensuring that development projects are consistent with the General Plan, the Development Code, and State codes), and land use regulation.

San Mateo County

The Housing Authority of the County of San Mateo administers the HUD Section 8 Housing Choice Voucher Program for San

Carlos residents. In addition, the San Mateo County Housing & Community Development (HCD) Division coordinates homelessness response for the County and serves as the organizing agency for local jurisdictions.

Partnerships

Creative approaches and partnerships are often necessary in order to finance and build affordable housing. Nonprofit and for-profit organizations provide housing, including affordable housing, and a wide range of supportive services for residents with special housing needs throughout the county. Partners also help manage homeownership programs and assist in other housing and community development activities. Some of these local partners include:

- **Bridge Housing** (designs, develops, and manages affordable housing)
- **Center for Independence of the Disabled** (provides support services, community awareness, and advocacy for people with disabilities)
- **Eden Housing** (designs, develops, and manages affordable housing)
- **First Community Housing** (designs, develops, and manages affordable housing)
- **HIP Housing: Human Investment Project** (supports home sharing, self-sufficiency, and property development/housing rehabilitation)
- **Habitat for Humanity Greater San Francisco** (builds and rehabilitates homes for affordable purchase)
- **Lesley Senior Communities** (senior living provider)
- **LifeMoves** (homeless services provider)

4 2023 HOUSING ELEMENT: HOUSING RESOURCES

- **Mercy Housing** (designs, develops, and manages affordable housing)
- **MidPen Housing** (designs, develops, and manages affordable housing)
- **Mental Health Association of San Mateo County** (housing and services provider)
- **PARCA** (services provider for people with developmental disabilities)
- **Rebuilding Together Peninsula** (housing renovation and repair services)
- **Samaritan House** (homeless services provider)

For-profit developers also provide affordable units in larger-scale projects in San Carlos, both through density bonuses and the City’s BMR Ordinance requirements.

The Housing Element Goals, Policies, and Implementation Programs outline the City’s plan to continue to work with a network of nonprofit and for-profit organizations to build affordable housing, rehabilitate and preserve housing, and provide an extensive menu of supportive services to San Carlos residents, families, and persons with special needs. Moreover, the Housing Element sets forth policies and programs to continue to facilitate the development and maintenance of housing, remove constraints to housing development and housing access, and to form partnerships to meet housing needs.

Fair Housing Assessment

Fair housing is a condition in which individuals of similar income levels in the same housing market have like ranges of choice available to them regardless of race, color, national origin, religion, sex, disability, familial status, ancestry, age, marital status, gender, gender identity, gender expression, genetic information, sexual orientation, source of income, or any other arbitrary factor. The State of California's 2018 Assembly Bill (AB 686) requires that all public agencies in the state affirmatively further fair housing (AFFH) beginning January 1, 2019. Public agencies receiving funding from the U.S. Department of Housing and Urban Development (HUD) are also required to demonstrate their commitment to AFFH. The federal obligation stems from the fair housing component of the federal Civil Rights Act mandating federal fund recipients to take "meaningful actions" to address segregation and related barriers to fair housing choice.

Contents

132	Primary Findings
135	Fair Housing Enforcement and Capacity
141	Integration and Segregation
181	Displacement Risk
183	Disproportionate Housing Needs
200	Fair Housing Issues, Contributing Factors, and Action Plan

AB 686 requires all public agencies to “administer programs and activities relating to housing and community development in a manner that affirmatively furthers fair housing and take no action inconsistent with this obligation.”¹ AB 686 also makes changes to Housing Element Law to incorporate requirements to AFFH as part of the housing element and general plan to include an analysis of fair housing outreach and capacity, integration and segregation, access to opportunity, disparate housing needs, and current fair housing practices.

¹ California Department of Housing and Community Development Guidance, 2021, page 9.

4 2023 HOUSING ELEMENT: AFFIRMATIVELY FURTHERING FAIR HOUSING



Affirmatively Furthering Fair Housing

“Affirmatively furthering fair housing” means taking meaningful actions, in addition to combating discrimination, that overcome patterns of segregation and foster inclusive communities free from barriers that restrict access to opportunity based on protected characteristics. Specifically, affirmatively furthering fair housing means taking meaningful actions that, taken together, address significant disparities in housing needs and in access to opportunity, replacing segregated living patterns with truly integrated and balanced living patterns, transforming racially and ethnically concentrated areas of poverty into areas of opportunity, and fostering and maintaining compliance with civil rights and fair housing laws. The duty to affirmatively further fair housing extends to all of a public agency’s activities and programs relating to housing and community development. (Gov. Code, § 8899.50, subd. (a)(1).)”

Primary Findings

This section summarizes the primary findings from the Fair Housing Assessment for San Carlos.

- San Carlos residents filed only two fair housing complaints and made four fair housing inquiries to the state in the past 5 to 7 years (Figure 4.6-2).
- The City’s Housing Resources & Information webpage includes guidance on housing discrimination and how to file a fair housing complaint, intended to help current and

prospective residents who have fair housing concerns find needed resources more quickly.

- San Carlos’ demographics do not represent the demographics of the county or Bay area overall (Figure 4.6-3): 68 percent of San Carlos residents are White (compared to 39 percent in the county and Bay area); 16 percent are Asian (compared to 30 percent in the county and 27 in the Bay area); one percent are Black/African American (versus 6 percent in the Bay area); and 9 percent are Hispanic/Latinx (versus 24 percent in the county and Bay area). The city is on par with the county and Bay area for other and mixed-race residents.
- Mapping conducted by HCD shows the city is nearly entirely predominantly White, an unusual pattern for cities in San Mateo County, as most have some pockets of diversity.
- Like most of the county, San Carlos is aging—although the city’s youth are also increasing. The largest drop between 2000 and 2019 is in residents aged 35 to 44,

This history of segregation in the region is important not only to understand how residential settlement patterns came about—but, more importantly, to explain differences in housing opportunity among residents today. In sum, not all residents had the ability to build housing wealth or achieve economic opportunity. This historically unequal playing field in part determines why residents have different housing needs today.

followed by 25 to 34. This could indicate that the city has trouble retaining working age residents.

Sixteen percent of San Carlos households earn less than 50 percent of the area median income (AMI) compared to 24 percent in the county. All but one block group in the city has a median income of greater than \$125,000, and no areas of the city have concentrated poverty.

- The city has few disparities in housing access among racial and ethnic groups, likely due to the high barriers to entry in the housing market. Lower income households have few opportunities to rent and buy in San Carlos.
- The largest disparities that exist are in education. Proficiency gaps exist by race and ethnicity: Black/African American students attending both San Carlos Elementary and Sequoia High have some of the lowest rates of mathematics proficiency in the county. Black/African American students represent one percent of the San Carlos Elementary District and two percent of the Sequoia High district. Hispanic students also have proficiency gaps, but they are not as pronounced. Only three percent of English language learners and nine percent of students with disabilities in the Sequoia Union High School District meet or exceed math standards—some of the lowest proficiency among schools in the county.

- In the regional context, San Carlos represents a high opportunity area with relatively low accessibility to low- and moderate-income households, which are more likely to be racial/ethnic minorities. The City should continue to look for opportunities to increase affordable housing supply in the community.

History of segregation in the region. The United States' oldest cities have a history of mandating segregated living patterns—and Northern California cities are no exception. ABAG, in its recent Fair Housing Equity Assessment, attributes segregation in the Bay Area to historically discriminatory practices—highlighting redlining and discriminatory mortgage approvals—as well as “structural inequities” in society, and “self segregation” (i.e., preferences to live near similar people).

Researcher Richard Rothstein's 2017 book *The Color of Law: A Forgotten History of How Our Government Segregated America* chronicles how the public sector contributed to the segregation that exists today. Rothstein highlights several significant developments in the Bay Area region that played a large role in where the region's non-White residents settled. Rothstein's research—and other sources of past discriminatory acts in Peninsula—are featured in the 21 Day Social & Racial Equity Challenge sponsored by the Community Foundation of San Carlos.² Examples of these discriminatory behaviors are summarized below.

² <https://cfsancarlos.org/21-day-11>

4 2023 HOUSING ELEMENT: AFFIRMATIVELY FURTHERING FAIR HOUSING



Pre-civil rights San Mateo County faced resistance to racial integration, yet it was reportedly less direct than in some Northern California communities, taking the form of “blockbusting” and “steering” or intervention by public officials. These local discriminatory practices were exacerbated by actions of the Federal Housing Administration which excluded low-income neighborhoods, where the majority of people of color lived, from its mortgage loan program.

According to the San Mateo County Historical Association, San Mateo County’s early African Americans worked in a variety of industries, from logging, to agriculture, to restaurants and entertainment. Expansion of jobs, particularly related to shipbuilding during and after World War II attracted many new residents into the Peninsula, including the first sizable migration of African Americans. Enforcement of racial covenants after the war forced the migration of the county’s African Americans into neighborhoods where they were allowed to occupy housing—housing segregated into less desirable areas, next to highways, and concentrated in public housing and urban renewal developments.

The private sector contributed to segregation through activities that discouraged (blockbusting) or prohibited (restrictive covenants) integrated neighborhoods. In the City of San Mateo, builders of the Hillsdale neighborhood in the mid-1900s recorded deeds that specified that only “members of the Caucasian or White race shall be permitted” to occupy sold homes—the

exception being “domestics in the employ[ment] on the premises.”³ This developer went on to develop many race-restricted neighborhoods in the Bay Area, became president of the National Association of Home Builders (NAHB), became national president of the Urban Land Institute (ULI), and was inducted into California’s Homebuilding Foundation Hall of Fame.

The segregatory effect of blockbusting activities is well-documented in East Palo Alto. In 1954, after a White family in East Palo Alto sold their home to an African American family, the then-president of the California Real Estate Association set up an office in East Palo Alto to scare White families into selling their homes (“for fear of declining property values”) to agents and speculators. These agents then sold these homes at over-inflated prices to African American buyers, some of whom had trouble making their payments. Within six years, East Palo Alto—initially established with “whites only” neighborhoods—became 82 percent African American. The FHA prevented re-integration by refusing to insure mortgages held by White buyers residing in East Palo Alto.

Throughout the county, neighborhood associations and city leaders attempted to thwart integration of communities. Although some neighborhood residents supported integration, most did not, and it was not unusual for neighborhood associations to require acceptance of all new buyers. Builders with intentions to develop for all types of buyers (regardless of

³ <https://www.nytimes.com/2020/08/14/opinion/sunday/blm-residential-segregation.html>

race) found that their development sites were rezoned by planning councils, required very large minimum lot sizes, and/or were denied public infrastructure to support their developments or charged prohibitively high amounts for infrastructure.

As shown in the timeline of major federal Acts and court decisions related to fair housing choice and zoning and land use (Figure 4.6-1), exclusive zoning practices were common in the early 1900s. Courts struck down only the most discriminatory, and allowed those that would be considered today to have a “disparate impact” on classes protected by the Fair Housing Act. For example, the 1926 case *Village of Euclid v. Amber Realty Co.* (272 U.S. 365) supported the segregation of residential, business, and industrial uses, justifying separation by characterizing apartment buildings as “mere parasite(s)” with the potential to “utterly destroy” the character and desirability of neighborhoods. At that time, multifamily apartments were the only housing options for people of color, including immigrants.

The Federal Fair Housing Act was not enacted until nearly 60 years after the first racial zoning ordinances appeared in U.S. cities. This coincided with a shift away from federal control over low-income housing toward locally-tailored approaches (block grants) and market-oriented choice (Section 8 subsidies)—the latter of which is only effective when adequate affordable rental units are available.

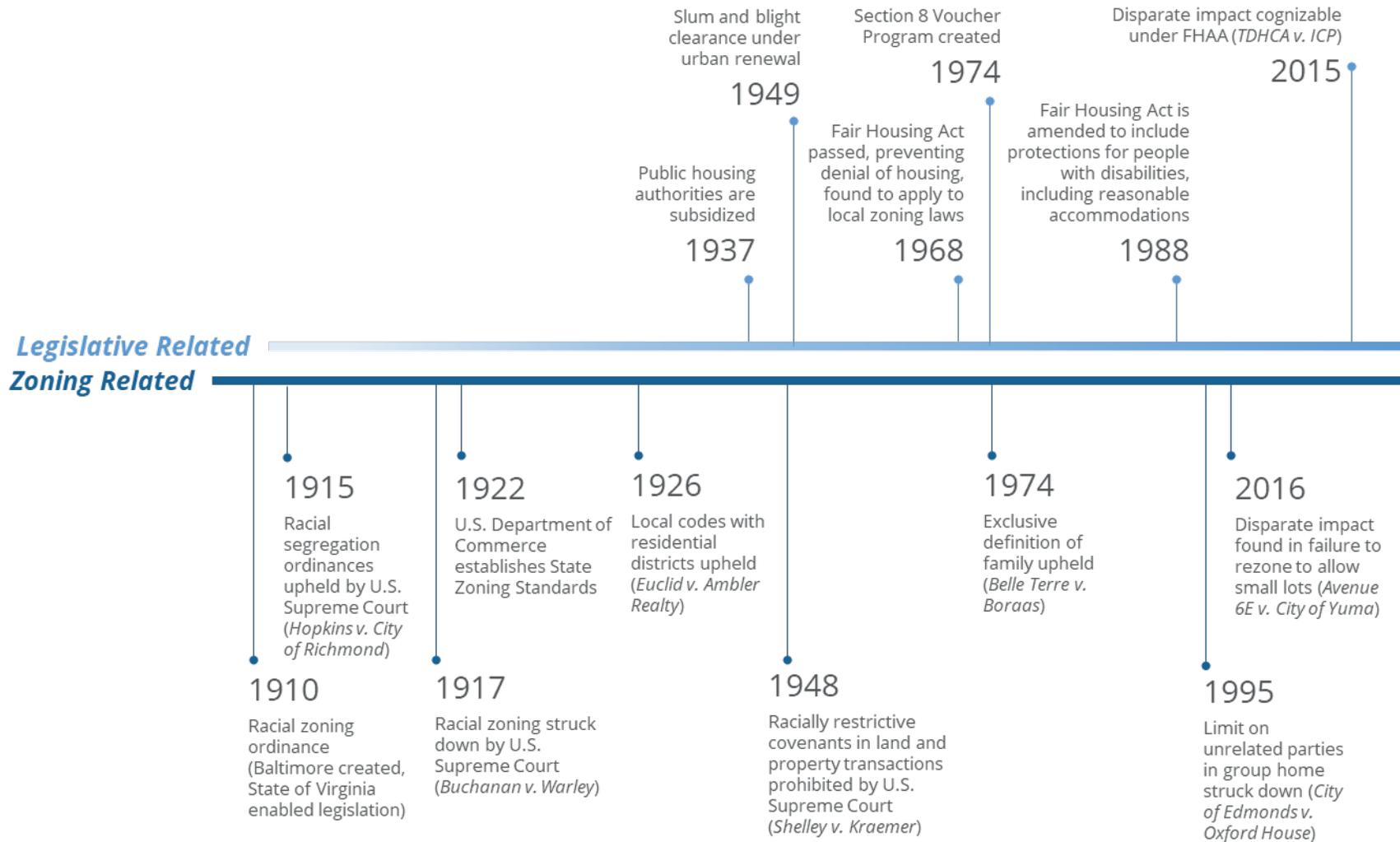
Fair Housing Enforcement and Capacity

Fair Housing Legal Cases and Inquiries

The San Mateo County Regional Assessment of Fair Housing (AFH) serves as the fair housing planning document for the San Mateo County region. The AFH is completed on behalf of the county and local cities that receive U.S. Department of Housing and Urban Development (HUD) funds directly from HUD. HUD provides annual funding allocations through the Community Development Block Grant (CDBG); HOME Investment Partnerships (HOME); and Emergency Shelter Grant (ESG). The four largest cities in San Mateo County (Daly City, South San Francisco, San Mateo, and Redwood City) meet HUD’s definition of “entitlement” cities, and each receive their own separate CDBG grant from HUD. HOME funds are received by the County as a “HOME Consortium,” which consists of the Urban County and the City of South San Francisco and San Mateo, which are entitlement cities and could receive their own HOME allocations but have chosen to remain with the Urban County in the HOME Consortium. San Carlos is part of the Urban County and receives CDBG and HOME funds through the County as the entitlement jurisdiction.

4 2023 HOUSING ELEMENT: AFFIRMATIVELY FURTHERING FAIR HOUSING

FIGURE 4.6-1
Major Public and Legal Actions that Influence Fair Access to Housing



The purpose of the AFH is to help communities analyze challenges to fair housing choice and establish their own goals and priorities to address fair housing barriers in their communities. Additionally, the report aims to help communities move toward an “access to opportunity philosophy” when making planning and housing policy decisions. The “access to opportunity” focus of the AFH is rooted in the text of the 1968 Fair Housing Act (FHA). According to the July 2015 Final Rule establishing the AFH, “The Fair Housing Act not only prohibits discrimination, but, in conjunction with other statutes, directs HUD’s program participants to take significant actions to overcome historical patterns of segregation, achieve truly balanced and integrated living patterns, promote fair housing choice, and foster inclusive communities that are free from discrimination.” Many court decisions have supported this interpretation of the FHA.

The California Department of Fair Employment and Housing (DFEH) was established in 1980 and is now the largest civil rights agency in the United States. According to their website, the DFEH’s mission is, “to protect the people of California from unlawful discrimination in employment, housing and public accommodations (businesses) and from hate violence and human trafficking in accordance with the Fair Employment and Housing Act (FEHA), Unruh Civil Rights Act, Disabled Persons Act, and Ralph Civil Rights Act”.⁴

DFEH receives, evaluates, and investigates fair housing complaints. DFEH plays a particularly significant role in investigating fair housing complaints against protected classes that are not included in federal legislation and therefore not investigated by HUD. DFEH’s website provides detailed instructions for filing a complaint, the complaint process, appealing a decision, and other frequently asked questions.⁵ Fair housing complaints can also be submitted to HUD for investigation.

Additionally, San Carlos residents have access to several local organizations active in fair housing law. These include Project Sentinel, Legal Aid Society of San Mateo County, and Community Legal Services of East Palo Alto, all of which receive funding from the County and participating jurisdictions. The San Francisco Fair Housing and Equal Opportunity (FHEO) office of HUD and in the State of California Department of Fair Employment and Housing also investigate fair housing violations and allegations of discrimination based on a person’s status as a member of one of the State or Federally protected categories.

These organizations investigate allegations of discrimination based on a person’s status as a member of one of the State or Federally protected categories.

From 2017 to 2021, 57 fair housing complaints in San Mateo County were filed with the U.S. Department of Housing and

⁴ <https://www.dfeh.ca.gov/aboutdfeh/>

⁵ <https://www.dfeh.ca.gov/complaintprocess/>

4 2023 HOUSING ELEMENT: AFFIRMATIVELY FURTHERING FAIR HOUSING



Urban Development (HUD), two of which were from San Carlos residents. Most complaints countywide cited disability status as the bias (56 percent) followed by race (19 percent), and familial status (14 percent). In San Carlos, the two complaints were based on disability and familial status. Countywide, no cause determination was found in 27 complaints followed by successful conciliation or settlement with 22 complaints.

Fair housing complaints filed with HUD by San Mateo County residents have been on a declining trend since 2018, when 18 complaints were filed. In 2019, complaints dropped to five, increased to 11 in 2020, and had reached six by mid-2021.

Fair housing inquiries made to the state in 2020 were primarily submitted to HCD from the City of San Mateo, Redwood City, Daly City, and Menlo Park.

Nationally, the National Fair Housing Alliance (NFHA) reported a “negligible” decrease in the number of complaints filed between 2019 and 2020. The primary bases for complaints nationally were nearly identical to San Mateo County’s: disability (55 percent) and race (17 percent). Familial status represented eight percent of complaints nationally, whereas this basis comprised 14 percent of cases in the county.

NFHA identifies three significant trends in 2020 that are relevant for San Mateo County:

- First, fair lending cases referred to the Department of Justice from federal banking regulators has been declining, indicating that state and local government entities may want to play a larger role in examining fair lending barriers to homeownership.
- Second, NFHA identified a significant increase in the number of complaints of harassment—1,071 complaints in 2020 compared to 761 in 2019.
- Finally, NFHA found that 73 percent of all fair housing complaints in 2020 were processed by private fair housing organizations, rather than state, local, and federal government agencies—reinforcing the need for local, active fair housing organizations and increased funding for such organizations.⁶

In 2018, the Department of Fair Employment and Housing (DFEH) settled a disability discrimination lawsuit against a San Carlos apartment landlord who refused to grant their tenant’s request for a reasonable accommodation for an exception to the property’s no-pets policy for an emotional support animal unless they paid a pet deposit and signed a pet addendum. The complaint was filed in 2016 and DFEH filed a civil complaint in 2017 in San Mateo Superior Court alleging violations of California’s Fair Employment and Housing Act and the Unruh Civil Rights Act. The settlement requires the landlords to pay \$27,500 to the tenants. The

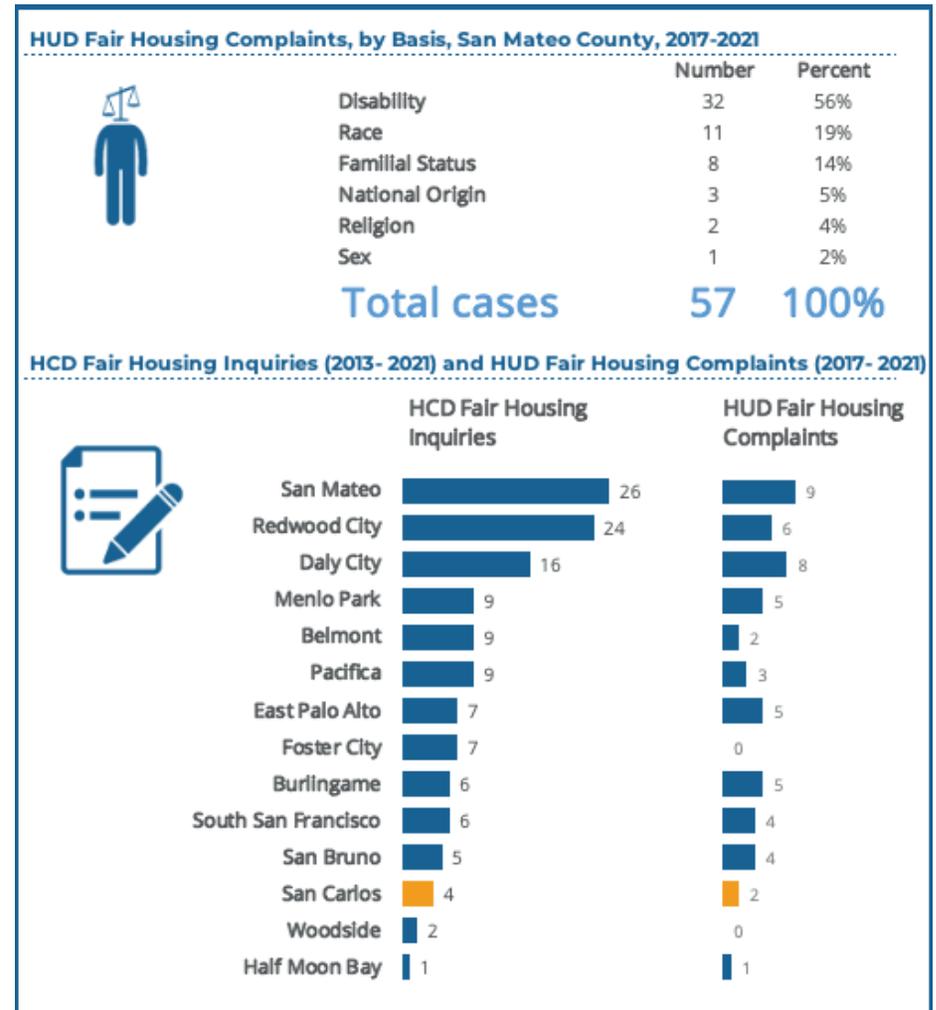
⁶ <https://nationalfairhousing.org/2021/07/29/annual-fair-housing-report-shows-increase-in-housing-harassment/>

landlords are also required to undergo annual fair housing training, post materials, and submit compliance reports to DFEH.

Outreach and Capacity

San Carlos has information about how to find affordable housing in the city on its website but there is not specific information or resources for residents experiencing discrimination in housing or the Fair Housing Act. Program HOU-6.1 is included in the Housing Plan to improve access to fair housing information by providing contact information for local fair housing organizations, legal assistance, and general information about the Fair Housing Act and discrimination.

FIGURE 4.6-2
Fair Housing Complaints/Inquiries



4 2023 HOUSING ELEMENT: AFFIRMATIVELY FURTHERING FAIR HOUSING



Housing Specific Policies Enacted Locally

San Carlos has implemented the following housing policies that promote housing production, funding for housing affordability, and stabilizing neighborhoods:

<p>Reduced parking requirements. Constraints associated with parking requirements in mixed use and residential zones are addressed through Program HOU-4.2 to remove guest parking requirements. Affordable housing projects can request the jurisdiction reduce parking requirements for projects near qualifying transit areas that are applying for a density bonus.</p>	<p>Inclusionary housing ordinance. The City has a Below Market Rate Housing Ordinance that requires developers to set aside a share of units in new housing developments for affordable housing. The ordinance was updated in 2022 to encourage the development of more affordable housing.</p>
<p>Condominium Conversion. Regulates conversion of apartment buildings into condominiums and generally provides tenant protections.</p>	<p>City Density Bonus. The City Density Bonus was updated in 2022 to provide additional incentives for affordable rental housing with density bonuses that exceed the State Density Bonus.</p>
<p>Uniform Relocation Policy. The City requires a minimum one-to-one replacement of any housing units demolished due to public action.</p>	<p>Objective Design Standards. The City has initiated the process to complete objective design and development standards for all multi-family residential and mixed-use development, to streamline review and provide certainty in the development process.</p>
<p>Financial Assistance. Funds from the Housing in-lieu fee and the Commercial Linkage fee are pooled to support affordable housing construction in the city.</p>	<p>Commercial development impact fee. Levies a per square foot development fee levied on non-residential development that is used to develop or preserve affordable housing.</p>
<p>Reduced fees of waivers. Reduces fees or permit waivers for 100% affordable housing development.</p>	<p>Acquisition/Preservation. The City has acquired existing affordable housing to preserve long-term affordability.</p>

According to the California Department of Housing and Community Development AFFH Data Viewer (HCD data viewer), San Carlos does not have any public housing buildings. However, the city does have one census tract with a moderate share of households using housing vouchers (5 percent to 15 percent). Most other areas of the city have no data on voucher usage.

Integration and Segregation

This section discusses integration and segregation of the population by protected classes including race and ethnicity, disability status, familial status, and income status. The section concludes with an analysis of racially and ethnically concentrated areas of poverty and affluence.

Integration generally means a condition in which there is not a high concentration of persons of a particular race, color, religion, sex, familial status, national origin, or having a disability or a particular type of disability when compared to a broader geographic area.

Segregation generally means a condition in which there is a high concentration of persons of a particular race, color, religion, sex, familial status, national origin, or having a disability or a type of disability in a particular geographic area when compared to a broader geographic area.”

Source: California Department of Housing and Community Development Guidance, 2021, page 31.

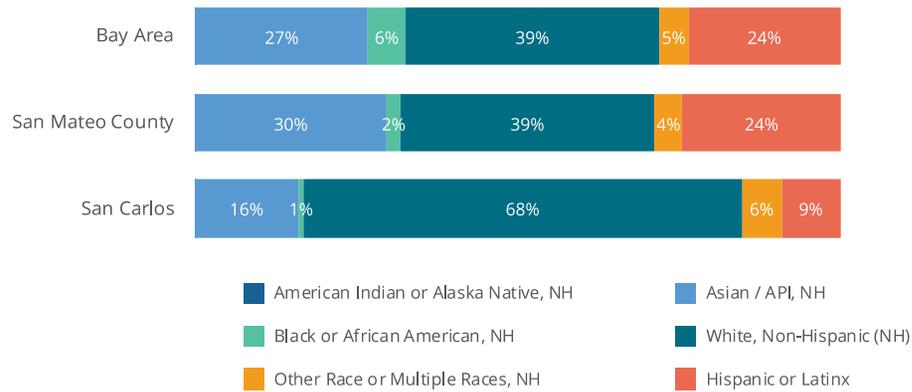
Race and Ethnicity

The ethnic and racial composition of a region is useful in analyzing housing demand and any related fair housing concerns as it tends to demonstrate a relationship with other characteristics such as household size, locational preferences, and mobility. San Carlos’ demographics do not represent the demographics of the county or Bay area overall (Figure 4.6-3). More than two thirds (68 percent) of San Carlos residents are White (compared to 39 percent in the county and Bay area); 16 percent are Asian (versus 30 percent in the county and 27 percent in the Bay area); one percent are Black/African American (versus 6 percent in the Bay area); and 9 percent are Hispanic/Latinx (compared to 24 percent in the county and Bay area). The city is on par with the county and Bay area for other and mixed-race residents. Since 2000, however, San Carlos has grown more diverse (Figure 4.6-4), primarily due to the growth of Asian and other and mixed-race residents.

Figure 4.6-5 shows the distribution of non-White residents in San Carlos. Most of the City block groups show a population that is 20 percent or less non-White. Overall, concentrations of non-White residents in San Carlos are minimal. Block groups northwest of El Camino Real, and along San Carlos Ave. and Cherry St. have non-White populations that are in the 41 to 60 percent. Compared to neighboring jurisdictions, San Carlos has less concentrations of non-White residents than cities of Redwood City, Belmont, San Mateo, and Foster City.

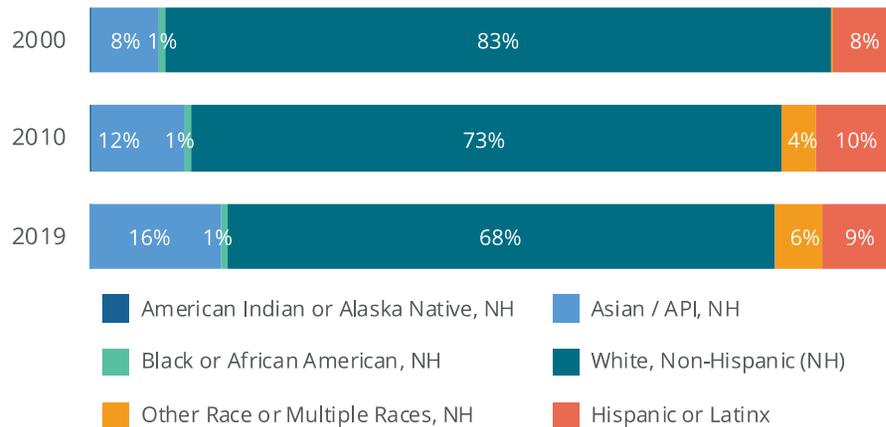
4 2023 HOUSING ELEMENT: AFFIRMATIVELY FURTHERING FAIR HOUSING

FIGURE 4.6-3
Population by Race and Ethnicity, 2019



Source: ABAG Housing Needs Data Workbook

FIGURE 4.6-4
Population by Race and Ethnicity, San Carlos 2000-2019



Source: ABAG Housing Needs Data Workbook

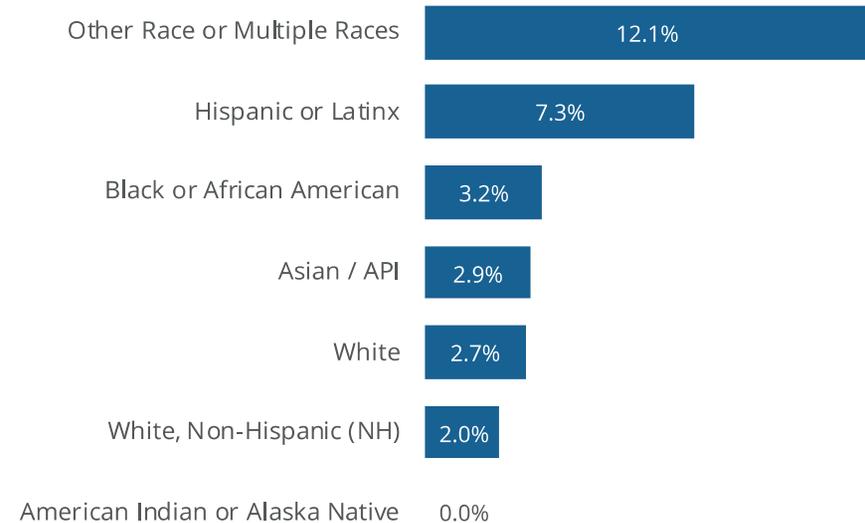
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Poverty rates are fairly consistent across races and ethnicities except for Hispanic/Latinx residents (7.3 percent live in poverty versus 2.7 percent for White residents) and other and mixed race residents (12 percent poverty rate).

San Carlos has much less racial diversity than surrounding communities. Mapping conducted by HCD shows the city is nearly entirely predominantly White (Figure 4.6-7). This is an unusual pattern for cities in San Mateo County. HCD maps also show much of San Carlos’ neighborhoods with Asian/White segregation (Figure 4.6-8). The city is one of the least diverse, as measured by the HCD diversity index (Figure 4.6-9 and 4.6-10)—less so than Belmont, Hillsborough, and Burlingame.

FIGURE 4.6-6
Poverty Rate by Race and Ethnicity,
2019



Source: ABAG Housing Needs Data Workbook

FIGURE 4.6-7
White Majority Census Tracts

San Carlos
General Plan



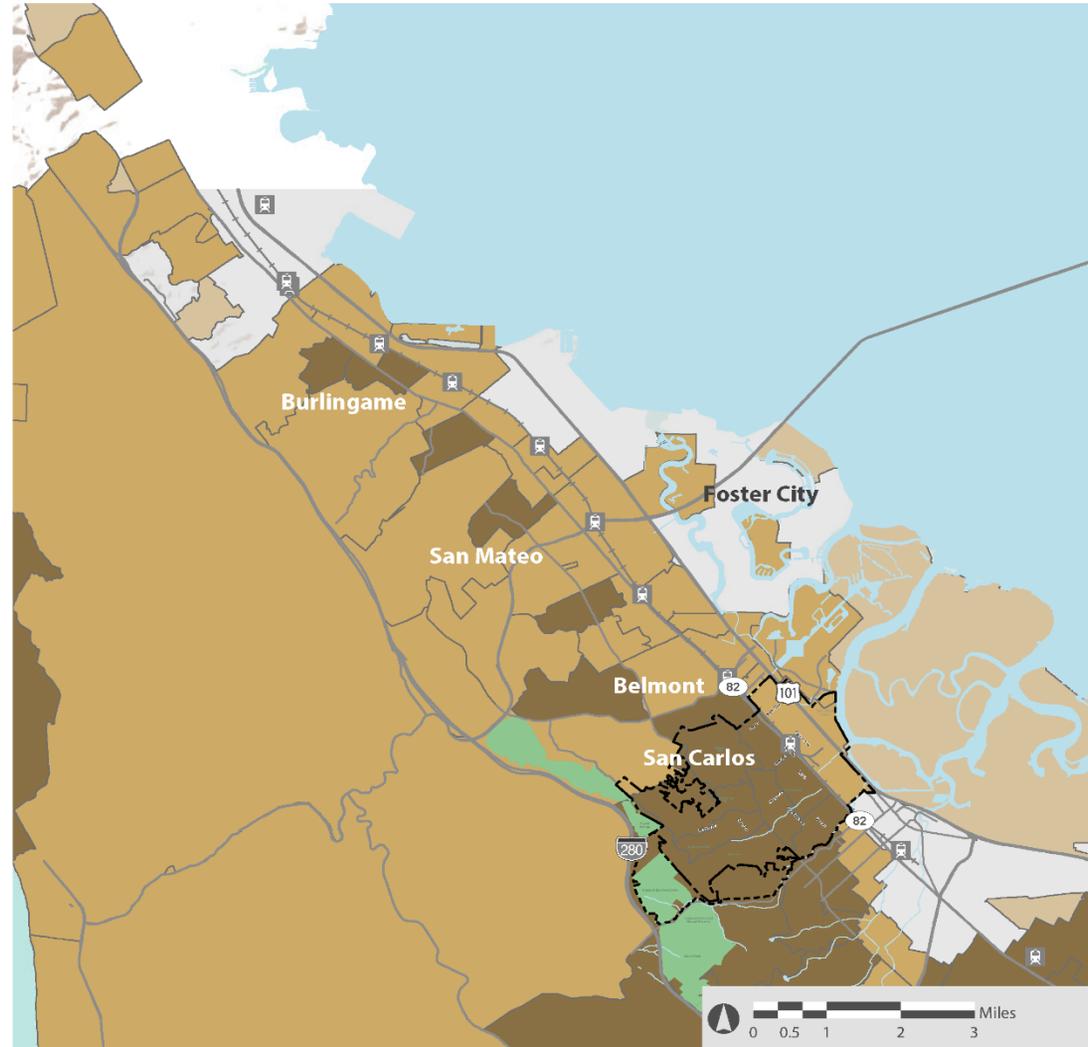
White Majority Census Tracts

Predominant Population - White Majority Tracts

- Predominant (gap > 50%)
- Sizeable (gap 10% - 50%)
- Slim (gap < 10%)

Base Map Features

- City of San Carlos Boundary
- Sphere of Influence
- Major Streets
- Streets
- Caltrain Railroad and Stations
- Surrounding Jurisdictions
- Parks and Open Space
- Waterbodies



August 2021
Sources: MIG, 2021; City of San Carlos, 2021.
California Department of Housing and Community Development
(HCD AFFH Data Views, 2021)

4 2023 HOUSING ELEMENT: AFFIRMATIVELY FURTHERING FAIR HOUSING

FIGURE 4.6-8
Neighborhood Segregation by Census Tract

San Carlos
General Plan



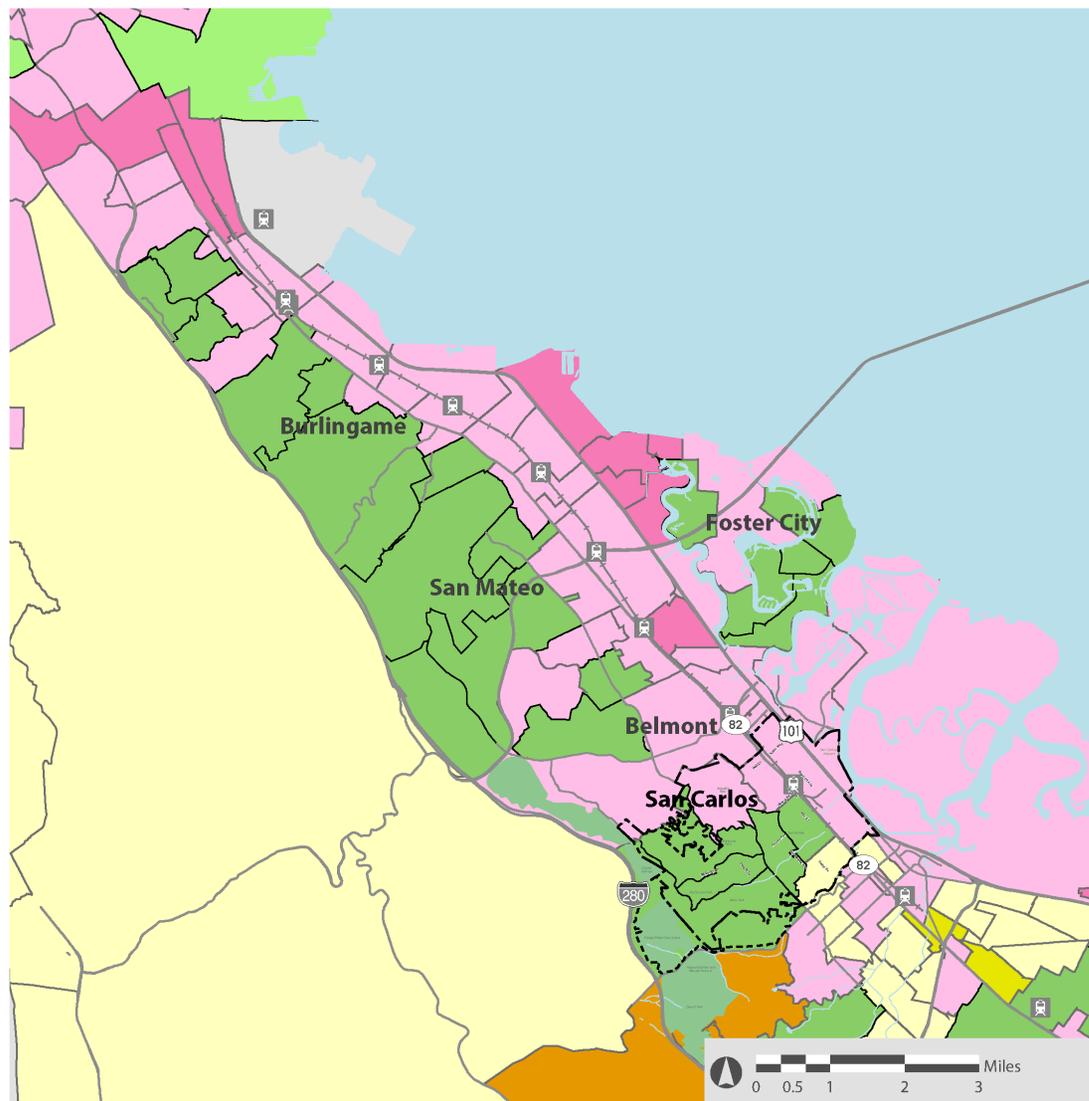
Neighborhood Segregation by Census Tract

Neighborhood Segregation by Census Tract

- Asian-Latinx
- Asian-White
- Latinx-White
- Mostly Latinx
- Mostly White
- 3 Group Mix
- 4 Group Mix
- Unpopulated Tract

Base Map Features

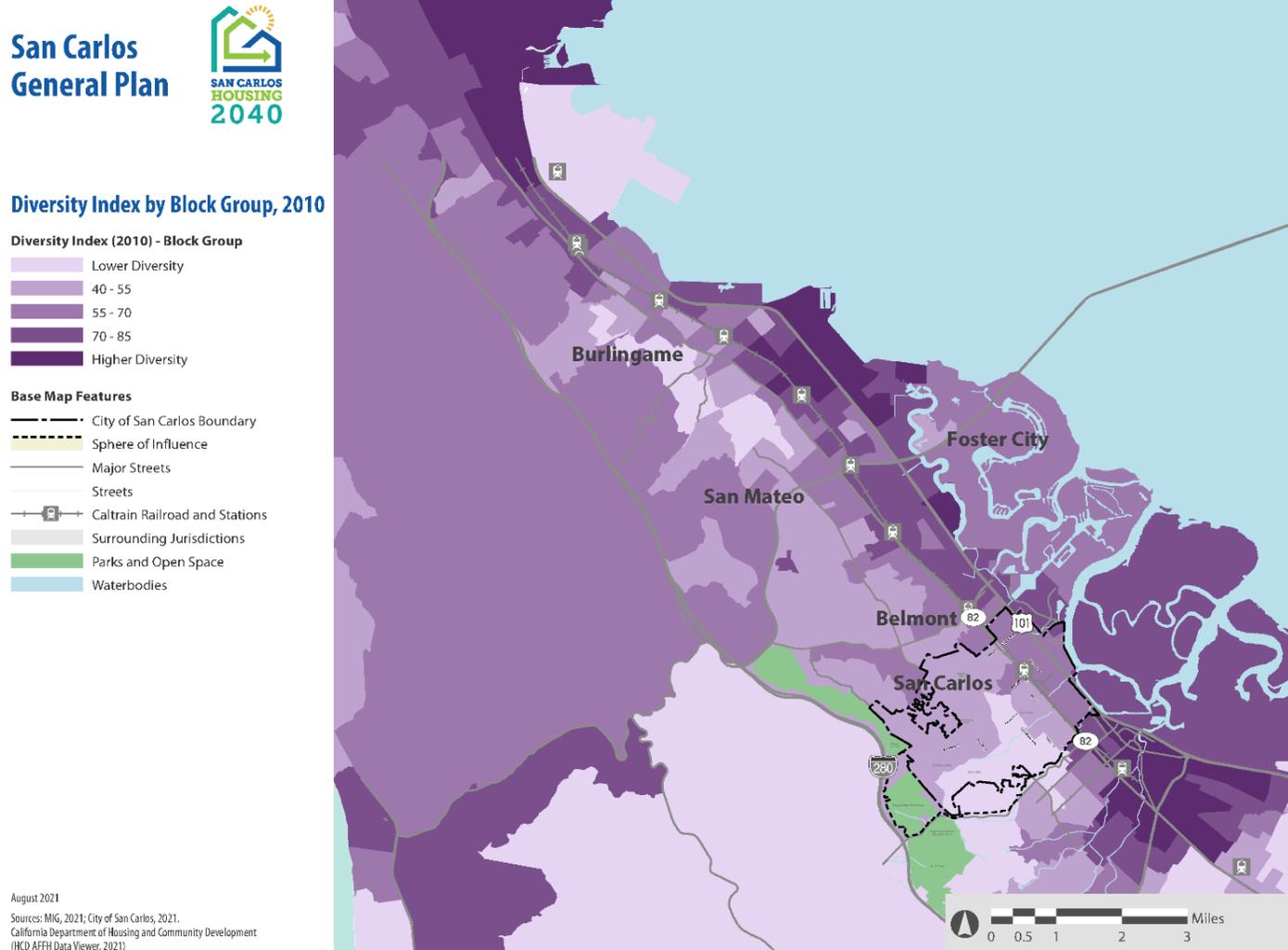
- City of San Carlos Boundary
- Sphere of Influence
- Major Streets
- Streets
- Caltrain Railroad and Stations
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August 2021
Sources: MIG, 2021; City of San Carlos, 2021.
California Department of Housing and Community Development
(HCD AFFH Data Viewer, 2021)



FIGURE 4.6-9
Diversity Index by Block Group, 2010



4 2023 HOUSING ELEMENT: AFFIRMATIVELY FURTHERING FAIR HOUSING

FIGURE 4.6-10
Diversity Index by Block Group, 2018

San Carlos
General Plan



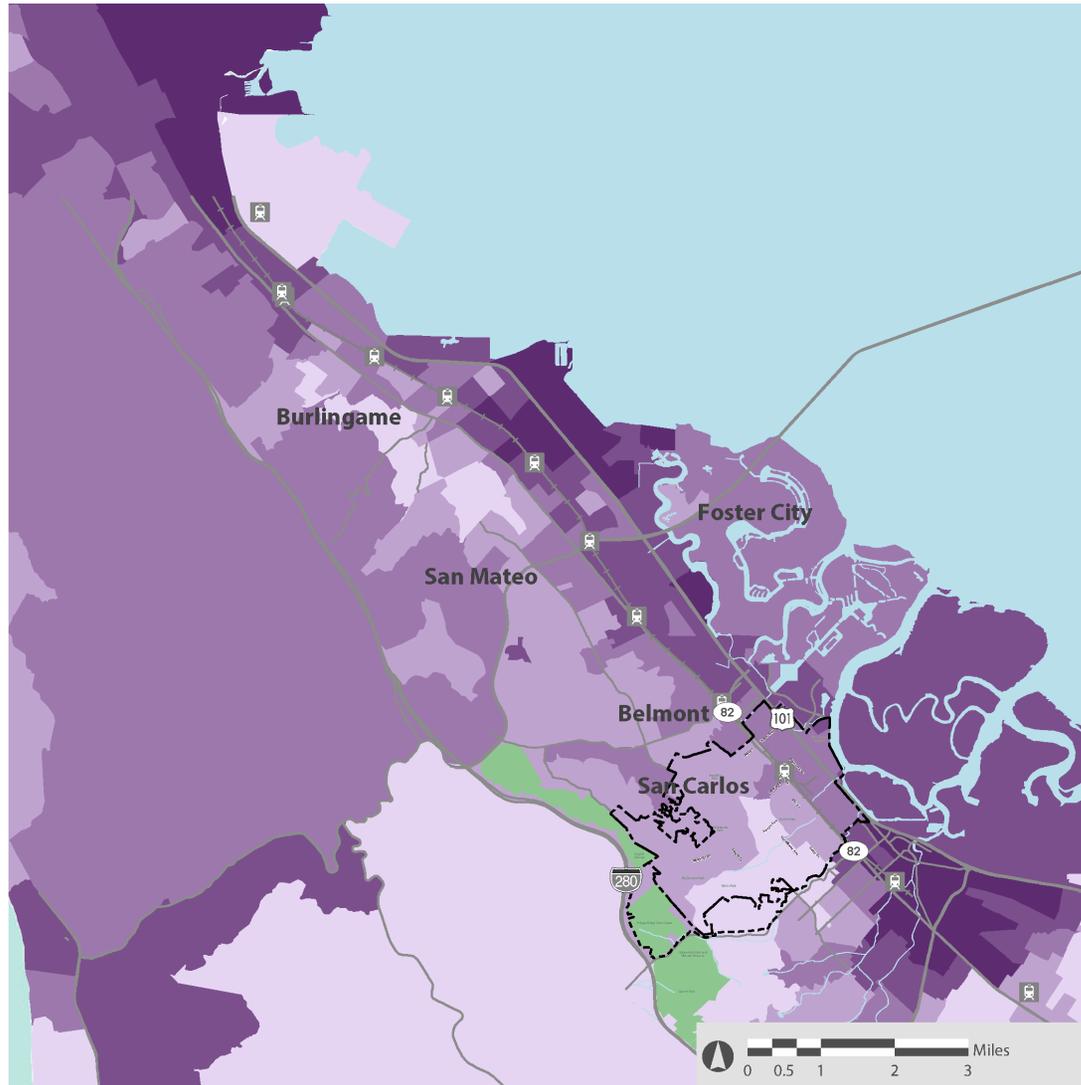
Diversity Index by Block Group, 2010

Diversity Index (2010) - Block Group

- Lower Diversity
- 40 - 55
- 55 - 70
- 70 - 85
- Higher Diversity

Base Map Features

- City of San Carlos Boundary
- Sphere of Influence
- Major Streets
- Streets
- Caltrain Railroad and Stations
- Surrounding Jurisdictions
- Parks and Open Space
- Waterbodies



August 2021
Sources: MIG, 2021; City of San Carlos, 2021.
California Department of Housing and Community Development
(HCD AFFH Data Viewer, 2021)

Dissimilarity Index

According to HUD, “The dissimilarity index (or the index of dissimilarity) is a commonly used measure of community-level segregation. The dissimilarity index represents the extent to which the distribution of any two groups (frequently racial or ethnic groups) differs across census tracts or block groups. The values of the dissimilarity index range from 0 to 100, with a value of zero representing perfect integration between the racial groups in question, and a value of 100 representing perfect segregation between the racial groups.” Dissimilarity index values between 0 and 39 generally indicate low segregation, values between 40 and 54 generally indicate moderate segregation, and values between 55 and 100 generally indicate a high level of segregation. The dissimilarity index compares a particular racial group’s distribution in the county against the distribution of White, non-Hispanic residents.

While data is not available at the city level, the San Mateo County Regional Assessment of Fair Housing (AFH) provides countywide information. As reported in the 2017 AFH, African Americans are the only racial group facing consistently high segregation in the county. This segregation, as measured by the dissimilarity index, has decreased over time and was approaching a moderate level in 2017. African American/White segregation decreased or was stable in all participating jurisdictions. In contrast, Hispanic and Asian residents are more segregated (relative to White, non-Hispanic residents) today than

in 1990. These groups have also experienced the strongest growth in the county. Residential settlement patterns of these two groups during the past 25 years appear to have influenced segregation. In general, San Mateo County is relatively well integrated—particularly given its racial and ethnic diversity.⁷ Compared to the San Francisco/Oakland/Hayward regional dissimilarity index (see Table 4.6-1), San Mateo County has lower or similar levels of segregation.

Table 4.6-1: Racial/Ethnic Dissimilarity Trends-San Mateo County Consortia Jurisdictions, 2017

Racial/Ethnic Dissimilarity Index	San Mateo County Consortia Jurisdictions (Urban County)				San Francisco-Oakland-Hayward Region
	1990 Trend	2000 Trend	2010 Trend	Current	
Non-White/White	42.06	42.27	40.66	43.86	45.89
Black/White	64.58	58.70	49.75	56.78	63.49
Hispanic/White	44.44	51.30	49.36	53.36	51.24
Asian or Pacific Islander/White	38.73	38.80	39.70	42.17	48.21

The Bay area is one of the least affordable housing markets in the country. All types of households, except for very high-income households and households who have owned property in the area for decades, have difficulty finding affordable housing. A variety of factors present even greater challenges in securing

⁷ More diverse communities usually have higher dissimilarity indices—and less diverse communities, lower indices. This is due to a number of factors, including settlement

patterns and formation of ethnic enclaves, historical practices and policies leading to segregation, and limited housing choices.

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affordable housing, such as households with very low incomes or needing to secure housing in certain locations to accommodate jobs or schools and/or housing with special features. As employment continues to expand in the region, larger households and households with special needs are likely to experience greater housing pressures than households with fewer housing needs. This could lead to greater segregation of certain households if housing accommodating a variety of residents is not available.

In sum, in the county and the greater region, continued growth and demand for housing – especially naturally occurring affordable rental housing – could lead to increased segregation. This segregation is mostly likely to occur in areas where affordable housing can still be found, such as Redwood City or East Palo Alto. It is also logical to assume that residents with the lowest incomes, special needs households, and larger household sizes will be most affected.

Persons with Disabilities

In San Carlos, 1,988 residents (7 percent) are living with a disability. Many of these residents with disabilities are 75 years and older (41 percent). Figure 4.6-11 shows the population of persons with a disability by census tract (2015-2019). At a regional level, San Carlos is generally similar to neighboring cities and the county as a whole where eight percent of residents have disabilities. In the Bay area at large, 10 percent of residents have a disability. Overall concentration of residents living with disabilities in San Carlos is minimal. In the area north of Cherry St and along El Camino Real, there is a higher percentage of residents with disabilities (10 to 20 percent of residents).

Familial Status

Familial status can indicate specific housing needs and preferences. A larger number of nonfamily or single person households could indicate a higher share of people living alone and an increased need for one- and two-bedroom units. Figure 4.6-12 shows that most households in San Carlos are made up of married couples (61 percent), which is moderately higher than for the county (55 percent) and Bay area overall (51 percent). The city's distribution of residents by household size resembles the county and Bay area (Figure 4.6-13). Figure 4.6-14 shows the percentage of children in married couple households is fairly consistent throughout the city, and Figure 4.6-15 parallels this, instead showing the percentage of children in female-headed (no spouse) households. Single-parent households require special consideration and assistance because of the greater need for daycare, health care, and other services. In particular, female-headed households with children tend to have lower incomes and greater need for affordable housing and accessible daycare, and other supportive services. Within San Carlos, there is no one census tract that has a concentration of children living in married or single female headed households.

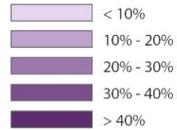
San Carlos' renters are mostly split between being married-couples and living alone (Figure 4.6-16). While owners most commonly occupy homes with 2 to 4 bedrooms (Figure 4.6-17), renters typically live in 1 and 2 bedroom homes. The city's household sizes and types and bedroom distributions appear to be consistent.

FIGURE 4.6-11
Population with a Disability, 2019

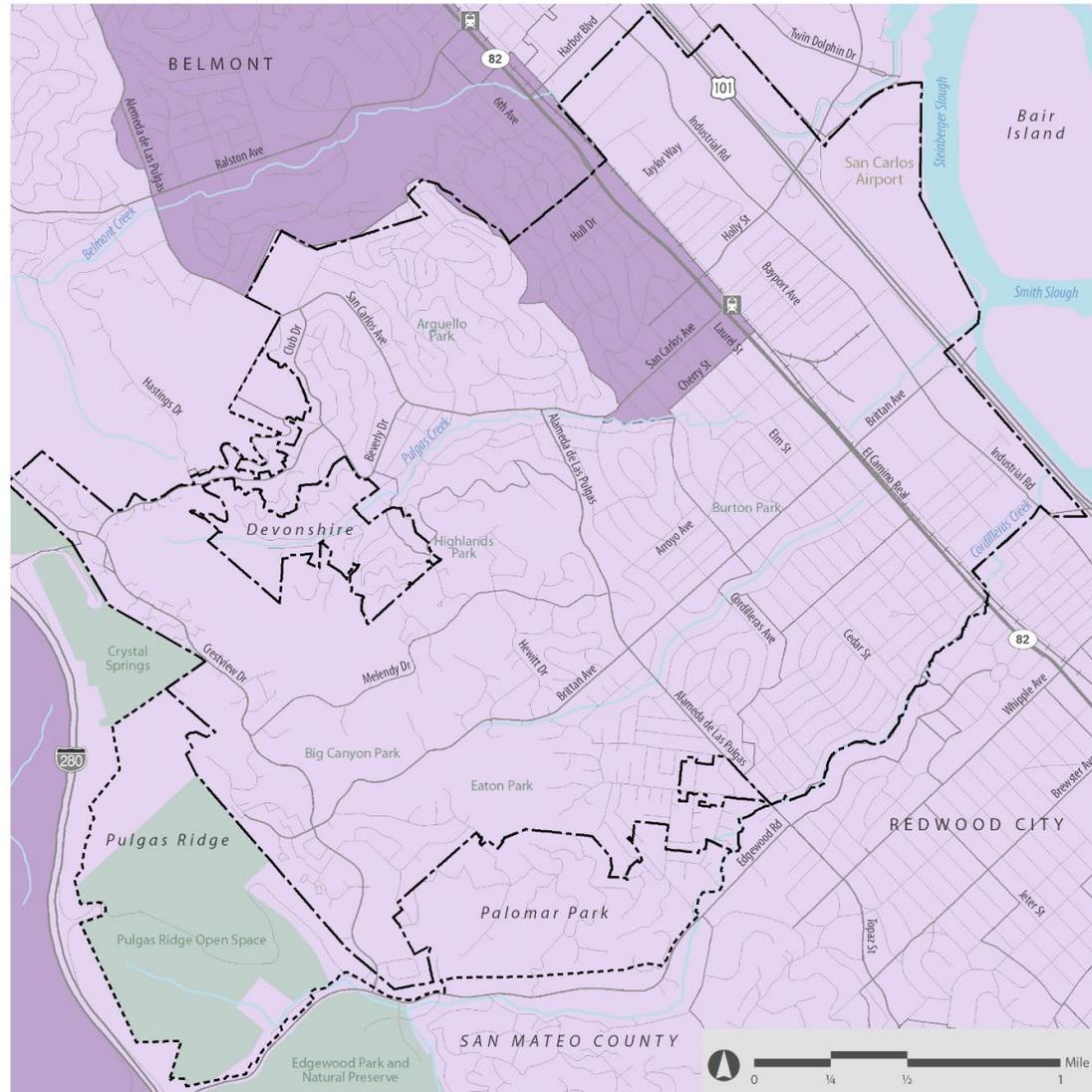
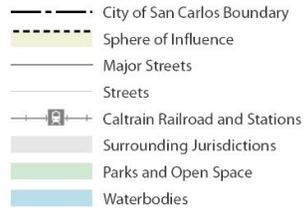


**Population with a Disability
(ACS, 2015-2019)**

Percent of Population with a Disability



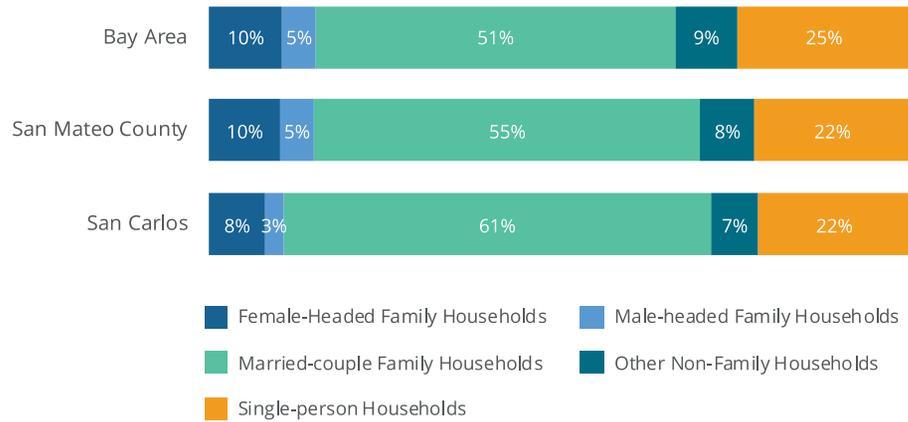
Base Map Features



August 2021
Sources: MIG, 2021; City of San Carlos, 2021.
California Department of Housing and Community Development
(HCD AFFH Data Viewer, 2021)

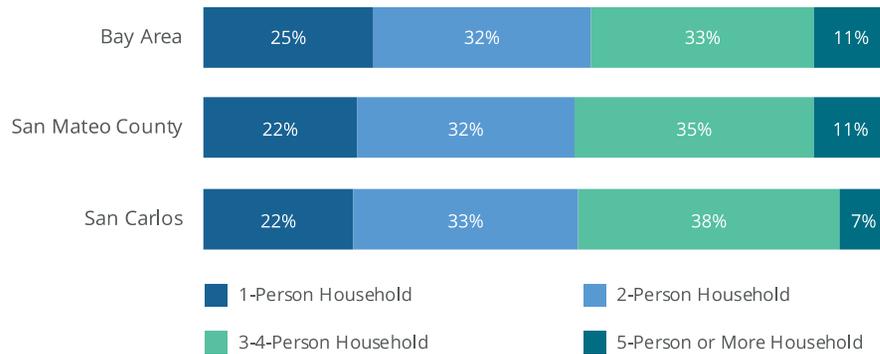
4 2023 HOUSING ELEMENT: AFFIRMATIVELY FURTHERING FAIR HOUSING

FIGURE 4.6-12
Share of Households by Type, 2019



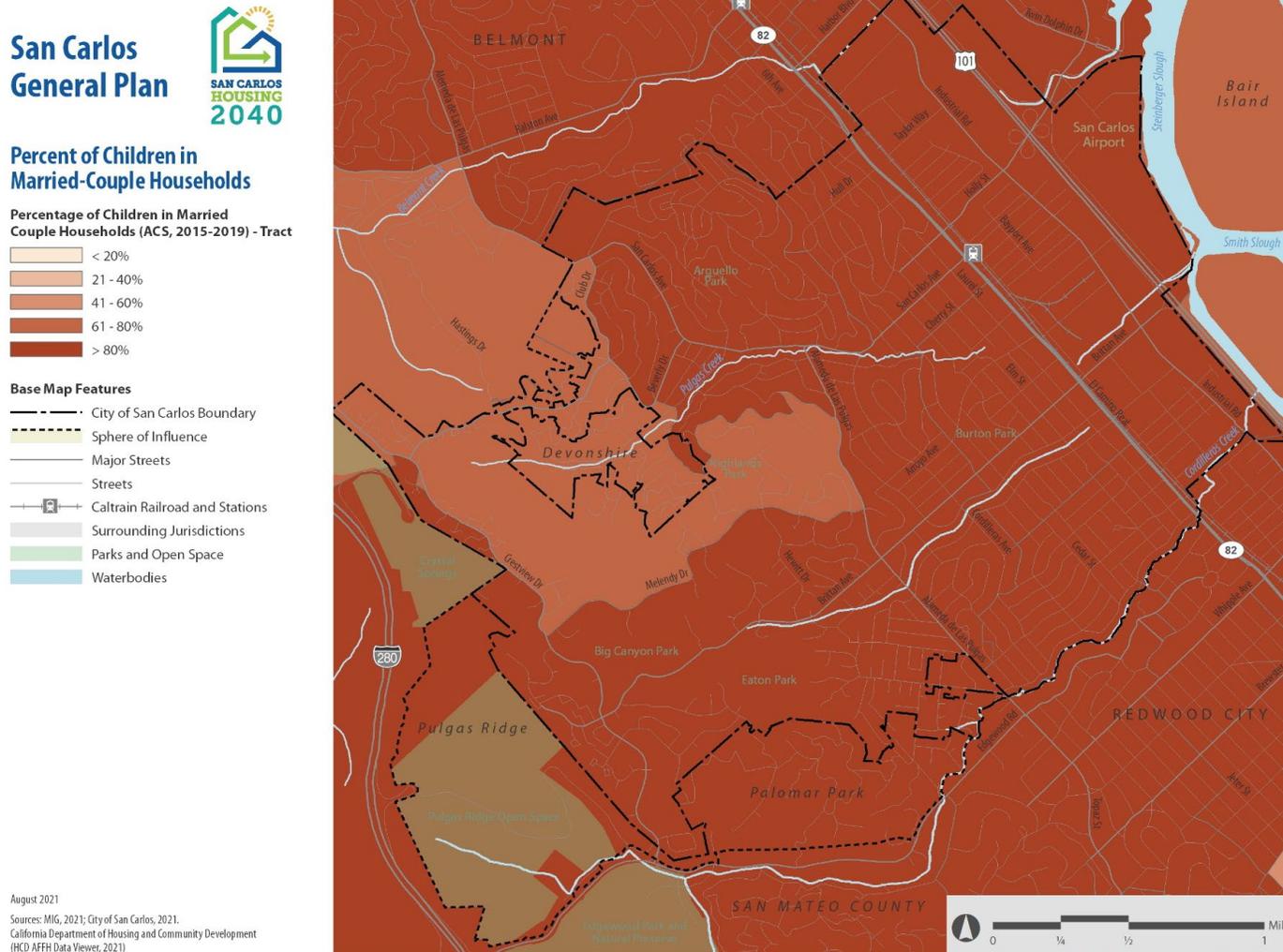
Source: ABAG Housing Needs Data Workbook

FIGURE 4.6-13
Share of Households by Size, 2019



Source: ABAG Housing Needs Data Workbook

FIGURE H-4.6-14
Percent of Children in Married-Couple Households, 2019



4 2023 HOUSING ELEMENT: AFFIRMATIVELY FURTHERING FAIR HOUSING

FIGURE 4.6-15
Percent of Children in Female Headed Households (No Spouse/Partner), 2019



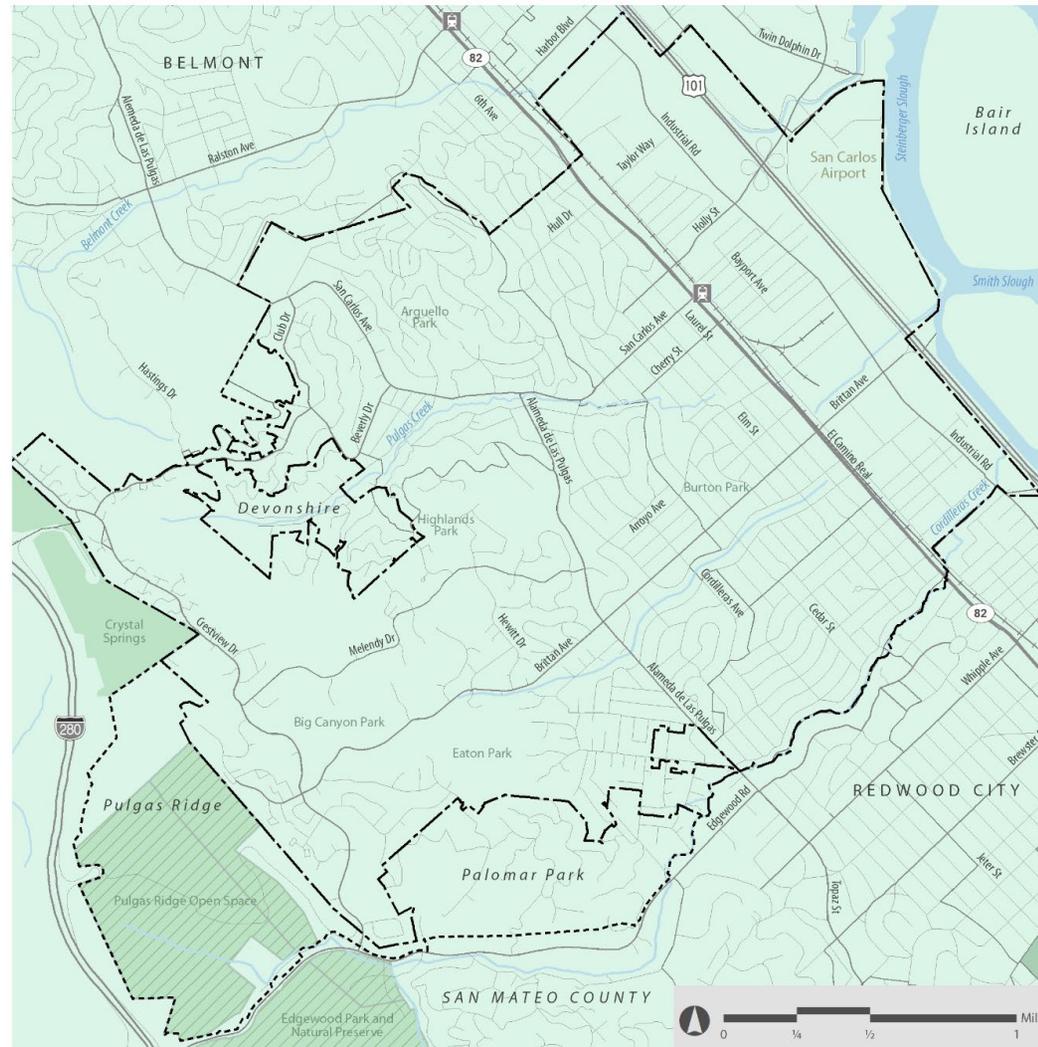
Percent of Children in Female Headed Households (No Spouse/ Partner)

Percentage of Children in Female Headed-Households No Spouse/Partner Households (ACS, 2015-2019) - Tract



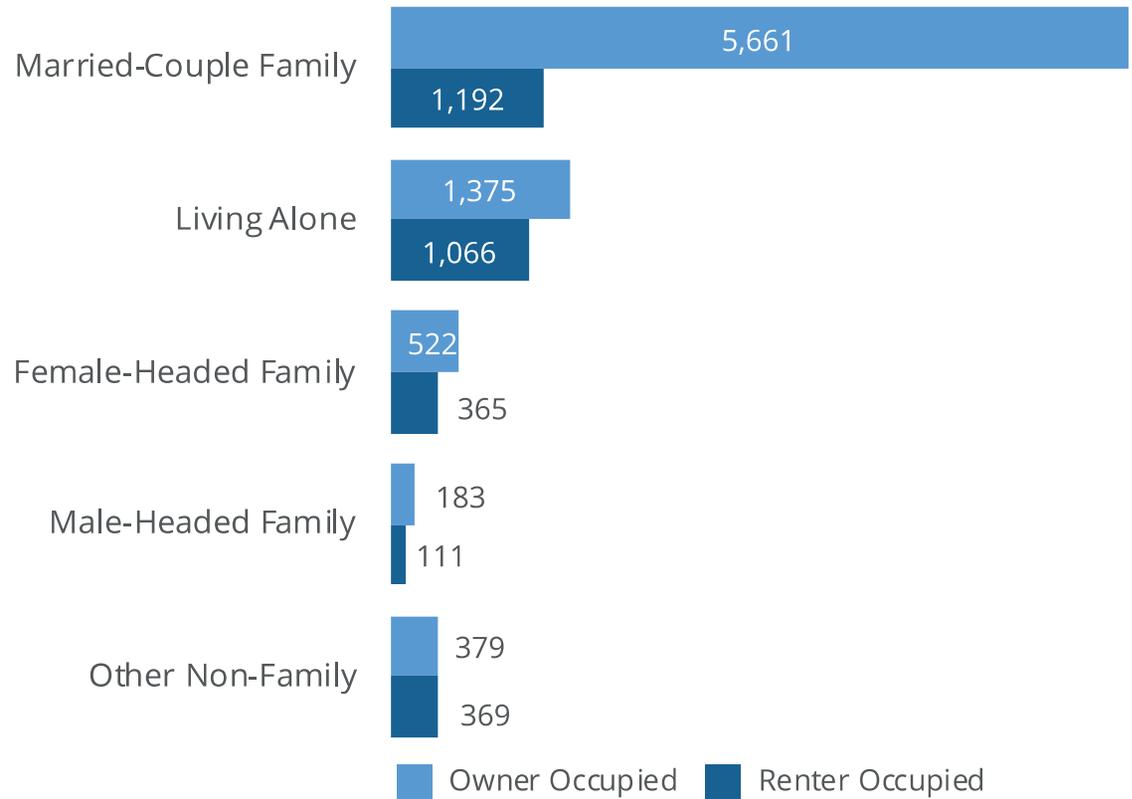
Base Map Features

- City of San Carlos Boundary
- Sphere of Influence
- Major Streets
- Streets
- Caltrain Railroad and Stations
- Surrounding Jurisdictions
- Parks and Open Space
- Waterbodies



August 2021
Sources: MIG, 2021; City of San Carlos, 2021.
California Department of Housing and Community Development
(HCD AFFH Data Viewer, 2021)

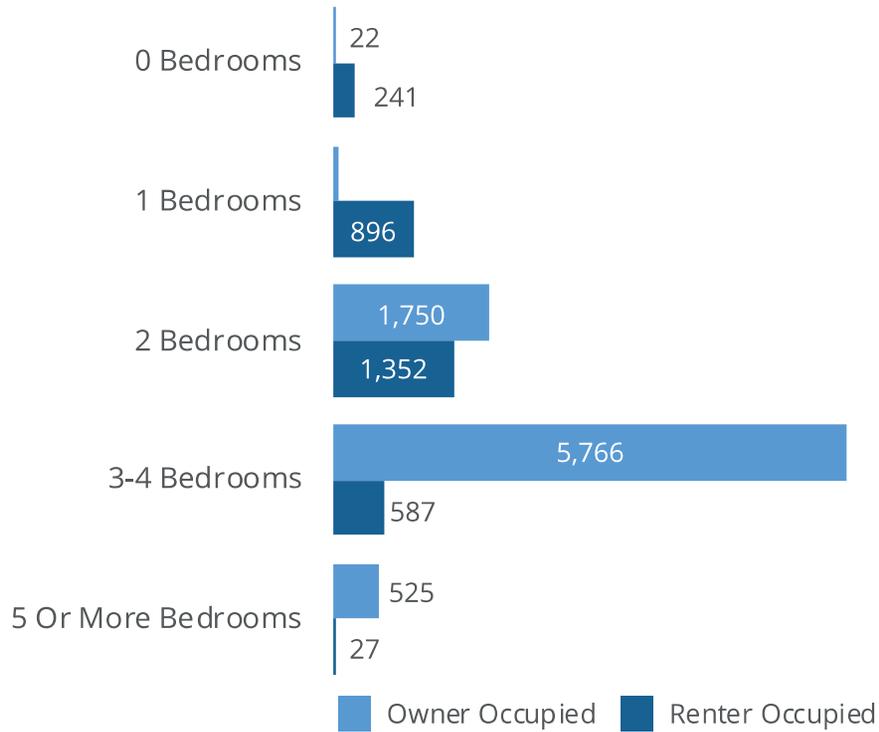
FIGURE 4.6-16
Housing Type by Tenure, San Carlos, 2019



Source: ABAG Housing Needs Data Workbook

4 2023 HOUSING ELEMENT: AFFIRMATIVELY FURTHERING FAIR HOUSING

FIGURE 4.6-17
Housing Units by Number of Bedrooms and Tenure, San Carlos, 2019



Source: ABAG Housing Needs Data Workbook

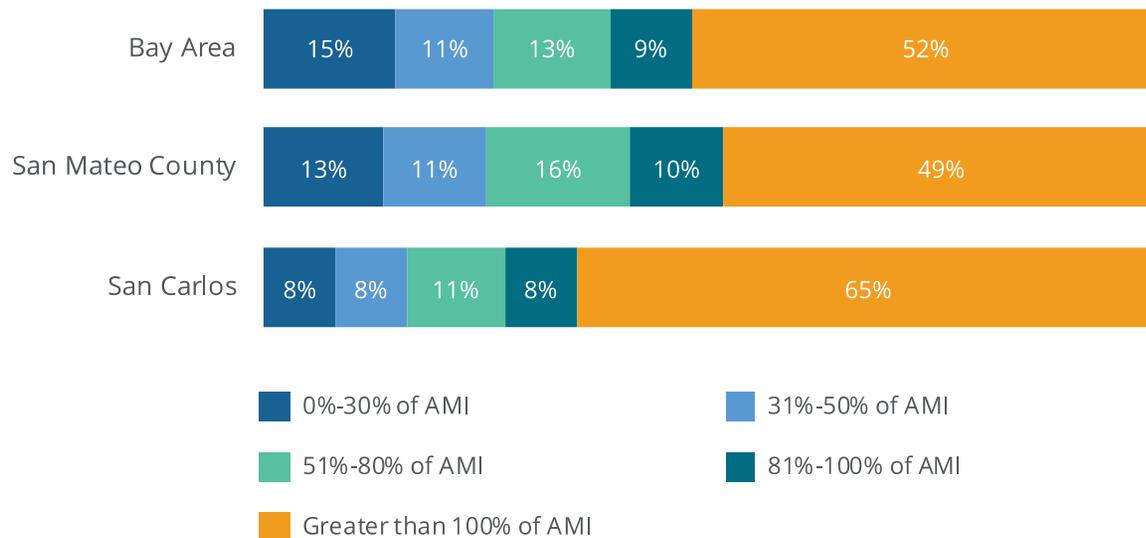
Household Income

The household income distribution by percent of area median income (AMI) skews higher in San Carlos than in the county. Sixteen percent of San Carlos households earn less than 50 percent AMI compared to 24 percent in the county (Figure 4.6-18). All but one block group in the city has a median income of less than \$125,000 (Figure 4.6-19 and Figure 4.6-20). That block group, located in the central part of the city, has a concentration of low and moderate (LMI) residents, with between 75 and 100 percent LMI. Still, no areas of the city have concentrated poverty (Figure 4.6-21).

The California Tax Credit Allocation Committee (TCAC) in collaboration with HCD developed a series of opportunity maps that help to identify areas of the community with good or poor access to opportunity for residents. These maps were developed to align funding allocations with the goal of improving outcomes for low-income residents – particularly children.

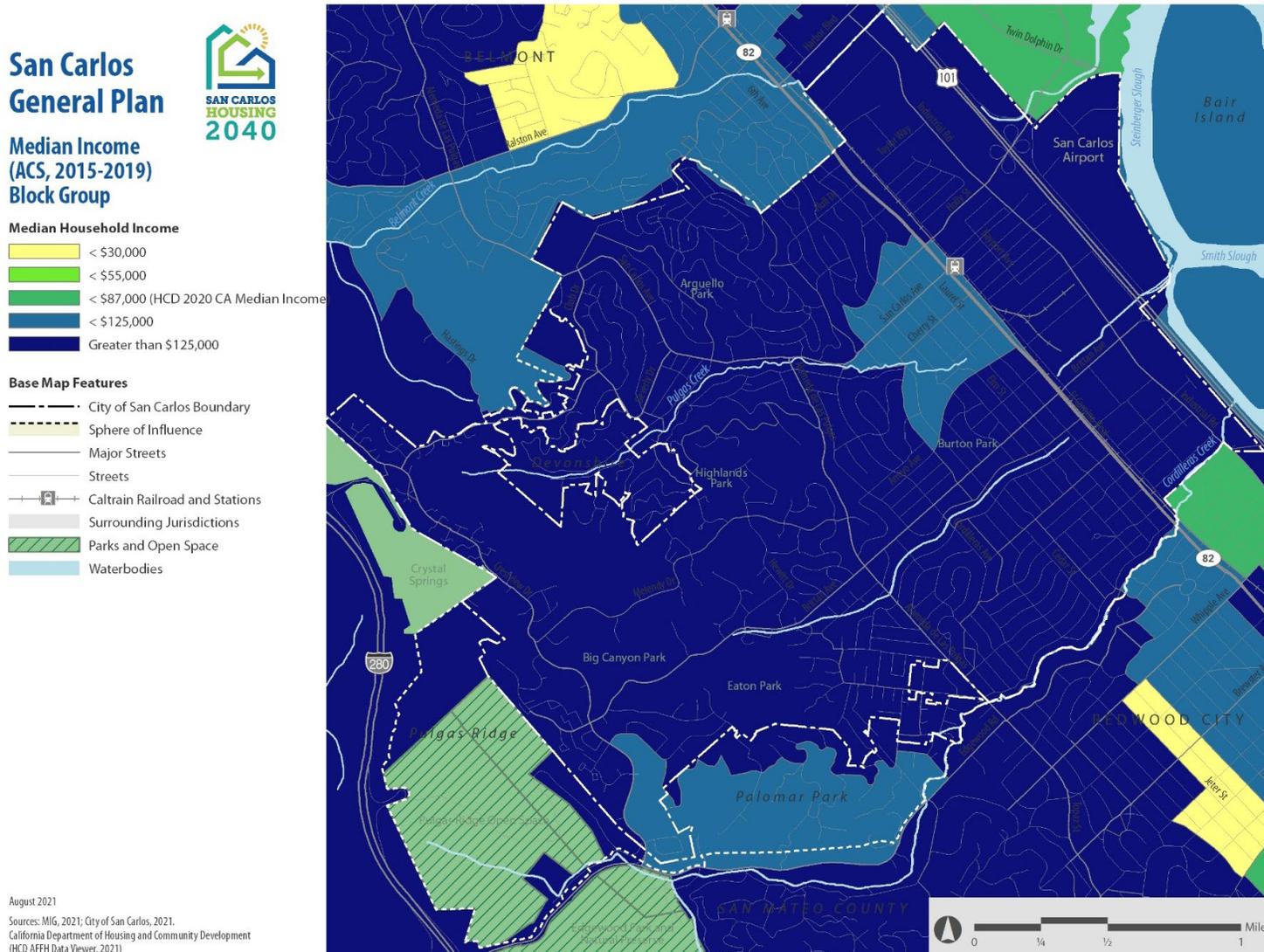
The opportunity maps highlight areas of highest resource, high resource, moderate resource, moderate resource (rapidly changing), low resource and high segregation and poverty. TCAC provides opportunity maps for access to opportunity in quality education, employment, transportation, and environment , as well as a composite map. Opportunity scores are presented on a scale from zero to one and the higher the number, the more positive the outcomes.

FIGURE 4.6-18
Share of Households by Area Median Income (AMI), 2019



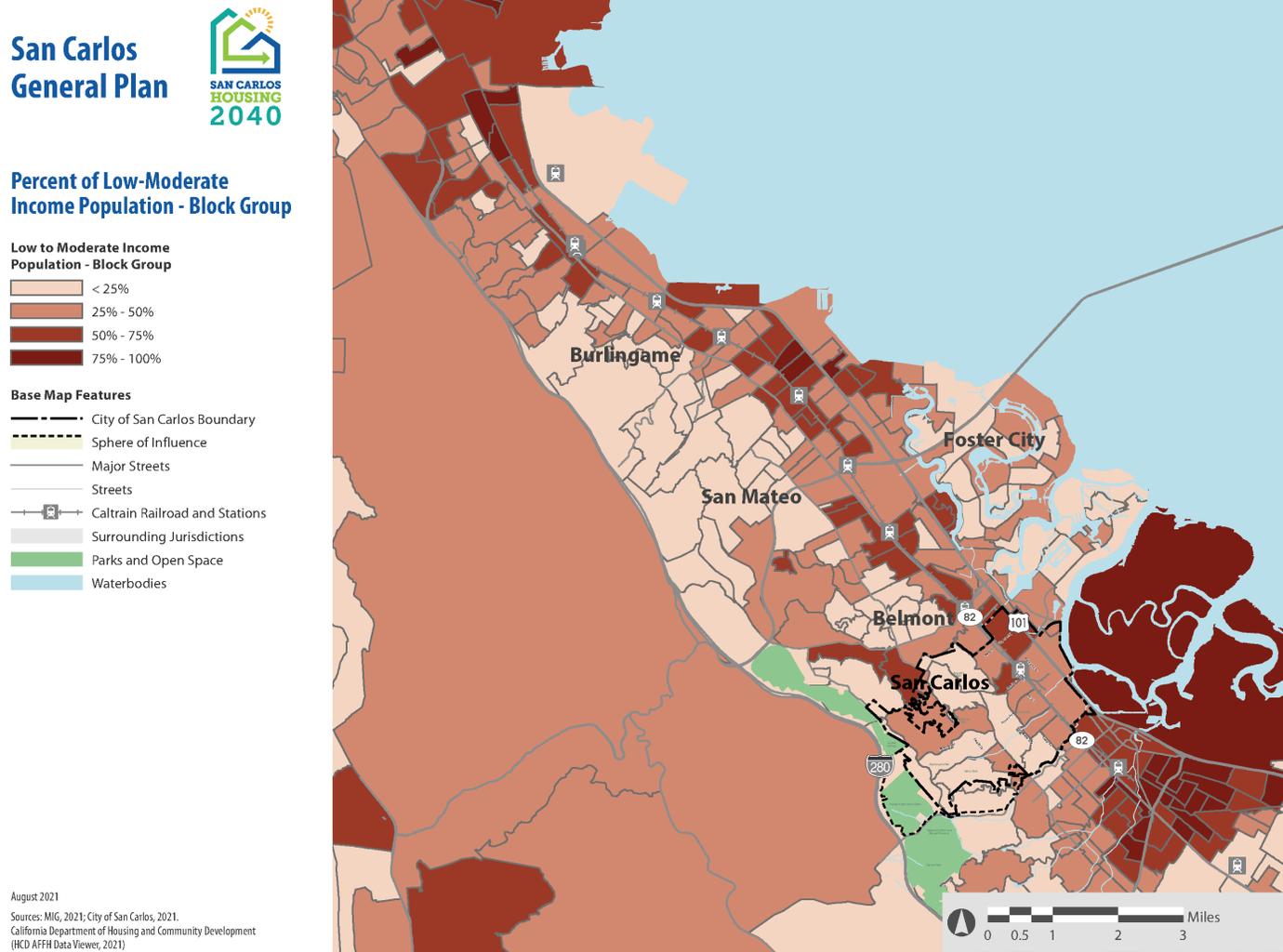
4 2023 HOUSING ELEMENT: AFFIRMATIVELY FURTHERING FAIR HOUSING

FIGURE 4.6-19
Median Income by Census Block Group, 2019



August 2021
Sources: MIG, 2021; City of San Carlos, 2021.
California Department of Housing and Community Development
(HCD AFFH Data Viewer, 2021)

FIGURE 4.6-20
Low to Moderate Income Population by Block Group, 2019



4 2023 HOUSING ELEMENT: AFFIRMATIVELY FURTHERING FAIR HOUSING

FIGURE 4.6-21
Poverty Status by Census Tract, 2019

San Carlos
General Plan



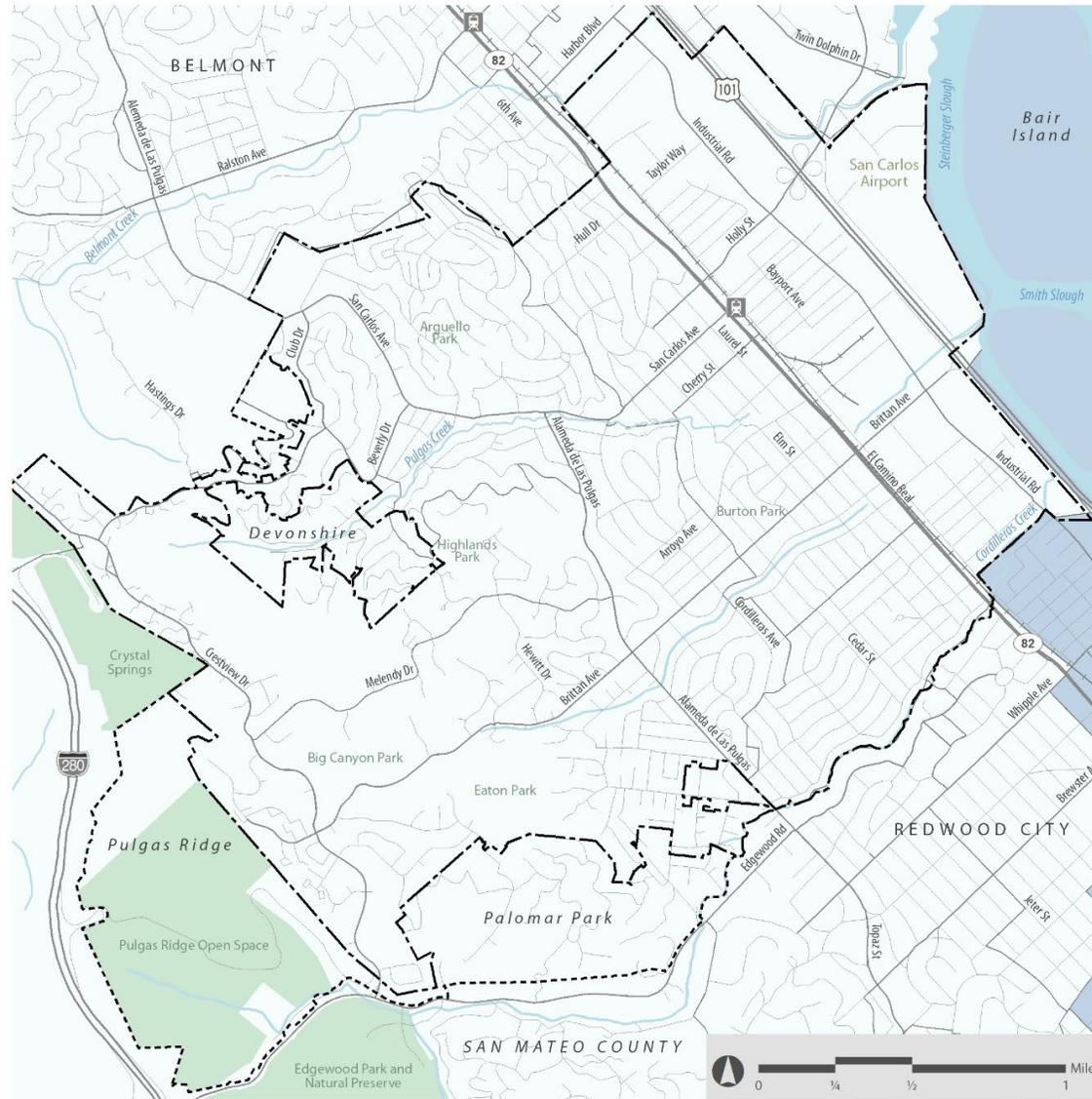
Poverty Status (ACS, 2015-2019) — Tract

Percent of Population whose income
in the past 12 months is below poverty level



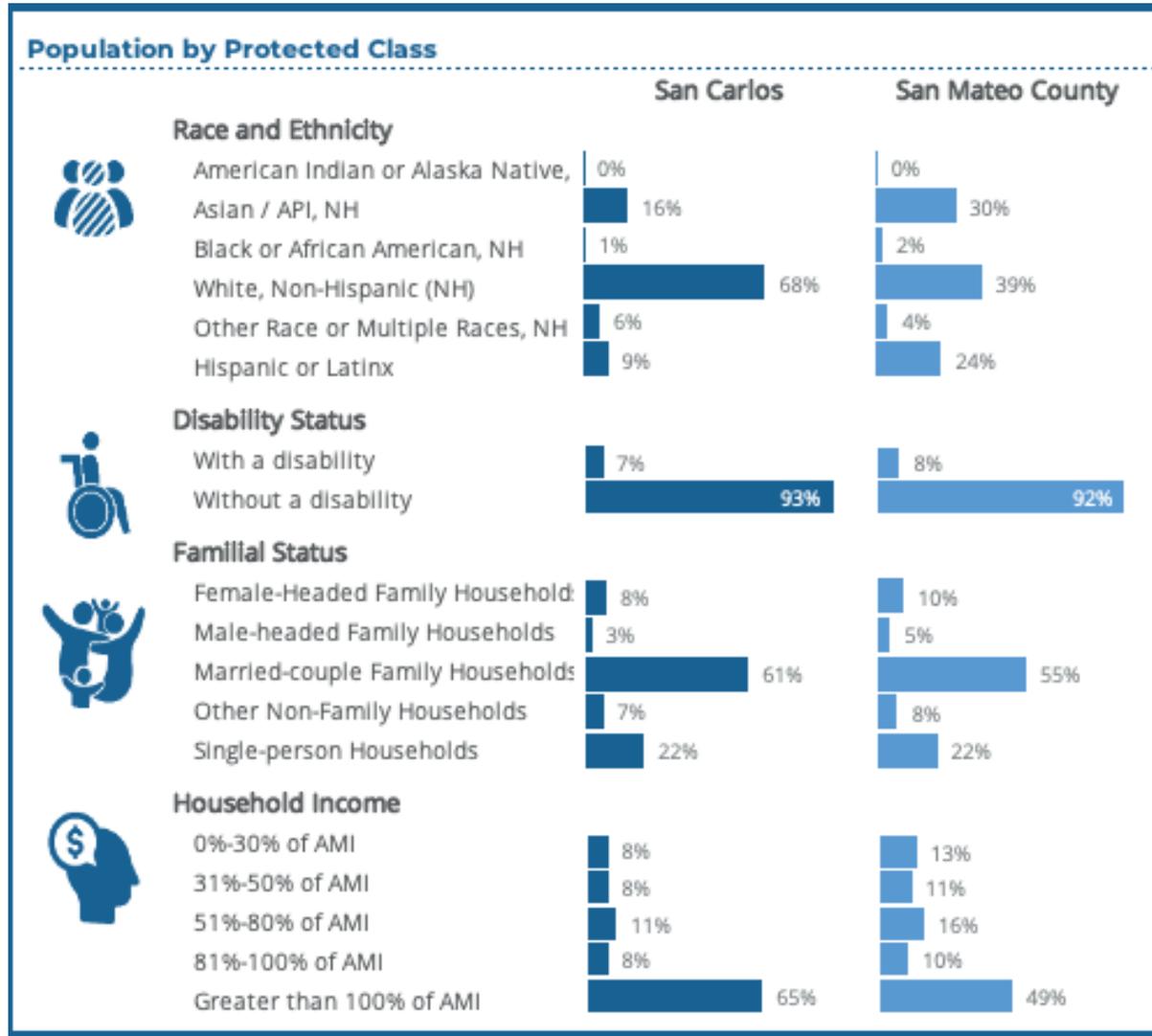
Base Map Features

-  City of San Carlos Boundary
-  Sphere of Influence
-  Major Streets
-  Streets
-  Caltrain Railroad and Stations
-  Surrounding Jurisdictions
-  Parks and Open Space
-  Waterbodies



August 2021
Sources: MIG, 2021; City of San Carlos, 2021.
California Department of Housing and Community Development
(HCD AFFH Data Viewer, 2021)

FIGURE 4.6-22
Segregation and Integration Summary



4 2023 HOUSING ELEMENT: AFFIRMATIVELY FURTHERING FAIR HOUSING

FIGURE 4.6-23
Racially Concentrated Areas of Affluence (RCAA's), 2015-2019

San Carlos
General Plan



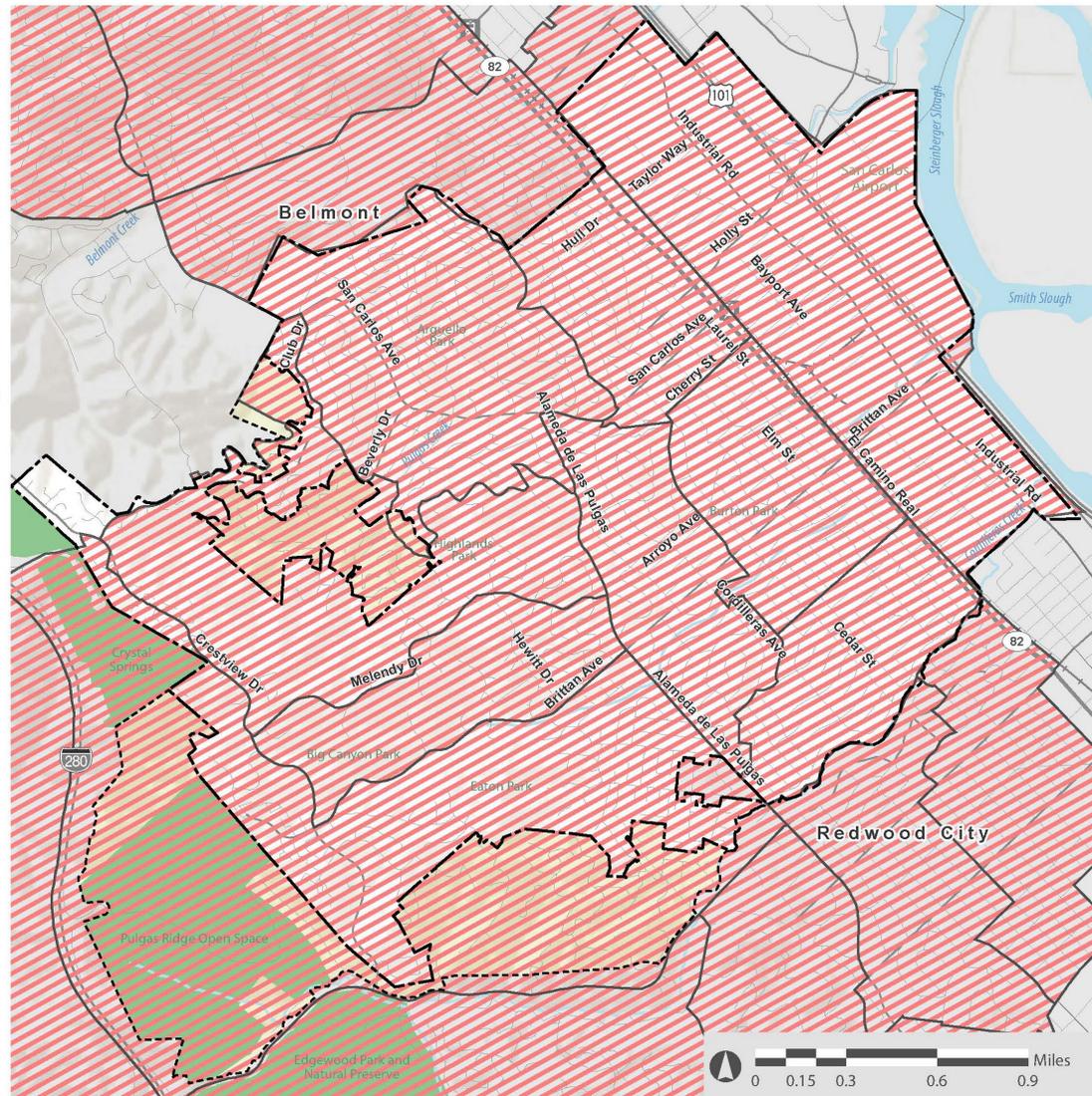
Racially Concentrated Areas
of Affluence (RCAA's)

Racially Concentrated Areas of Affluence (RCAA's)



Base Map Features

-  City of San Carlos Boundary
-  Sphere of Influence
-  Major Streets
-  Streets
-  Caltrain Railroad and Stations
-  Surrounding Jurisdictions
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-  Waterbodies



August 2021
Sources: MIG, 2021; City of San Carlos, 2021.
California Department of Housing and Community Development
(HCD AFFH Data Viewer, 2021)

Education. TCAC’s education score is based on math proficiency, reading proficiency, high school graduation rates, and the student poverty rate. According to TCAC’s educational opportunity map (Figure 4.6-24), all census tracts in San Carlos score higher than 0.75—indicating strong educational environments. Opportunity scores are presented on a scale from zero to one and the higher the number, the more positive the outcomes.

San Carlos is served by the Sequoia Union High School District; San Carlos Elementary School is the local elementary school. Sequoia Union gained students between the 2010-2011 and 2020-2021 period, and had the largest increase in student body among schools serving the county. San Carlos Elementary’s enrollment was stable. During the pandemic, the high school enrollment was stable; San Carlos Elementary declined by four percentage points.

The Sequoia Union district enrollment by race and ethnicity is less likely to be Asian and more likely to be Hispanic and White than all students in the county (Table 4.6-2). San Carlos Elementary school differs from the high school district in that it is more likely to be Asian and White, and less likely to be Hispanic. Compared to the county overall, both Sequoia Union and San Carlos Elementary have fewer English Language Learners. San Carlos Elementary has far fewer students qualifying for free and reduced lunch (six percent in the elementary district compared to 30 percent for the high school district and 29 percent countywide).

Educational proficiency among Sequoia Union High School students and San Carlos Elementary School students exceeds or

matches countywide proficiency except for English language arts for boys. San Carlos Elementary students have high rates of proficiency across the board (Table 4.6-3). Yet proficiency gaps exist by race and ethnicity: Black/African American students attending both San Carlos Elementary and Sequoia High have some of the lowest rates of mathematics proficiency in the county: just 11 percent (elementary) and 18 percent (high school) of Black/African American students are proficient in math, compared to 22 percent in Redwood Elementary, 36 percent in Las Lomitas Elementary, and 40 percent in Menlo Park Elementary (Table 4.6-4). The same differences occur for English language proficiency: In San Carlos Elementary School District, 80 percent of the student body met or exceeded English testing standards, but only 19 percent of Black/African American students met or exceeded testing standards—a 61 percentage point gap (Table 4.6-5). Hispanic students also have proficiency gaps, but they are not as severe. Only three percent of English language learners and 9 percent of students with disabilities in the Sequoia Union High School District meet or exceed math standards—some of the lowest proficiency among schools in the county (Table 4.6-6).

Employment. San Carlos’ job opportunities have changed significantly since 2002 due to a large decline in Manufacturing jobs and a rapid increase in Professional & Managerial Service jobs (Figure 4.6-25). The city’s jobs to household ratio mirrors the county and Bay area (Figure 4.6-26) and the unemployment rate is slightly lower (4.9 percent in San Carlos compared to 5.9 percent in the county and 6.6 percent in the Bay area).

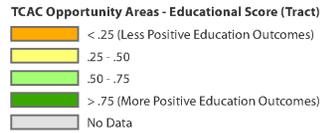
4 2023 HOUSING ELEMENT: AFFIRMATIVELY FURTHERING FAIR HOUSING

FIGURE 4.6-24
TCAC Opportunity Areas Education Score by Census Tract, 2021

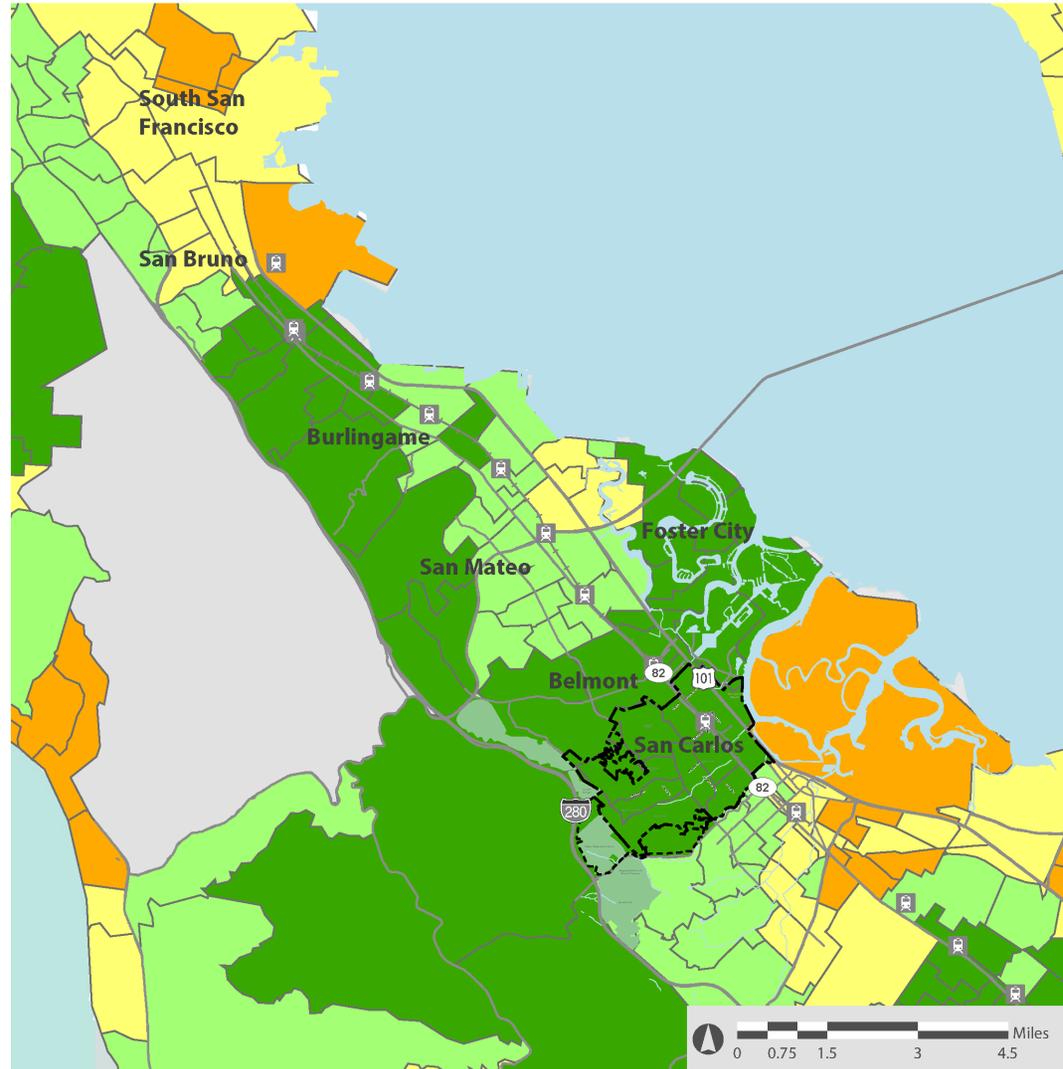
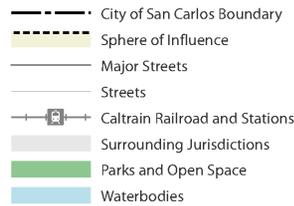
San Carlos
General Plan



TCAC Opportunity Areas - Educational Score



Base Map Features



August 2021
Sources: MIG, 2021; City of San Carlos, 2021.
California Department of Housing and Community Development
(HCD AFFH Data Viewer, 2021)

Table 4.6-2: Student body by Race and Ethnicity, 2020-2021

School District	Asian	Black	Filipino	Hispanic	Pacific Islander	White	Two or more races
Unified School Districts							
Cabrillo Unified	1%	0%	1%	52%	0%	40%	5%
La Honda-Pescadero	0%	0%	1%	63%	0%	35%	1%
South San Francisco	14%	1%	23%	48%	2%	6%	6%
High & Elementary School Districts							
Jefferson Union High School	15%	1%	29%	31%	1%	14%	7%
Bayshore Elementary	19%	3%	21%	41%	4%	3%	8%
Brisbane Elementary	20%	1%	12%	28%	0%	24%	11%
Jefferson Elementary	19%	2%	25%	36%	1%	11%	5%
Pacifica	8%	1%	9%	26%	0%	39%	16%
San Mateo Union High School	23%	1%	5%	32%	2%	28%	10%
Burlingame Elementary	27%	0%	3%	16%	0%	41%	9%
Hillsborough Elementary	32%	0%	2%	5%	0%	48%	12%
Millbrae Elementary	46%	1%	6%	20%	2%	16%	8%
San Bruno Park Elementary	16%	1%	10%	41%	5%	15%	1%
San Mateo-Foster City	26%	1%	3%	37%	2%	21%	9%
Sequoia Union High School	9%	2%	1%	45%	2%	35%	5%
Belmont-Redwood Shores	32%	1%	3%	12%	1%	34%	14%
Las Lomas Elementary	18%	1%	1%	13%	0%	53%	14%
Menlo Park City Elementary	13%	1%	1%	17%	1%	55%	11%
Portola Valley Elementary	6%	0%	0%	14%	0%	66%	13%
Ravenswood City Elementary	0%	5%	0%	84%	7%	1%	2%
Redwood City Elementary	4%	1%	1%	70%	1%	19%	4%
San Carlos Elementary	18%	1%	1%	14%	0%	49%	13%
Woodside Elementary	4%	2%	0%	16%	1%	64%	11%
Total	17%	1%	8%	38%	2%	26%	8%

Note: In almost all school districts, less than 1% of students were Native American, so they are not included in this table.

Source: California Department of Education and Root Policy Research

Table 4.6-3: Students who Met or Exceeded Testing Standards, by Gender and District, 2018-2019

District	English Language Arts/Literacy			Mathematics		
	Total	Boys	Girls	Total	Boys	Girls
Unified School Districts						
Cabrillo Unified	48%	41%	55%	34%	31%	38%
La Honda-Pescadero	43%	36%	49%	31%	34%	28%
South San Francisco	52%	45%	60%	44%	42%	45%
High & Elementary School Districts						
Jefferson Union High School	57%	52%	63%	37%	38%	35%
Bayshore Elementary	27%	24%	31%	27%	27%	28%
Brisbane Elementary	64%	56%	72%	54%	56%	53%
Jefferson Elementary	48%	43%	54%	37%	39%	35%
Pacifica	60%	55%	65%	57%	57%	57%
San Mateo Union High School	70%	66%	76%	50%	50%	50%
Burlingame Elementary	80%	75%	84%	78%	78%	78%
Hillsborough Elementary	85%	81%	89%	85%	86%	84%
Millbrae Elementary	63%	57%	70%	58%	58%	58%
San Bruno Park Elementary	50%	47%	53%	41%	43%	38%
San Mateo-Foster City	62%	58%	67%	56%	56%	56%
Sequoia Union High School	68%	64%	72%	50%	50%	50%
Belmont-Redwood Shores	82%	78%	86%	79%	78%	80%
Las Lomas Elementary	86%	84%	88%	82%	84%	80%
Menlo Park City Elementary	84%	81%	87%	83%	82%	83%
Portola Valley Elementary	87%	83%	91%	83%	84%	82%
Ravenswood City Elementary	22%	20%	23%	15%	16%	13%
Redwood City Elementary	54%	49%	59%	46%	46%	46%
San Carlos Elementary	80%	77%	83%	75%	76%	74%
Woodside Elementary	88%	85%	91%	84%	85%	83%
Total	62%	57%	67%	52%	52%	52%

Source: California Department of Education, California Assessment of Student Performance and Progress, and Root Policy Research

Table 4.6-4: Students who Met or Exceeded Mathematics Testing Standards, by Race/Ethnicity and District, 2018-2019

School District	Overall	Asian	Black	Filipino	Hispanic	Pacific Islander	White
Unified School Districts							
Cabrillo Unified	34%	65%	(no data)	38%	16%	(no data)	54%
La Honda-Pescadero	31%	(no data)	(no data)	(no data)	20%	(no data)	46%
South San Francisco	44%	75%	19%	60%	29%	33%	46%
High & Elementary School Districts							
Jefferson Union High School	37%	75%	(no data)	36%	17%	(no data)	42%
Bayshore Elementary	27%	44%	(no data)	38%	17%	14%	(no data)
Brisbane Elementary	54%	67%	(no data)	65%	38%	(no data)	60%
Jefferson Elementary	37%	61%	15%	42%	23%	20%	30%
Pacifica	57%	74%	38%	48%	38%	(no data)	66%
San Mateo Union High School	50%	84%	(no data)	46%	22%	20%	63%
Burlingame Elementary	78%	92%	53%	66%	50%	(no data)	81%
Hillsborough Elementary	85%	92%	(no data)	(no data)	76%	(no data)	82%
Millbrae Elementary	58%	75%	31%	63%	27%	11%	51%
San Bruno Park Elementary	41%	69%	23%	64%	25%	27%	50%
San Mateo-Foster City	56%	87%	30%	61%	23%	27%	69%
Sequoia Union High School	50%	81%	18%	53%	22%	11%	76%
Belmont-Redwood Shores	79%	92%	37%	77%	52%	43%	79%
Las Lomas Elementary	82%	93%	36%	(no data)	44%	(no data)	87%
Menlo Park City Elementary	83%	94%	40%	(no data)	55%	35%	88%
Portola Valley Elementary	83%	89%	(no data)	(no data)	56%	(no data)	89%
Ravenswood City Elementary	15%	(no data)	9%	(no data)	15%	11%	(no data)
Redwood City Elementary	46%	92%	22%	76%	34%	44%	75%
San Carlos Elementary	75%	91%	11%	85%	51%	(no data)	78%
Woodside Elementary	84%	92%	(no data)	(no data)	52%	(no data)	89%
Total	52%	82%	18%	50%	27%	21%	71%

Source: California Department of Education, California Assessment of Student Performance and Progress, and Root Policy Research

Table 4.6-5: Students who Met or Exceeded English Testing Standards, by Race/Ethnicity and District, 2018-2019

School District	Overall	Asian	Black	Filipino	Hispanic	Pacific Islander	White
Unified School Districts							
Cabrillo Unified	48%	78%	(no data)	54%	28%	(no data)	71%
La Honda-Pescadero	43%	(no data)	(no data)	(no data)	27%	(no data)	61%
South San Francisco	52%	76%	36%	66%	38%	44%	56%
High & Elementary School Districts							
Jefferson Union High School	57%	81%	(no data)	60%	43%	(no data)	59%
Bayshore Elementary	27%	49%	(no data)	33%	20%	14%	(no data)
Brisbane Elementary	64%	63%	(no data)	75%	51%	(no data)	79%
Jefferson Elementary	48%	62%	28%	59%	34%	33%	43%
Pacifica	60%	65%	32%	52%	45%	(no data)	68%
San Mateo Union High School	70%	88%	55%	79%	50%	34%	81%
Burlingame Elementary	80%	88%	61%	73%	55%	(no data)	83%
Hillsborough Elementary	85%	89%	(no data)	(no data)	77%	(no data)	83%
Millbrae Elementary	63%	74%	46%	68%	42%	23%	61%
San Bruno Park Elementary	50%	72%	39%	76%	36%	31%	56%
San Mateo-Foster City	62%	85%	41%	68%	34%	37%	77%
Sequoia Union High School	68%	87%	44%	92%	47%	31%	88%
Belmont-Redwood Shores	82%	91%	44%	81%	64%	61%	83%
Las Lomas Elementary	86%	91%	45%	(no data)	65%	(no data)	89%
Menlo Park City Elementary	84%	92%	60%	(no data)	62%	40%	88%
Portola Valley Elementary	87%	92%	(no data)	(no data)	58%	(no data)	93%
Ravenswood City Elementary	22%	(no data)	24%	(no data)	21%	18%	(no data)
Redwood City Elementary	54%	91%	35%	73%	43%	47%	83%
San Carlos Elementary	80%	90%	19%	76%	60%	(no data)	83%
Woodside Elementary	88%	92%	(no data)	(no data)	58%	(no data)	92%
Total	62%	82%	34%	64%	40%	31%	79%

Source: California Department of Education, California Assessment of Student Performance and Progress, and Root Policy Research

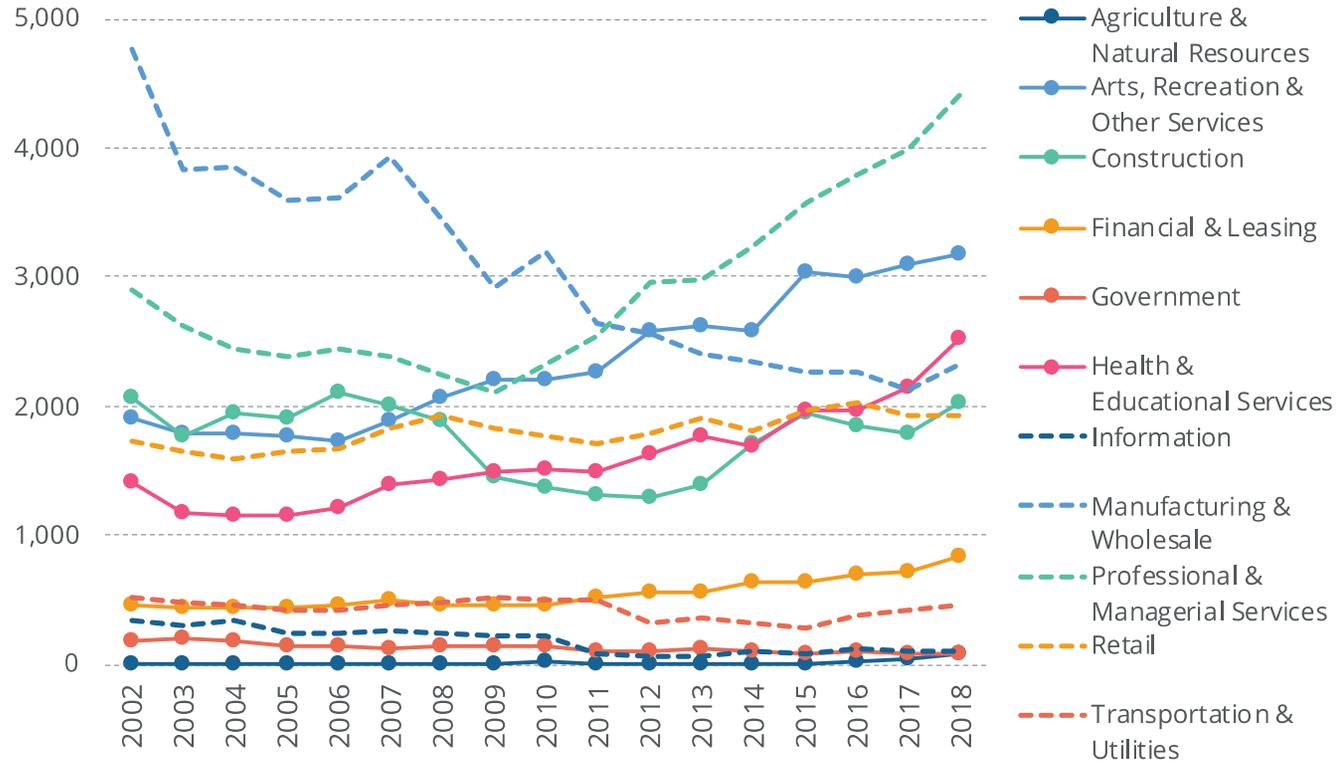
Table 4.6-6: Students who Met or Exceeded Math Testing Standards, by Special Case and District, 2018-2019

School District	Overall	English Learners	Experiencing homelessness	Migrant	With Disabilities
Unified School Districts					
Cabrillo Unified	34%	4%	5%	4%	9%
La Honda-Pescadero	31%	4%	(no data)	(no data)	2%
South San Francisco	44%	20%	25%	4%	18%
High & Elementary School Districts					
Jefferson Union High School	37%	5%	(no data)	(no data)	6%
Bayshore Elementary	27%	11%	(no data)	(no data)	9%
Brisbane Elementary	54%	4%	(no data)	(no data)	12%
Jefferson Elementary	37%	15%	36%	(no data)	11%
Pacifica	57%	22%	(no data)	(no data)	17%
San Mateo Union High School	50%	10%	(no data)	(no data)	13%
Burlingame Elementary	78%	40%	(no data)	(no data)	29%
Hillsborough Elementary	85%	(no data)	(no data)	(no data)	48%
Millbrae Elementary	58%	26%	16%	(no data)	25%
San Bruno Park Elementary	41%	12%	(no data)	(no data)	9%
San Mateo-Foster City	56%	11%	15%	(no data)	14%
Sequoia Union High School	50%	3%	33%	(no data)	9%
Belmont-Redwood Shores	79%	42%	(no data)	(no data)	43%
Las Lomas Elementary	82%	54%	(no data)	(no data)	28%
Menlo Park City Elementary	83%	31%	(no data)	(no data)	38%
Portola Valley Elementary	83%	14%	(no data)	(no data)	39%
Ravenswood City Elementary	15%	5%	11%	(no data)	2%
Redwood City Elementary	46%	14%	(no data)	29%	14%
San Carlos Elementary	75%	24%	(no data)	(no data)	21%
Woodside Elementary	84%	27%	(no data)	(no data)	41%

Source: California Department of Education, California Assessment of Student Performance and Progress, and Root Policy Research

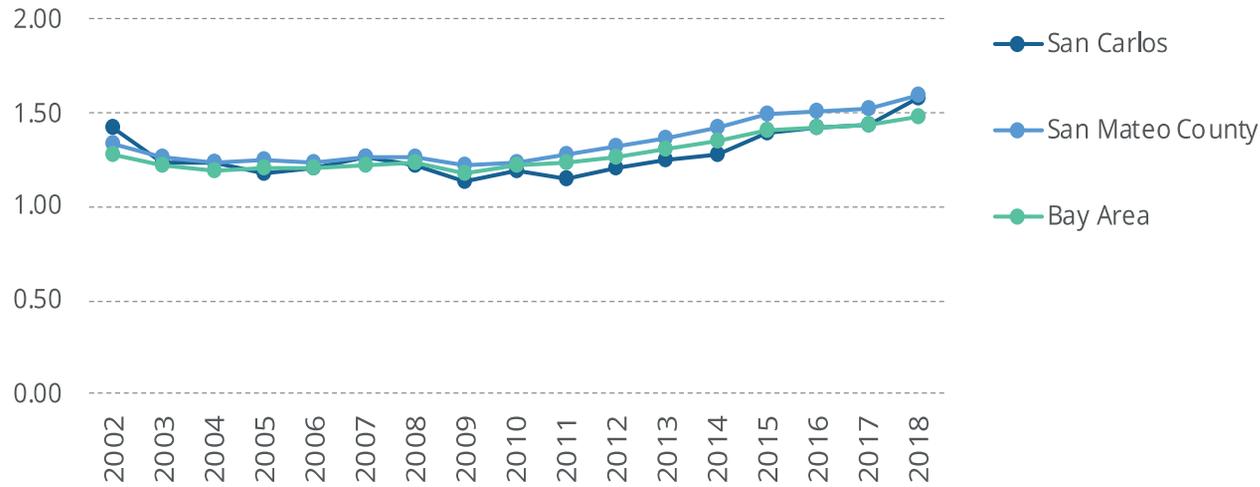
4 2023 HOUSING ELEMENT: AFFIRMATIVELY FURTHERING FAIR HOUSING

FIGURE 4.6-25
Jobs by Industry, San Carlos, 2002-2018



Source: ABAG Housing Needs Data Workbook

FIGURE 4.6-26
Jobs to Household Ratio, San Carlos, 2002-2018



Source: ABAG Housing Needs Data Workbook

4 2023 HOUSING ELEMENT: AFFIRMATIVELY FURTHERING FAIR HOUSING



TCAC’s economic opportunity score is comprised of poverty, adult educational attainment, employment, job proximity, and median home value. The vast majority of the city ranks very high on economic opportunity, with the areas around Highway 101 offering moderate opportunity (Figure 4.6-27). The areas abutting Highway 101, however, offer the best job proximity (Figure 4.6-28).

Transportation. This section provides a summary of the transportation system that serves the broader region including emerging trends and data relevant to transportation access. The San Mateo County Transit District acts as the administrative body for transit and transportation programs in the county including SamTrans and the Caltrain commuter rail. SamTrans provides bus services in San Mateo County, including Redi-Wheels paratransit service.

In 2018, the Metropolitan Transportation Commission (MTC), which covers the entire Bay Area, adopted a coordinated public transit and human services transportation plan. While developing the coordinated plan, the MTC conducted extensive community outreach about transportation within the area. That plan—which was developed by assessing the effectiveness of how well seniors, persons with disabilities, veterans, and people with low incomes are served—was reviewed to determine gaps in services in San Mateo County. Pertinent feedback in that plan included:

“San Mateo’s [Paratransit Coordinating Council] PCC and County Health System, as well as the Peninsula Family Service Agency provided feedback. The most common themes expressed had to do with pedestrian and bicycle needs at specific locations throughout the county, though some covered more general comments such as parked cars blocking sidewalk right-of-way and a desire for bike lanes to accommodate motorized scooters and wheelchairs. Transportation information, emerging mobility providers, and transit fares were other common themes.

While some comments related to the use of car share, transportation network companies (TNCs), or autonomous vehicles as potential solutions, other comments called for the increased accessibility and affordability of these services in the meantime.”⁸

A partnership between the World Institute on Disability and the MTC created the research and community engagement project TRACS (Transportation Resilience, Accessibility & Climate Sustainability). The project’s overall goal is to, “stimulate connection and communication between the community of seniors and people with disabilities together with the transportation system— the agencies in the region local to the San Francisco bay, served by MTC.”⁹

⁸ https://mtc.ca.gov/sites/default/files/MTC_Coordinated_Plan.pdf

⁹ <https://wid.org/transportation-accessibility/>

FIGURE 4.6-27
TCAC Opportunity Areas Economic Score by Census Tract, 2021

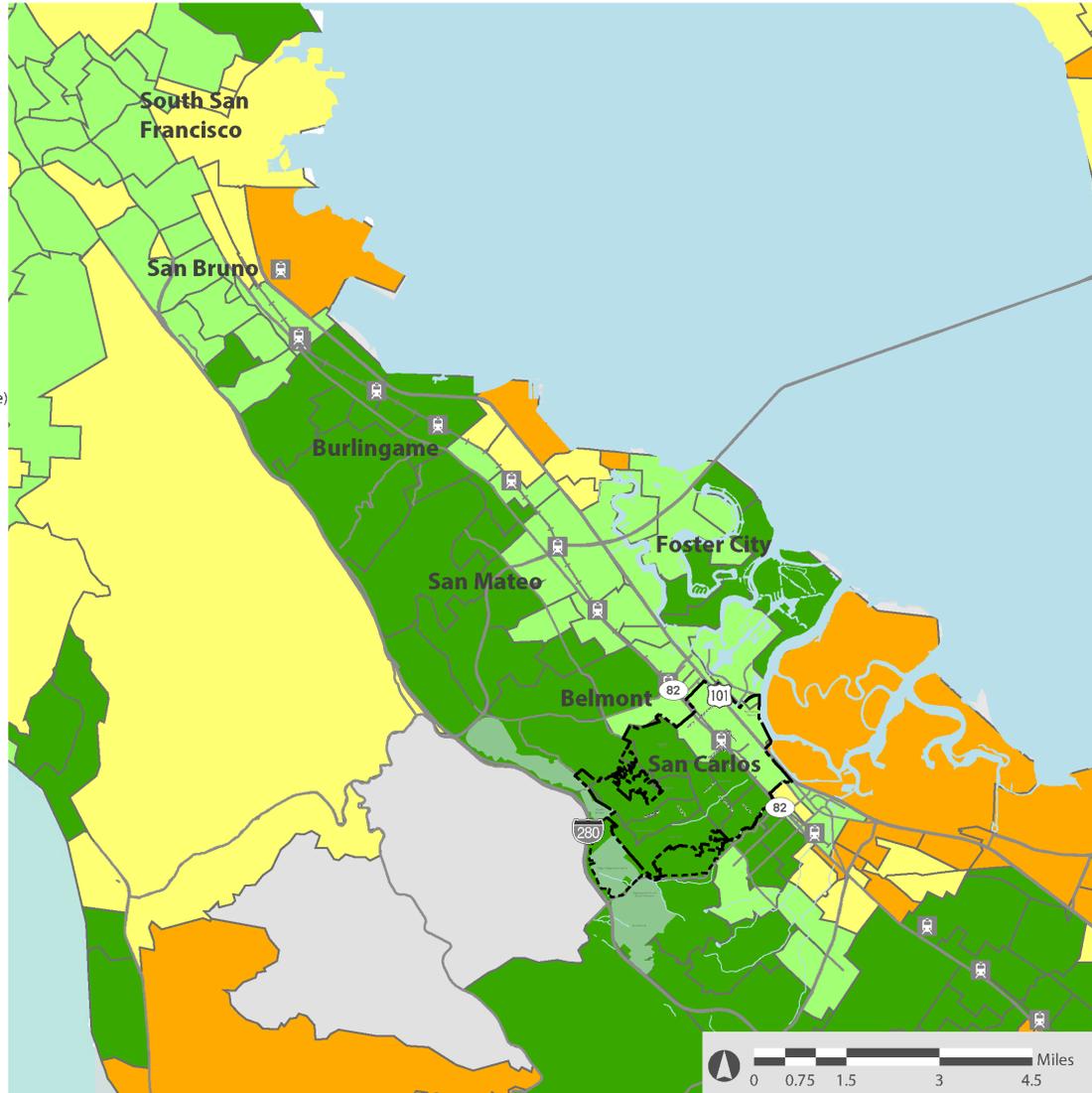


TCAC Opportunity Areas - Economic Score

- TCAC Opportunity Areas - Economic Score (Tract)**
- < .25 (Less Positive Economic Outcome)
 - .25 - .50
 - .50 - .75
 - > .75 (More Positive Economic Outcome)
 - No Data

Base Map Features

- City of San Carlos Boundary
- Sphere of Influence
- Major Streets
- Streets
- Caltrain Railroad and Stations
- Surrounding Jurisdictions
- Parks and Open Space
- Waterbodies



August 2021
Sources: MIG, 2021; City of San Carlos, 2021.
California Department of Housing and Community Development
(HCD AFFH Data Viewer, 2021)

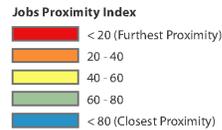
4 2023 HOUSING ELEMENT: AFFIRMATIVELY FURTHERING FAIR HOUSING

FIGURE 4.6-28
Jobs Proximity Index by Block Group

San Carlos
General Plan

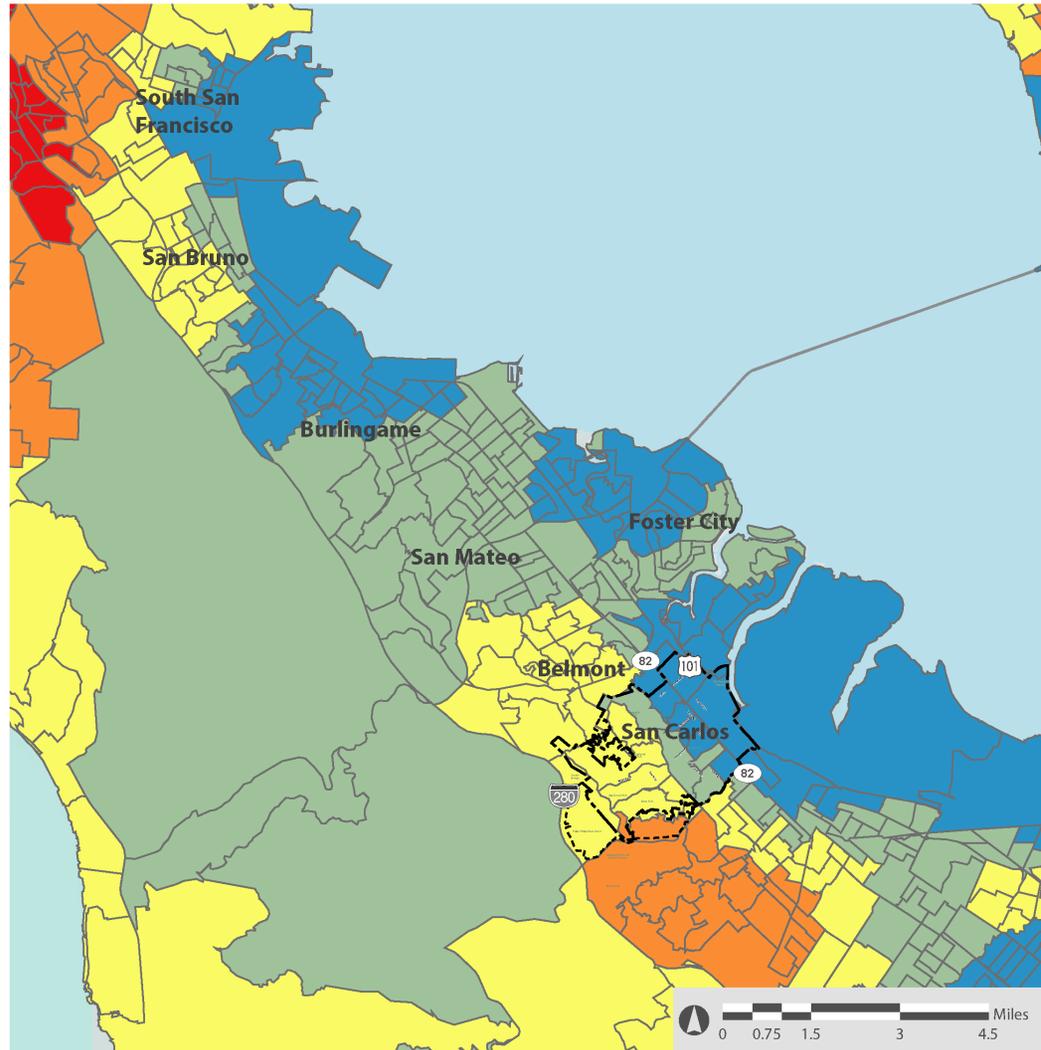


Jobs Proximity Index by Block Group, 2017



Base Map Features

- City of San Carlos Boundary
- Sphere of Influence
- Major Streets
- Streets
- Caltrain Railroad and Stations
- Surrounding Jurisdictions
- Parks and Open Space
- Waterbodies



August 2021
Sources: MIG, 2021; City of San Carlos, 2021.
California Department of Housing and Community Development
(HCD AFFH Data Viewer, 2021)

As part of the TRACS outreach process, respondents were asked to share their compliments or good experiences with MTC transit. One respondent who had used multiple services said, “it is my sense that SamTrans is the best Bay Area transit provider in terms of overall disability accommodation.”

The San Mateo County Transit District updated their Mobility Plan for Older Adults and People with Disabilities in 2018. According to the district, the county’s senior population is expected to grow more than 70% over the next 20 years and the district is experiencing unprecedented increases in paratransit ridership. The plan is targeted at developing effective mobility programs for residents with disabilities and older adults including viable alternatives to paratransit, partnerships, and leveraging funding sources.¹⁰MTC also launched Clipper START – an 18-month pilot project – in 2020 which provides fare discounts on single transit rides for riders whose household income is no more than double the federal poverty level.¹¹

Environment. TCAC’s opportunity areas environmental scores are based on the CalEnviroScreen 3.0 indicators, which identify areas disproportionately vulnerable to pollution sources such as ozone, PM2.5, diesel PM, pesticides, toxic release, traffic, cleanup sites, groundwater threats, hazardous waste, impaired water bodies, and solid waste sites. In addition to environmental factors (pollutant exposure, groundwater threats, toxic sites, and

hazardous materials exposure) and sensitive receptors (seniors, children, persons with asthma, and low birth weight infants), CalEnviroScreen also takes into consideration socioeconomic factors. These factors include educational attainment, linguistic isolation, poverty, and unemployment. Research has shown a heightened vulnerability of people of certain ethnicities and lower socioeconomic status to environmental pollutants. In San Carlos, there are more significant disparities in environmental outcomes than in other opportunity indicators (Figure 4.6-29). The neighborhoods aligning Highway 101 have low to moderate outcomes, while the balance of the city has moderate outcomes (but for two census tracts with more positive outcomes).

Disparities in access to opportunity

TCAC’s composite opportunity score for San Carlos shows census tracts along Highway 101 fall within high resource areas while the rest of the city is within the highest resource areas (Figure 4.6-30). The Social Vulnerability Index (SVI) provided by the Center for Disease Control (CDC) – ranks census tracts based on their ability to respond to a disaster – includes four themes of socioeconomic status, household composition, race or ethnicity, and housing and transportation. Nearly all of the city has the lowest vulnerability, with one tract, in the northeast part of the city abutting Belmont, as low to moderate vulnerability (Figure 4.6-31).

¹⁰ https://www.samtrans.com/Planning/Planning_and_Research/Mobility_Plan_for_Older_Adults_and_People_with_Disabilities.html

¹¹ <https://mtc.ca.gov/planning/transportation/access-equity-mobility/clipperr-startsm>

4 2023 HOUSING ELEMENT: AFFIRMATIVELY FURTHERING FAIR HOUSING

FIGURE 4.6-29
TCAC Opportunity Areas Environmental Score by Census Tract, 2021

**San Carlos
General Plan**

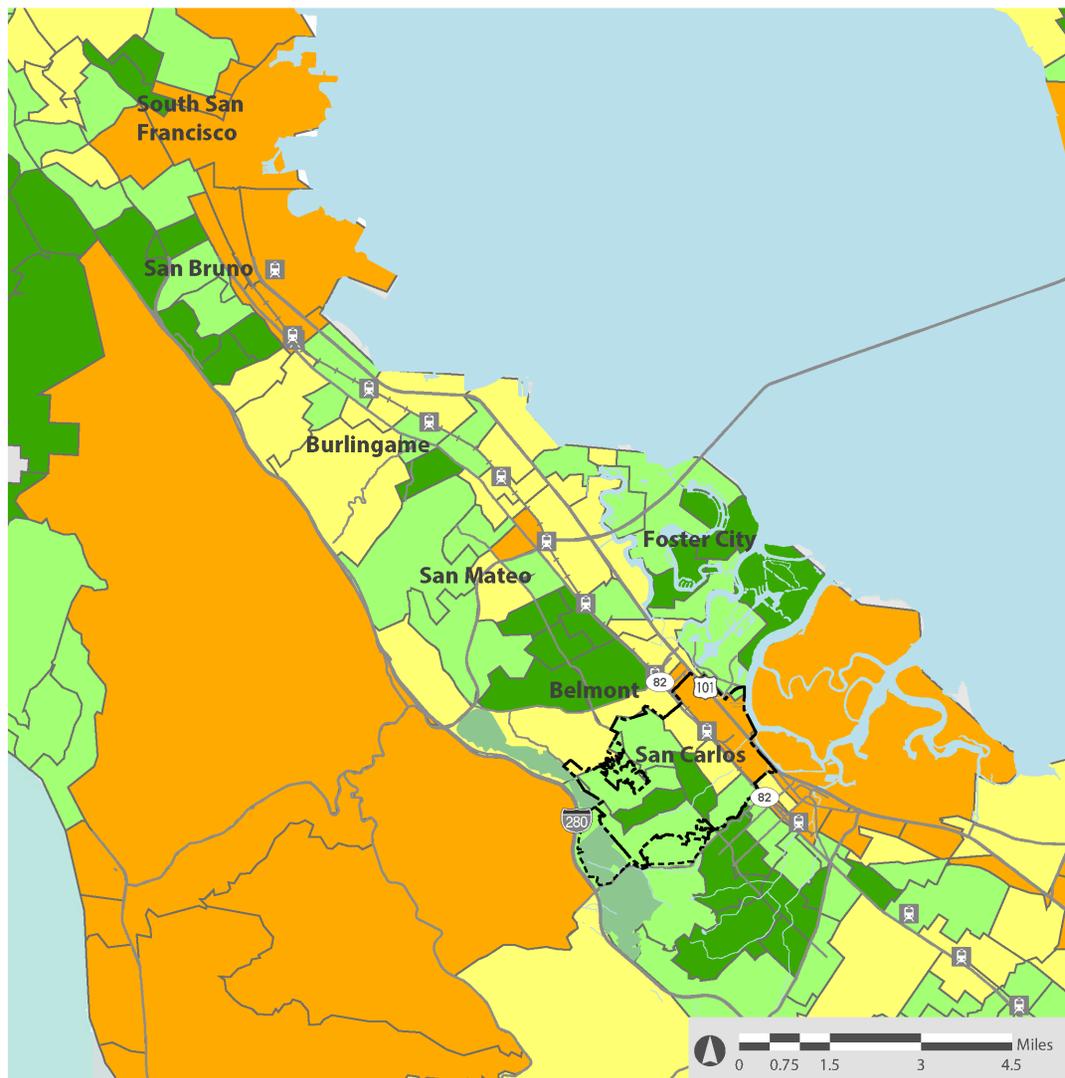


**TCAC Opportunity Areas
- Environmental Score**

- TCAC Opportunity Areas - Environmental Score (Tract)**
- < .25 (Less Positive Environmental Outcomes)
 - .25 - .50
 - .50 - .75
 - > .75 (More Positive Environmental Outcomes)
 - No Data

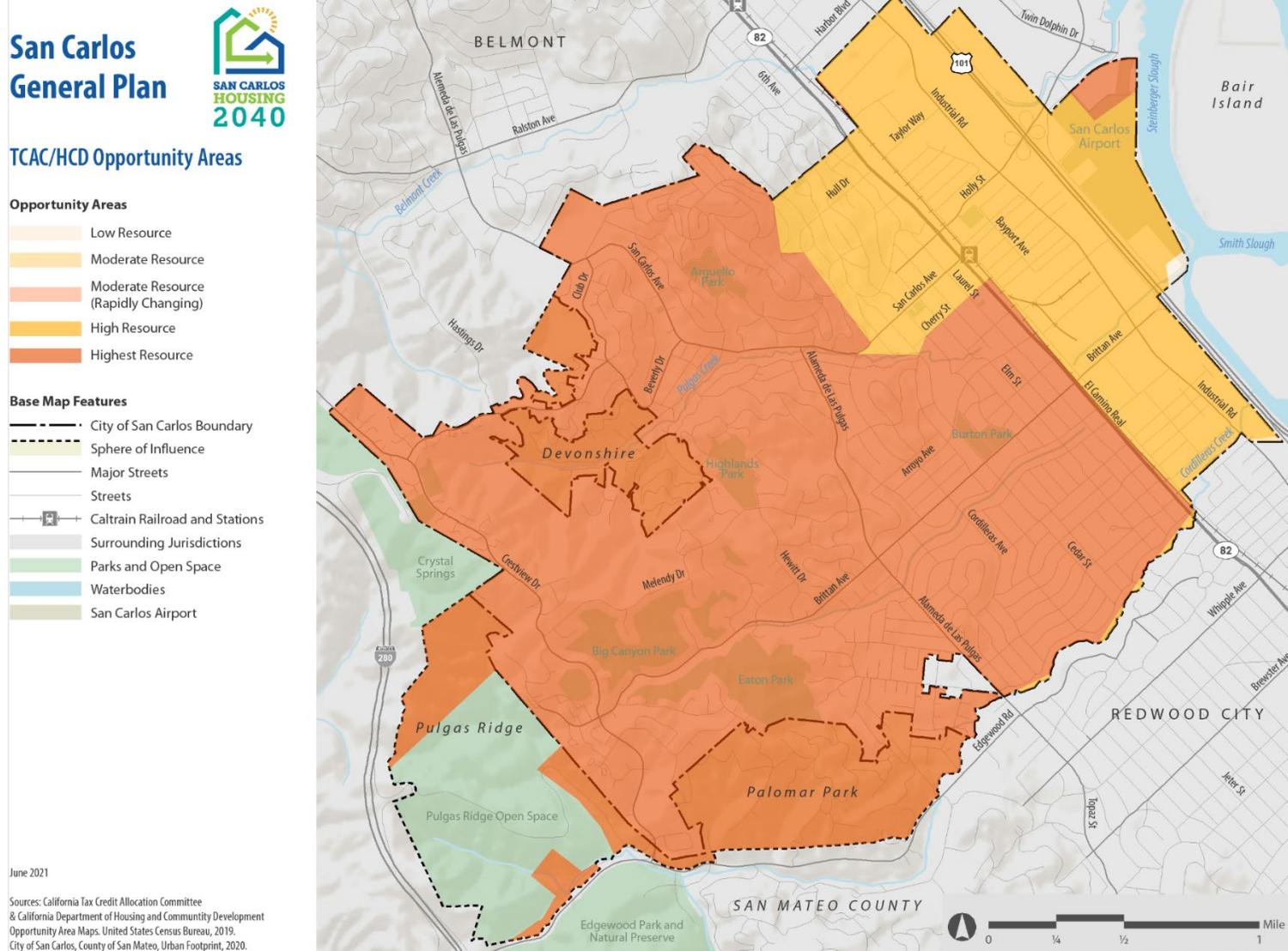
Base Map Features

- City of San Carlos Boundary
- Sphere of Influence
- Major Streets
- Streets
- ++ Caltrain Railroad and Stations
- Surrounding Jurisdictions
- Parks and Open Space
- Waterbodies



August 2021
Sources: M/G, 2021; City of San Carlos, 2021.
California Department of Housing and Community Development
(HCD AFFH Data Viewer, 2021)

FIGURE 4.6-30
Composite Opportunity Score, 2021



4 2023 HOUSING ELEMENT: AFFIRMATIVELY FURTHERING FAIR HOUSING

FIGURE 4.6-31
Social Vulnerability Index by Census Tract, 2018

**San Carlos
General Plan**

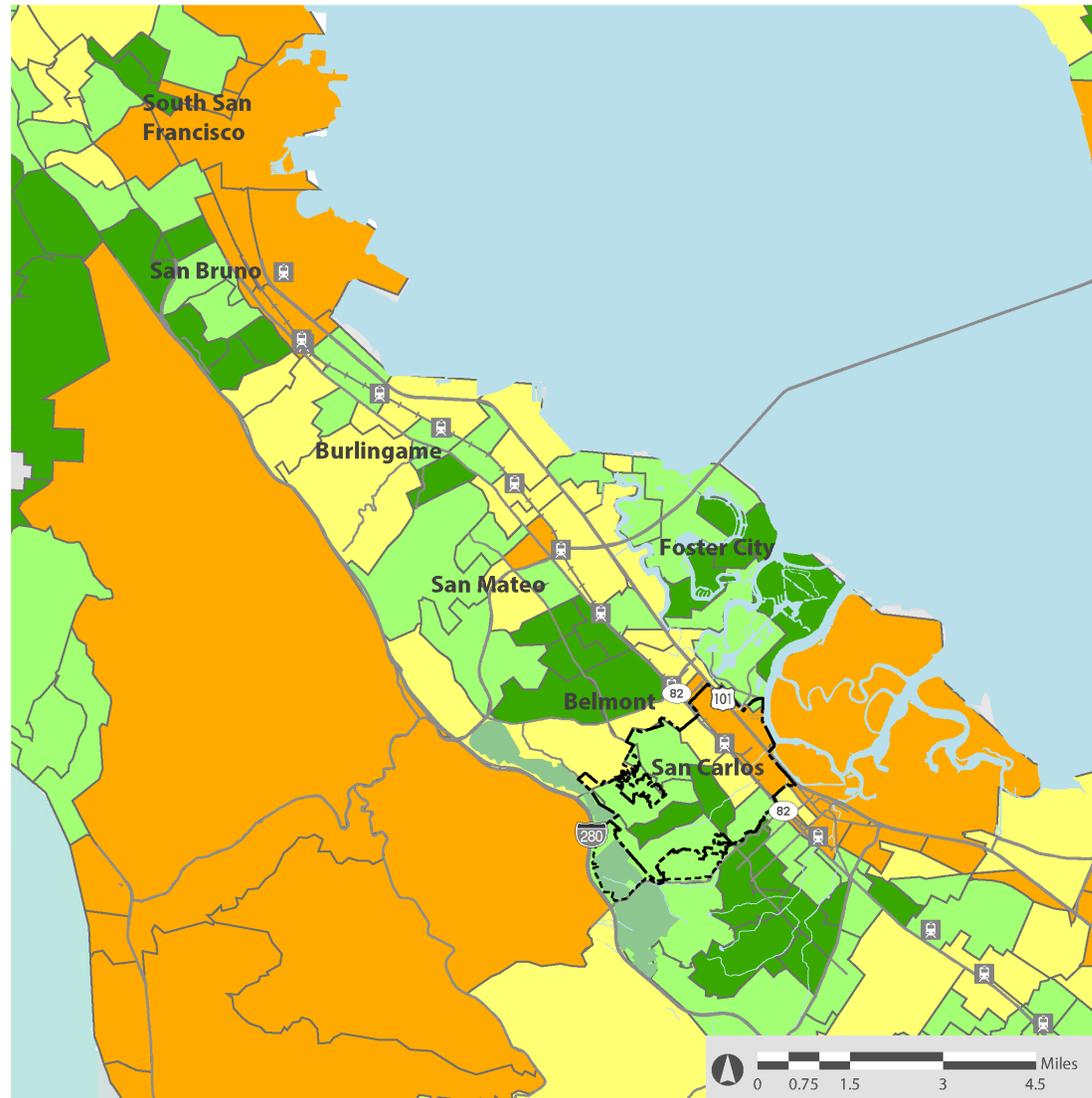


**TCAC Opportunity Areas
- Environmental Score**

- TCAC Opportunity Areas - Environmental Score (Tract)**
- < .25 (Less Positive Environmental Outcomes)
 - .25 - .50
 - .50 - .75
 - > .75 (More Positive Environmental Outcomes)
 - No Data

Base Map Features

- City of San Carlos Boundary
- Sphere of Influence
- Major Streets
- Streets
- Caltrain Railroad and Stations
- Surrounding Jurisdictions
- Parks and Open Space
- Waterbodies



August 2021
Sources: MIG, 2021; City of San Carlos, 2021.
California Department of Housing and Community Development
(HCD AFFH Data Viewer, 2021)

San Carlos does not have any disadvantaged communities as defined under SB 535 as, “the top 25 percent scoring areas from CalEnviroScreen along with other areas with high amounts of pollution and low populations.”¹²

State law requires that for housing elements due on or after January 1, 2021, sites must be identified throughout the community in a manner that affirmatively furthers fair housing opportunities (Government Code Section 65583(c)(10)). Figure H-5.3 in Chapter 4.5 (Housing Resources) shows that capacity for multi-family residential development is fairly evenly distributed among the high and highest resources areas and that no concentration of lower income sites exists.

Disparities Specific to the Population Living with a Disability

Seven percent of the population in San Carlos is living with at least one disability, compared to eight percent in the county. The most common disabilities in the city are ambulatory (3.3 percent), independent living (2.7 percent), and cognitive (also 2.7 percent).

For the population 65 and over, the share of the population with a disability: 15.6 percent of seniors have an ambulatory disability, 12.1 percent have an independent living disability, and 12 percent have hearing difficulty. As mentioned above under access to transportation, San Mateo County is rapidly aging; therefore, this population with a disability is likely to increase.

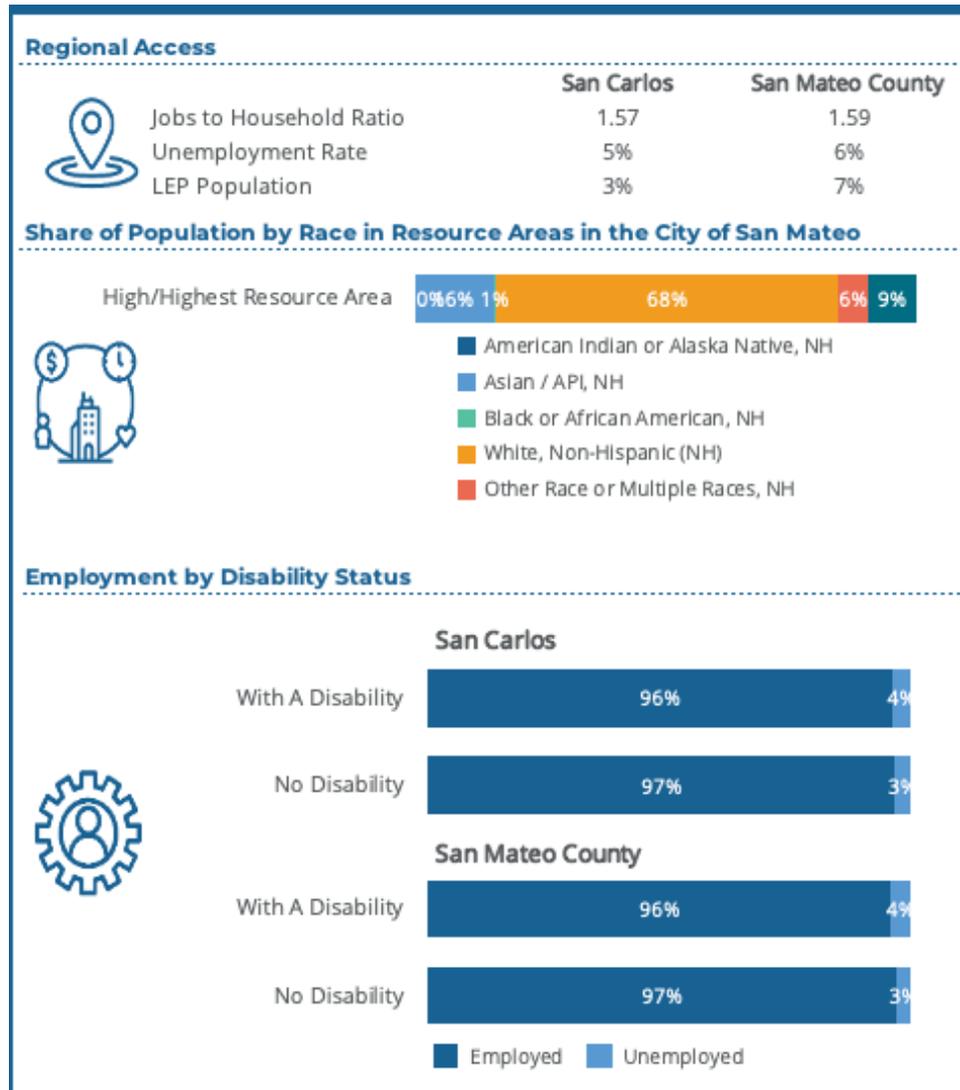
Disability

“Disability types include hearing difficulty, vision difficulty, cognitive difficulty, ambulatory difficulty, self-care difficulty, and independent living difficulty.”

¹² <https://oehha.ca.gov/calenviroscreen/sb535>

4 2023 HOUSING ELEMENT: AFFIRMATIVELY FURTHERING FAIR HOUSING

FIGURE 4.6-32
Summary of Access to Opportunity



Displacement Risk

Displacement refers to instances where a household is forced or pressured to move from their home against their wishes. Areas with high demand for homes drive up housing costs and increases pressure for redevelopment, resulting in the potential for displacement. A report produced by the University of Berkeley (UC Berkeley)'s Institute of Government Studies "Displacement in San Mateo County, California" in 2017 indicated that there are a variety of outcomes of displacement. Key findings included:

- Displacement can take many forms. Formal eviction is not the only way households become displaced. Landlords may refuse to make improvements and engage in negative behavior to discourage tenants from staying. About 14 percent of survey respondents reported this type of experience. Sometimes tenants are "code enforced" out of their units, a result of neighbors repeatedly complaining about conditions in the unit or complex.
- Displaced households commonly end up in substandard or overcrowded housing conditions.
- Displaced households are five times more likely to become homeless than non-displaced households.
- After being displaced, just 20 percent of households remained in their neighborhoods (defined by the study as within one mile of their former home). Thirty-three percent left the county, generally moving to the Central Valley or East Bay communities.

- Two out of three children in displaced households changed schools.
- These moves resulted in displaced households residing in neighborhoods with fewer job opportunities on average, leading to lengthened commutes. These neighborhoods also had more environmental challenges and lower access to health care.

UC Berkeley's Urban Displacement Project also examines patterns of gentrification in the region. In 2015, the project released a tool that provides an early warning sign for displacement. The tool combines current signs of displacement with indicators that are part of past neighborhood transformations to "paint a comprehensive picture of the extent and nature of displacement" in the Bay Area. As of 2017, the Urban Displacement Project found that more than half of low-income households in the region live in neighborhoods at risk or already experiencing displacement and gentrification. At that time, displacement was occurring for moderate to high-income neighborhoods, as well as traditionally lower-income neighborhoods (Figure 4.6-33). In San Carlos at the time, much of the city was either in the very early stages of displacement or undergoing displacement. However, as of 2021, the city is mostly experiencing stages of advanced exclusion, as a result of rapidly increasing housing costs. Today housing is mostly affordable to high or mixed high-income households (Figure 4.6-34). The areas near Big Canyon Park and east of El Camino Real are stable and have a mix of moderate and high-income households.

4 2023 HOUSING ELEMENT: AFFIRMATIVELY FURTHERING FAIR HOUSING



Given the changing diversity in the region, employment expansion, and rapidly increasing home prices, it can be difficult to determine which populations are most affected by displacement pressures. The Urban Displacement Project compared the racial and ethnic makeup of residents in 2010 and 2015 by neighborhood and revealed that in the region:

- The largest loss of African American residents by neighborhood occurred in two Census tracts in East Palo Alto. This was offset by growth in White and Hispanic households.
- Patterns in the loss of Hispanic residents by neighborhood are far less distinct. Many neighborhoods show declines in Hispanic households - and many show increases.
- Neighborhoods that lost Asian residents sometimes gained White and Hispanic residents, although there is no clear pattern of displacement.
- Neighborhoods with losses in families were commonly those that experienced losses in Hispanic residents.

According to the Urban Displacement Project, communities were designated sensitive if they met the following criteria:

- They currently have populations vulnerable to displacement in the event of increased redevelopment and drastic shifts in housing cost. Vulnerability is defined as:
 - Share of very low income residents is above 20%, 2017, and

- The tract meets two of the following criteria:
 - Share of renters is above 40%, 2017
 - Share of people of color is above 50%, 2017
 - Share of very low-income households (50% AMI or below) that are severely rent burdened households is above the county median, 2017
 - They or areas in close proximity have been experiencing displacement pressures. Displacement pressure is defined as percent change in rent above county median for rent increases, 2012-2017.

OR

- Difference between tract median rent and median rent for surrounding tracts above median for all tracts in county (rent gap), 2017

No census tract in the city are vulnerable to displacement.

The State of California has some of the strongest residential housing and fair housing regulations in the country. These regulations are intended to mitigate the negative effects that land use, zoning, and siting of housing can have on affordability and access to opportunity. In general, because of these laws, California cities generally have more in their “affordability toolkit” than comparably sized communities in other western states. Yet citizen opposition, lack of political will, and the lag between identifying housing affordability challenges and implementing housing policy can reduce the effectiveness of the best-intentioned regulations.

One frequently criticized policy is the limited enforcement (in lieu of advocacy pressure or legal action) of Housing Elements, which require that communities identify and plan for affordability gaps. In San Mateo County, Housing Elements are produced collaboratively. This approach not only provides transparency, it facilitates coordinated planning and regional affordability goal-setting.

Disproportionate Housing Needs

Disproportionate housing need generally refers to a condition in which there are significant disparities in certain groups of residents experiencing a category of housing need when compared to the total population experiencing that category of housing need in the applicable geographic area. This section discusses disparate housing needs for protected classes including cost burden and severe cost burden, overcrowding, substandard housing conditions, homelessness, and other considerations.

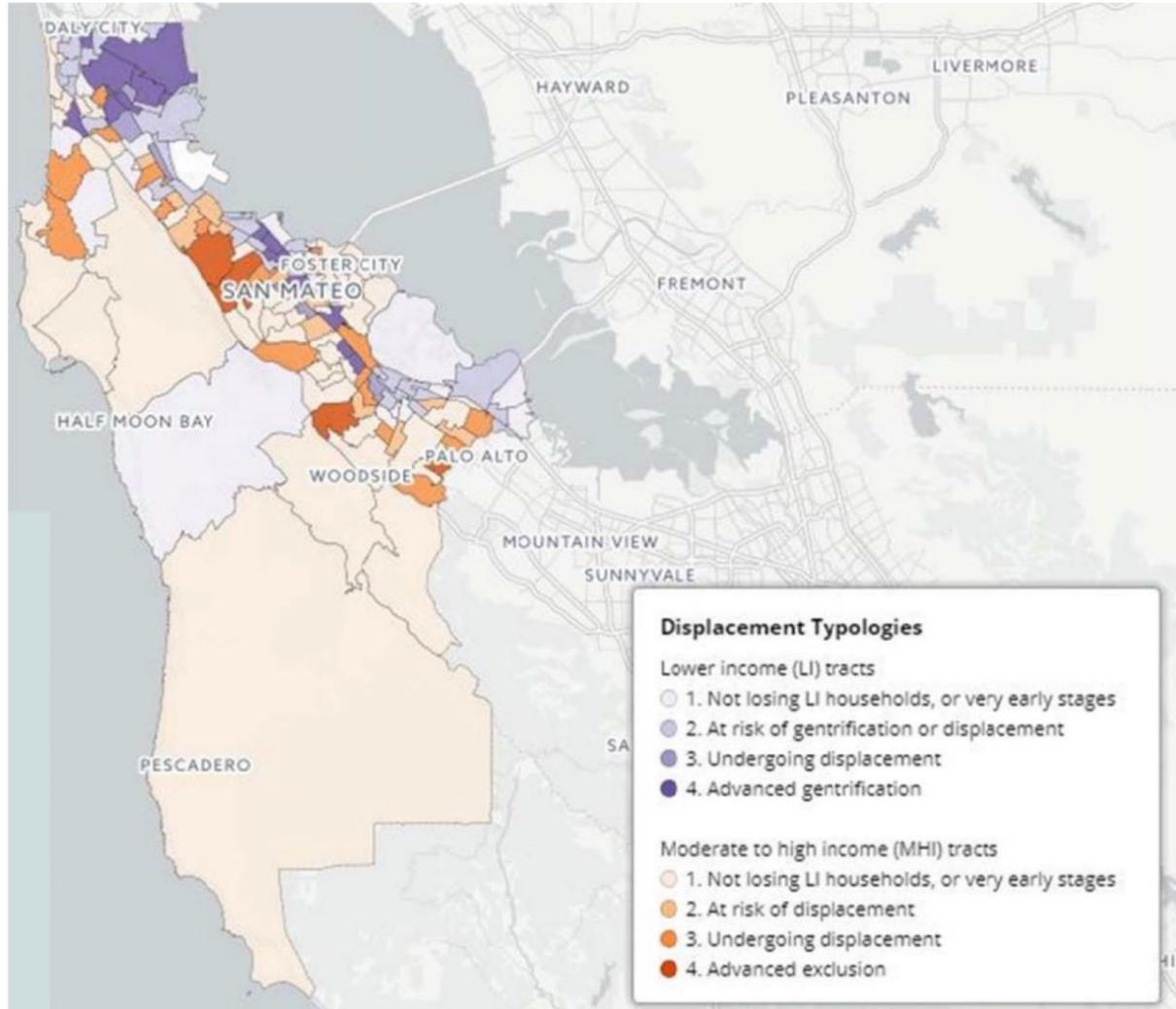
Disproportionate Housing Needs

“Disproportionate housing needs generally refers to a condition in which there are significant disparities in the proportion of members of a protected class experiencing a category of housing need when compared to the proportion of members of any other relevant groups, or the total population experiencing that category of housing need in the applicable geographic area. For purposes of this definition, categories of housing need are based on such factors as cost burden and severe cost burden, overcrowding, homelessness, and substandard housing conditions.”

Source: California Department of Housing and Community Development Guidance, 2021, page 39.

4 2023 HOUSING ELEMENT: AFFIRMATIVELY FURTHERING FAIR HOUSING

FIGURE 4.6-33
Displacement Risk in San Mateo County and City of San Carlos, 2017



Source: San Mateo County Regional Assessment of Fair Housing

FIGURE H-4.6-34
Displacement Risk, San Carlos, 2021

San Carlos
General Plan



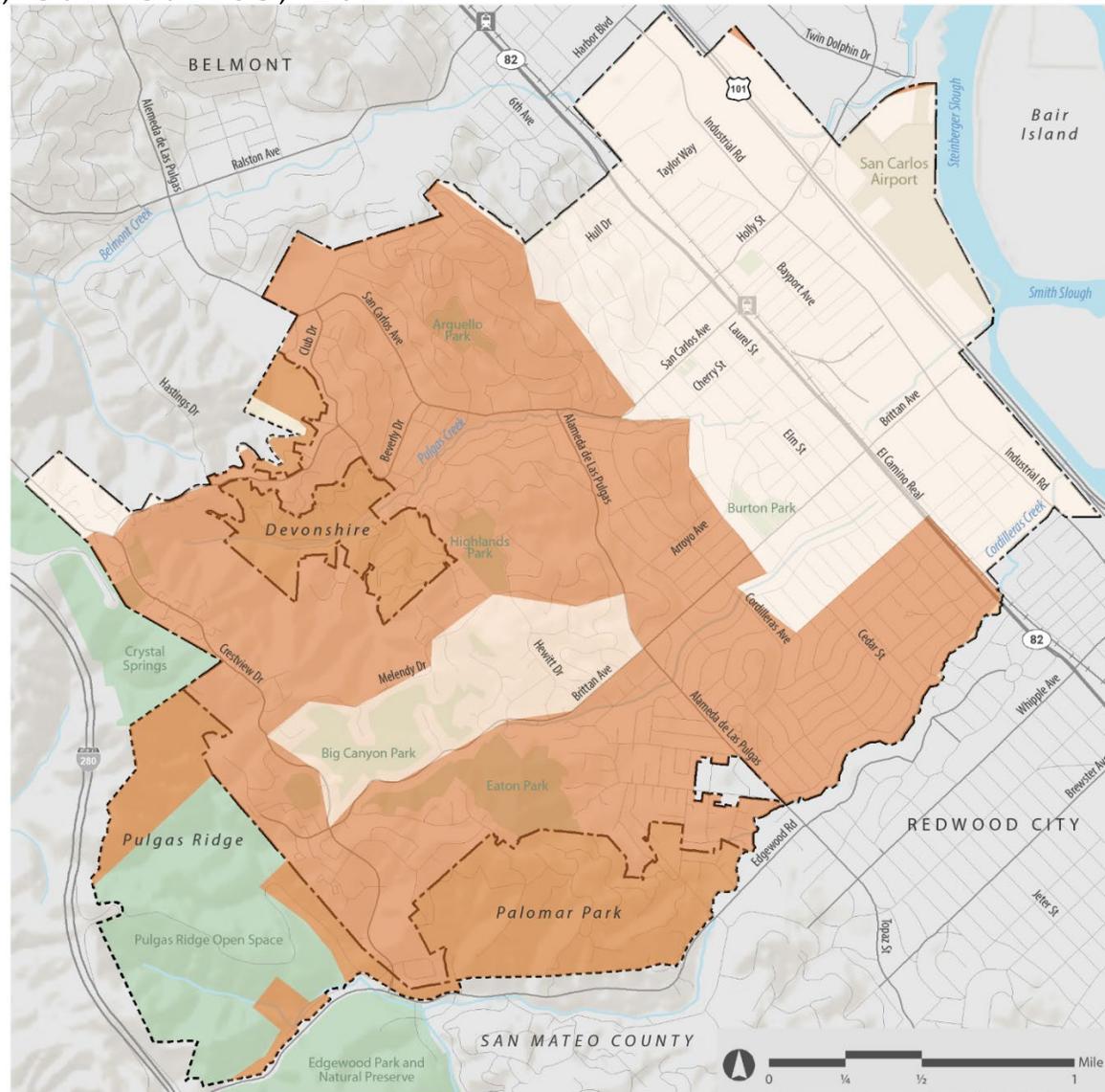
Displacement Risk
City of San Carlos, 2021

Displacement Typology

- Low-Income/Susceptible to Displacement
- Ongoing Displacement
- At Risk of Gentrification
- Early/Ongoing Gentrification
- Advanced Gentrification
- Stable Moderate/Mixed Income
- At Risk of Becoming Exclusive
- Becoming Exclusive
- Stable/Advanced Exclusive
- High Student Population
- Unavailable or Unreliable Data

Base Map Features

- City of San Carlos Boundary
- Sphere of Influence
- Major Streets
- Streets
- Caltrain Railroad and Stations
- Surrounding Jurisdictions
- Parks and Open Space
- Waterbodies
- San Carlos Airport



June 2021
Sources: UC Berkeley Urban Displacement Project, 2021
United States Census Bureau, 2019.
City of San Carlos, County of San Mateo, Urban Footprint, 2020.

4 2023 HOUSING ELEMENT: AFFIRMATIVELY FURTHERING FAIR HOUSING



Cost Burden (Overpayment)

State and federal programs define whether a household experiences a housing cost burden (or is considered overpaying) as any household spending more than 30 percent of its gross annual income on housing. When a household spends more than 30 percent of its income on housing costs, it has less disposable income for other necessities such as health care or education. In the event of unexpected circumstances such as loss of employment or health problems, lower-income households with a housing cost burden are more likely to become homeless or double up with other households. Cost burden is an issue that is seen throughout the region.

In San Carlos, 28 percent of households are overpaying for housing. The situation is exacerbated for lower income households, where 67 percent are overpaying for housing. Almost three-quarters (73 percent) of lower income renters are overpaying for housing, and 61 percent of lower income owners are overpaying for housing. Figure H-4.34 show the distribution of housing overpayment by homeowners, and Figure H-4.35 shows the distribution of housing overpayment by renters in the city. San Carlos homeowners generally experience lower levels of cost burden than renters. The map indicates that the levels of housing overpayment fall in the 20 to 40 percent range, while there is one tract that has a range less than 20 percent, which means that these households experience even less cost burden than majority of the city. As for renters in the city, the map demonstrates that there are higher levels of cost burden throughout the tracts, some tracts reach levels in the range of 40-60 percent of homeowners.

Cost burden in San Carlos is lower than in the County and the Bay area overall, largely due to the high barriers to entry in the City’s market (Figure 4.6-37). Lower income households—who generally have the highest levels of burden—have few opportunities to rent and buy in San Carlos.

There are few disparities in housing cost burden in San Carlos by race and ethnicity and family size. Hispanic/Latinx households face the highest level of burden at 35%--which is still relatively low compared for the county. Large family households—considered households with five or more persons—face lower levels of burden than other household types.

Overcrowding

In response to a mismatch between household income and housing costs in a community, some households may not be able to buy or rent housing that provides a reasonable level of privacy and space. Overcrowding can occur when housing costs are so high relative to income that families double up or reside in smaller units, which tend to be more affordable, to devote income to other basic living needs. Households with more than one person per room are considered overcrowded. According to both California and federal standards, a housing unit is considered overcrowded if it is occupied by more than one person per room (excluding kitchens, bathrooms, and halls). Overcrowding of residential units, in which there is more than one person per room, can be a potential indicator that households are experiencing economic hardship and are struggling to afford housing.

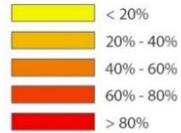
FIGURE 4.6-35
Overpayment by Homeowners, 2019

**San Carlos
General Plan**

**SAN CARLOS
HOUSING
2040**

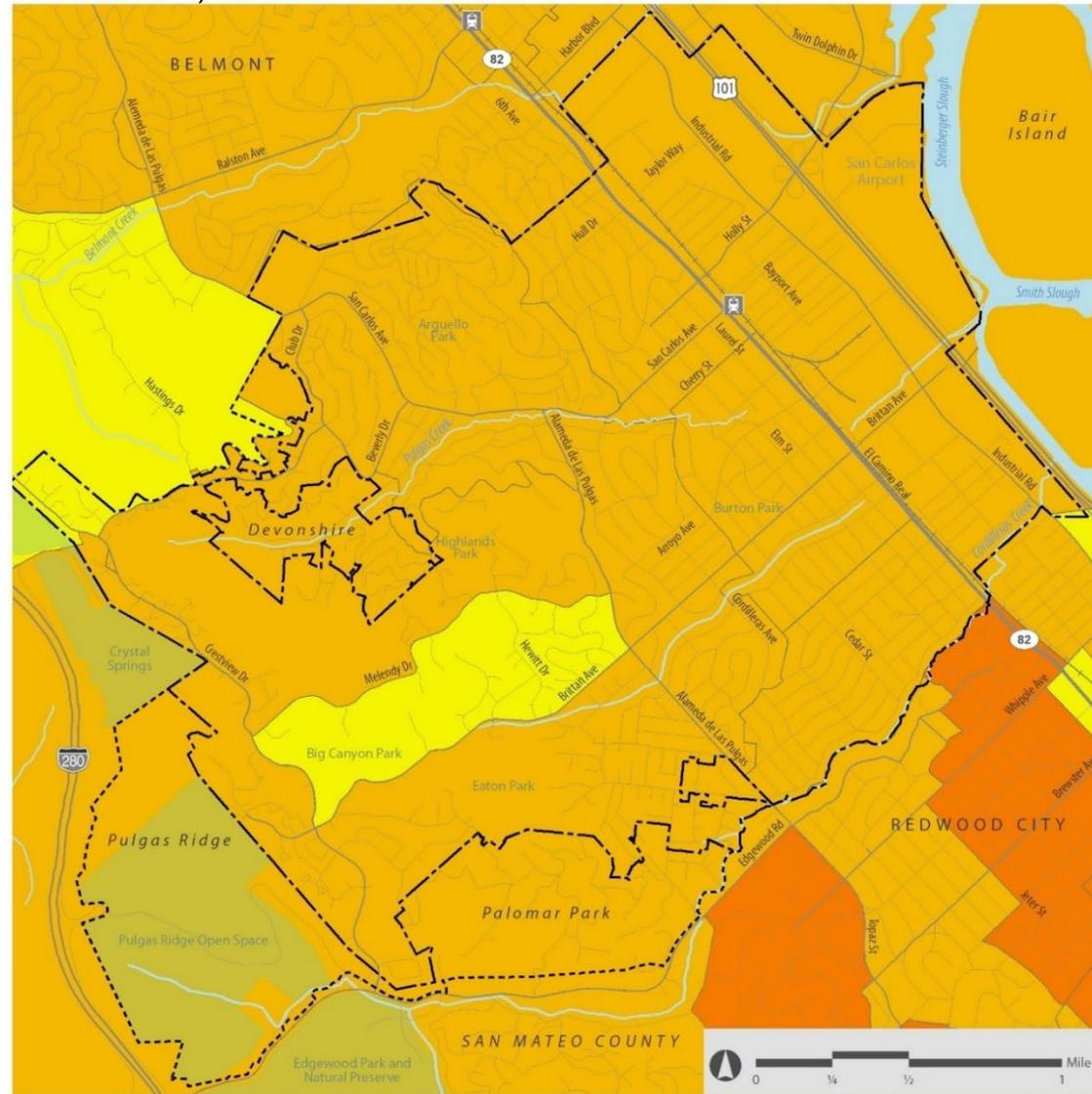
**Overpayment by Home Owners
(2015 - 2019)**

Overpayment by Home Owners
(ACS, 2015 - 2019) - Tract



Base Map Features

- City of San Carlos Boundary
- - - Sphere of Influence
- Major Streets
- Streets
- Caltrain Railroad and Stations
- Surrounding Jurisdictions
- Parks and Open Space
- Waterbodies



August 2021
Sources: MIG, 2021; City of San Carlos, 2021.
California Department of Housing and Community Development
(HCD AFFH Data Viewer, 2021)

4 2023 HOUSING ELEMENT: AFFIRMATIVELY FURTHERING FAIR HOUSING

FIGURE 4.6-36
Overpayment by Renters, 2019



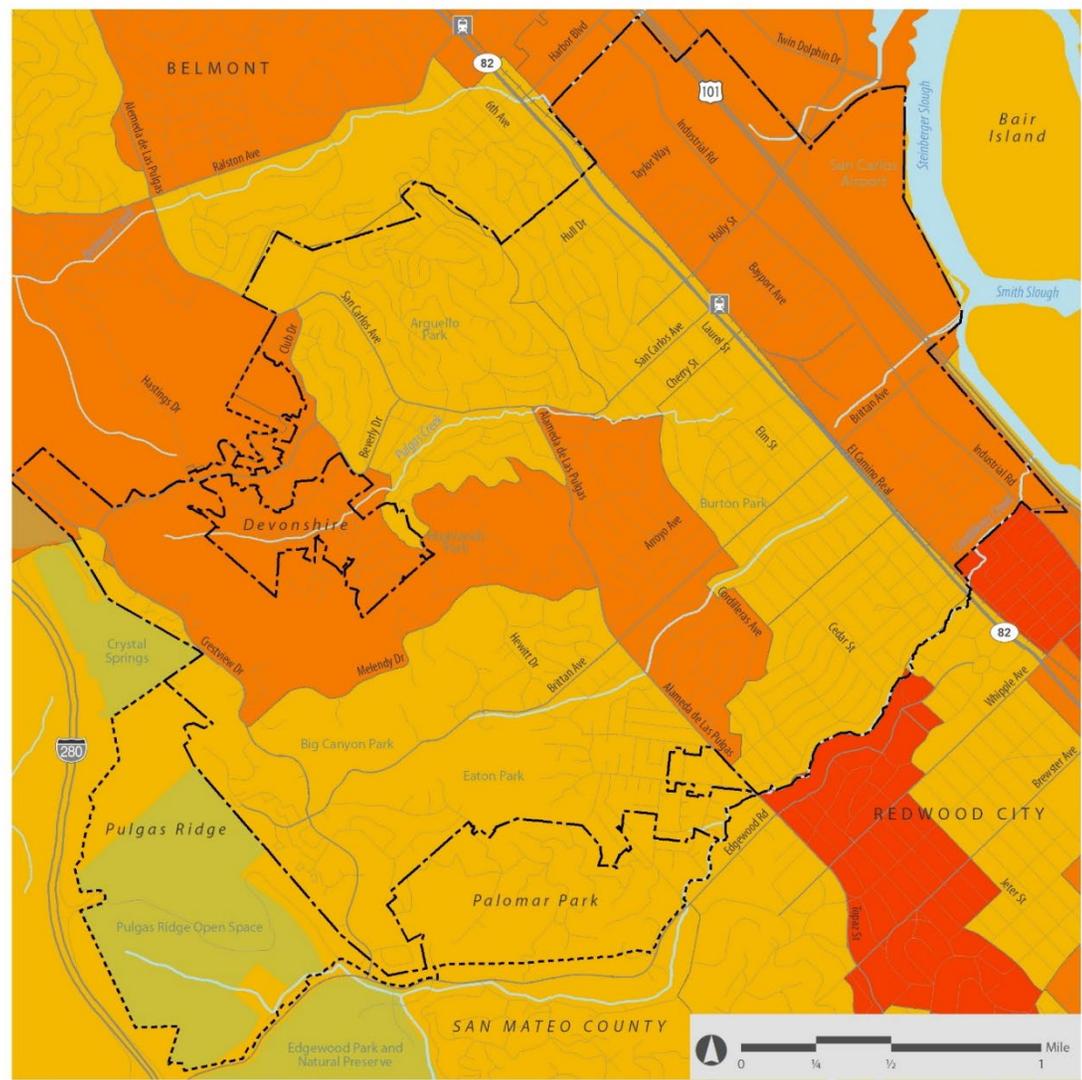
Overpayment by Renters (2015 - 2019)

Overpayment by Renters (ACS, 2015 - 2019) - Tract

- < 20%
- 20% - 40%
- 40% - 60%
- 60% - 80%
- > 80%

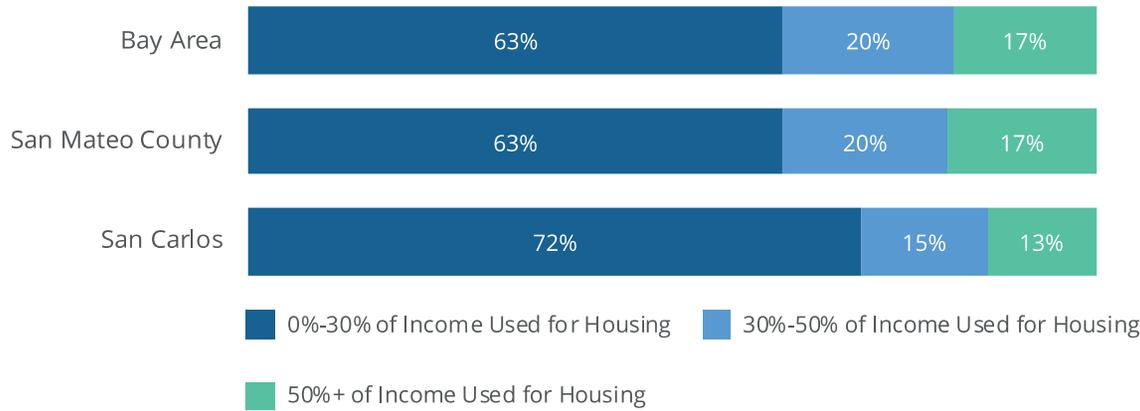
Base Map Features

- City of San Carlos Boundary
- Sphere of Influence
- Major Streets
- Streets
- Caltrain Railroad and Stations
- Surrounding Jurisdictions
- Parks and Open Space
- Waterbodies



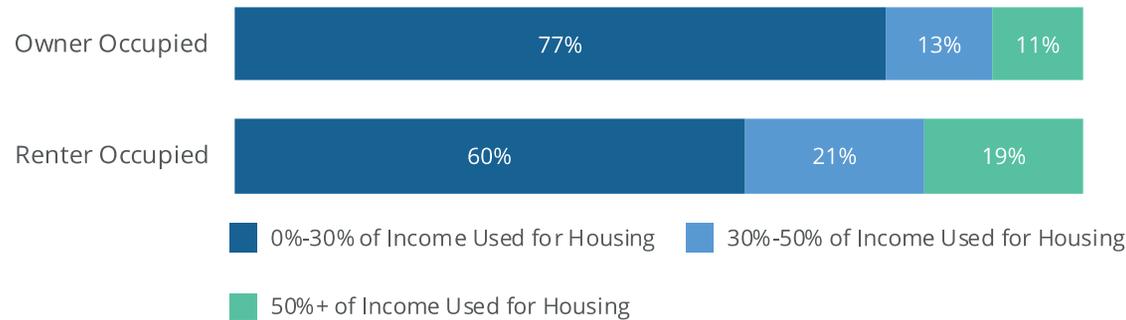
August 2021
Sources: MIG, 2021; City of San Carlos, 2021.
California Department of Housing and Community Development
(HCD AFFH Data Viewer, 2021)

FIGURE 4.6-37
Overpayment (Cost Burden) by Jurisdiction, 2019



Source: ABAG Housing Needs Data Workbook

FIGURE 4.6-38
Overpayment (Cost Burden) by Tenure, San Carlos, 2019

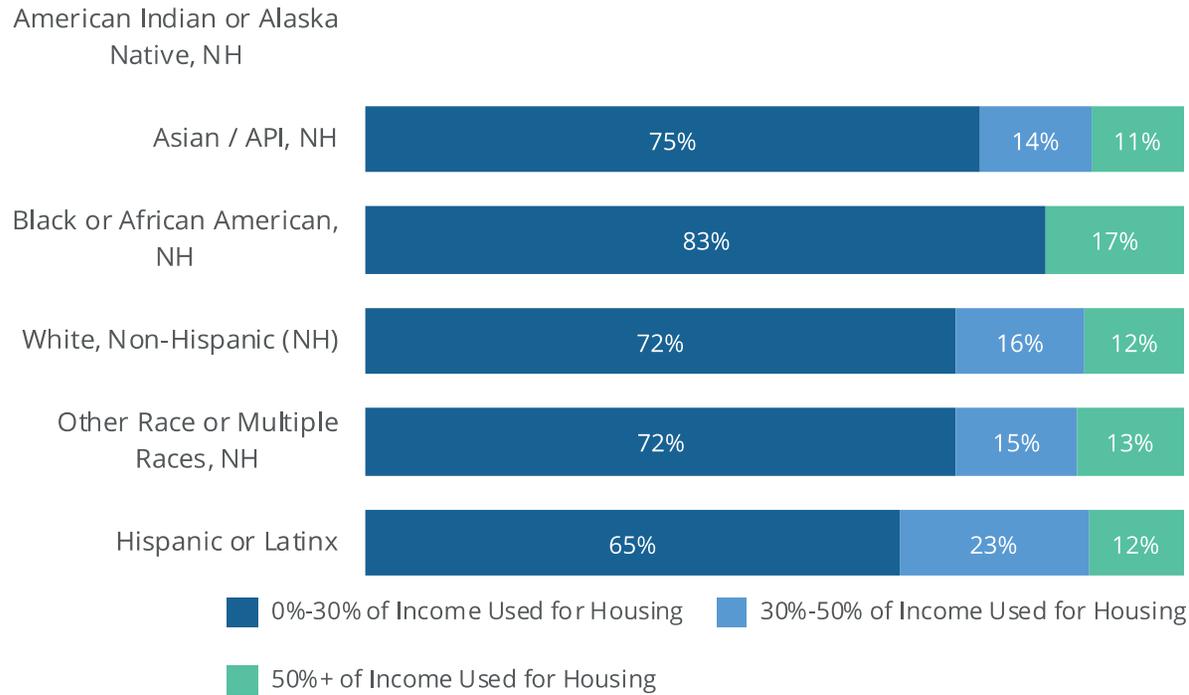


Source: ABAG Housing Needs Data Workbook

4 2023 HOUSING ELEMENT: AFFIRMATIVELY FURTHERING FAIR HOUSING

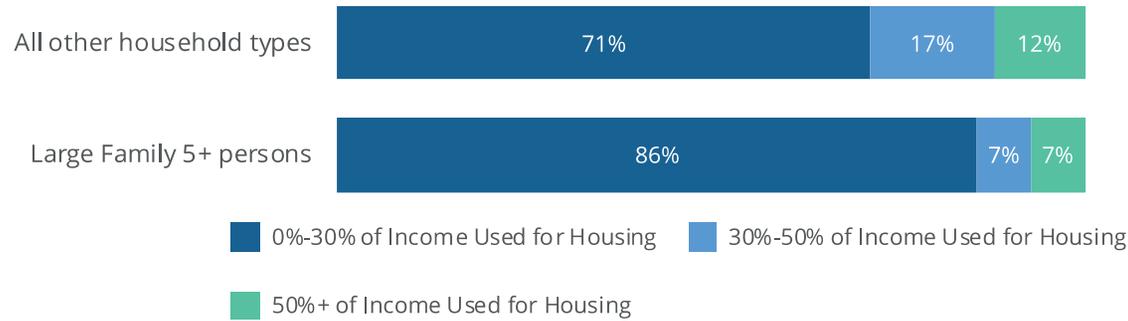


FIGURE 4.6-39
Overpayment (Cost Burden) by Race and Ethnicity, San Carlos, 2019



Source: ABAG Housing Needs Data Workbook

FIGURE 4.6-40
Overpayment (Cost Burden) by Family Size, San Carlos, 2019



Source: ABAG Housing Needs Data Workbook

4 2023 HOUSING ELEMENT: AFFIRMATIVELY FURTHERING FAIR HOUSING



Figure H-4.37 identifies the levels of overcrowding across census tracts in the city, and it demonstrates that households across the city experience very low levels of overcrowding. Areas southwest of El Camino Real are generally below 8.2 percent overcrowded, while tracts east of El Camino Real experience more overcrowding with levels between 8.2 and 12 percent. The vast majority of households (98 percent) in San Carlos are not overcrowded—indicated by more than one occupant per room. However, renter households are more likely to be overcrowded than owner households. Hispanic households (4.9%) and households with other or mixed races (8.4%) have the highest levels of overcrowding. San Carlos households are less likely to experience overcrowding than the county and Bay area as a whole.

Substandard Housing

Data on housing condition are very limited, with the most consistent data available across jurisdictions found in the American Community Survey (ACS)—which captures units in substandard condition as self-reported in Census surveys. In San Carlos, renter households are also more likely to have substandard kitchen and plumbing facilities compared to owner households. Generally, a low share of households are lacking kitchen or plumbing. For renters, 0.2 percent are lacking kitchen facilities while 2.9 percent are lacking plumbing. For owners, less than one percent are lacking either kitchen or plumbing facilities.

Homelessness

In 2019, 1,512 people were experiencing homelessness in the county during the One-Day Count, with 40% of people in emergency or transitional shelter while the remaining 60% were

unsheltered. Throughout the county, the majority of unsheltered people experiencing homelessness were in households without children. The majority of people in transitional housing were in households with children.

People who identify as American Indian or Alaskan Native (six percent of the homeless population compared to less than one percent of the total population), Black (13 percent, 2 percent), White (67 percent, 51 percent), and Hispanic (38 percent, 28 percent) are overrepresented in the homeless population compared to their share of the general population. People struggling with chronic substance abuse (112 people), severe mental illness (305), and domestic violence (127) represented a substantial share of the homeless population in 2019. In San Carlos, 30 persons experiencing homelessness were identified as unsheltered in 2019. Demographic information on these persons is not available.

The 2022 One-Day Count reported a 21 percent increase in the number of unsheltered persons experiencing homelessness (1,092 persons) as compared to the 2019 One-Day Count and an increase in 17 percent in the number of individuals living in group shelters and hotels that have been converted to interim housing (716 persons) for a total of 1,808 persons. Additional geographic and demographic information is not yet available for 2022.

FIGURE 4.6-41
Overcrowded Households, 2019

San Carlos
General Plan



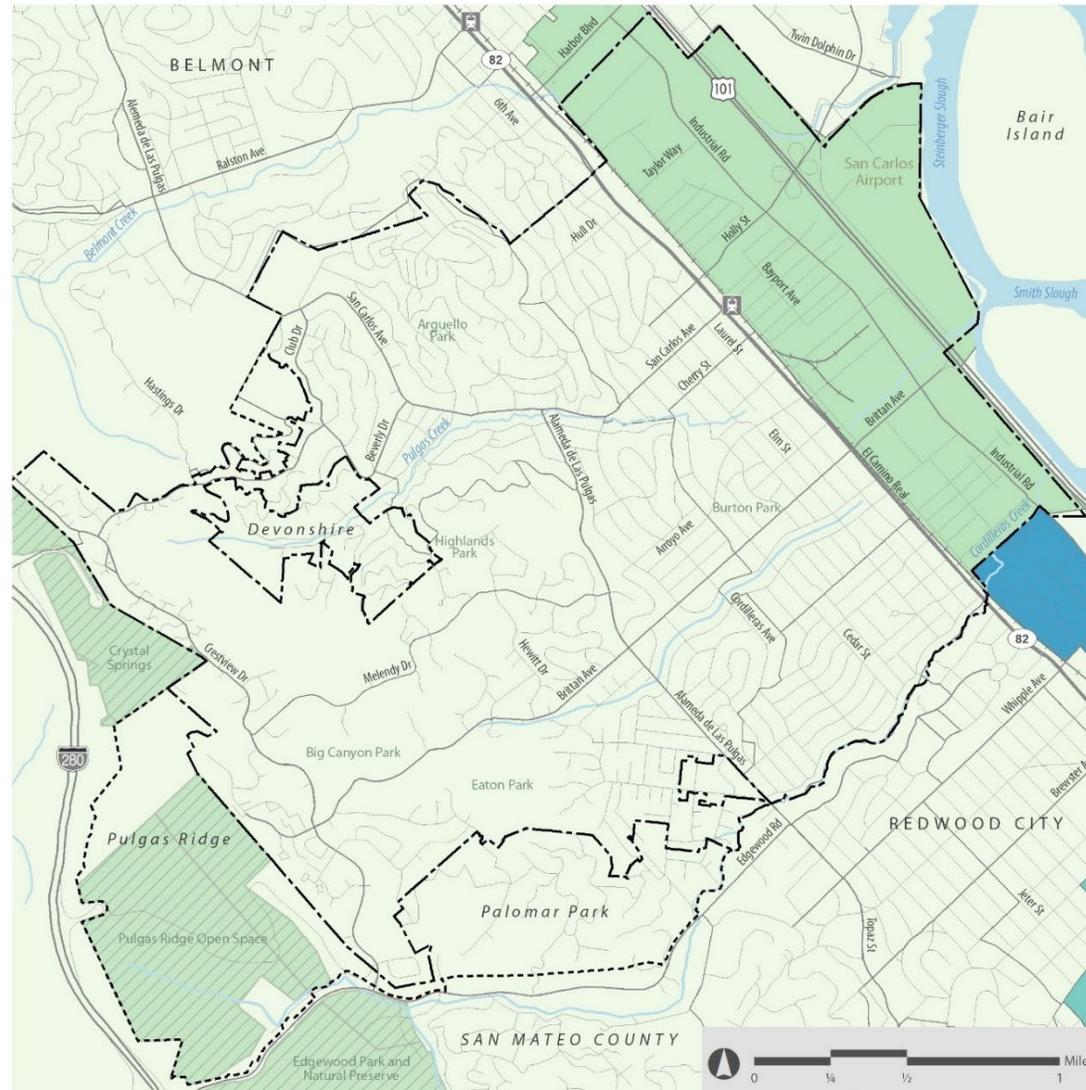
Concentration of Overcrowded Households

Overcrowded Households (CHHS) - Tracts

- ≤ 8.2%
- ≤ 12%
- ≤ 15%
- ≤ 20%
- ≤ 70%

Base Map Features

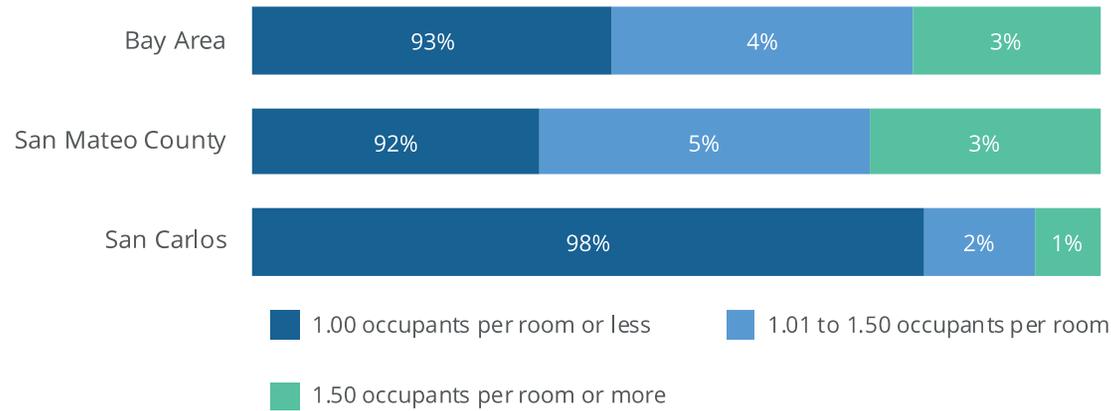
- City of San Carlos Boundary
- Sphere of Influence
- Major Streets
- Streets
- + Caltrain Railroad and Stations
- Surrounding Jurisdictions
- Parks and Open Space
- Waterbodies



August 2021
Sources: MIG, 2021; City of San Carlos, 2021.
California Department of Housing and Community Development
(HCD AFFH Data Viewer, 2021)

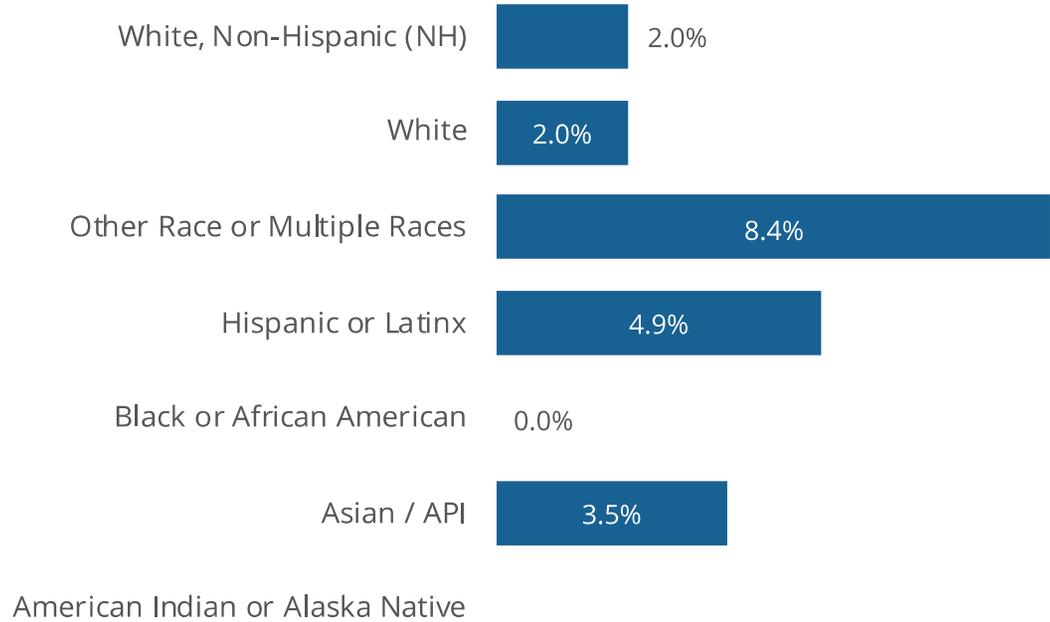
4 2023 HOUSING ELEMENT: AFFIRMATIVELY FURTHERING FAIR HOUSING

FIGURE 4.6-42
Occupants per Room by Jurisdiction, 2019



Source: ABAG Housing Needs Data Workbook

FIGURE 4.6-43
Overcrowding by Race and Ethnicity, San Carlos, 2019

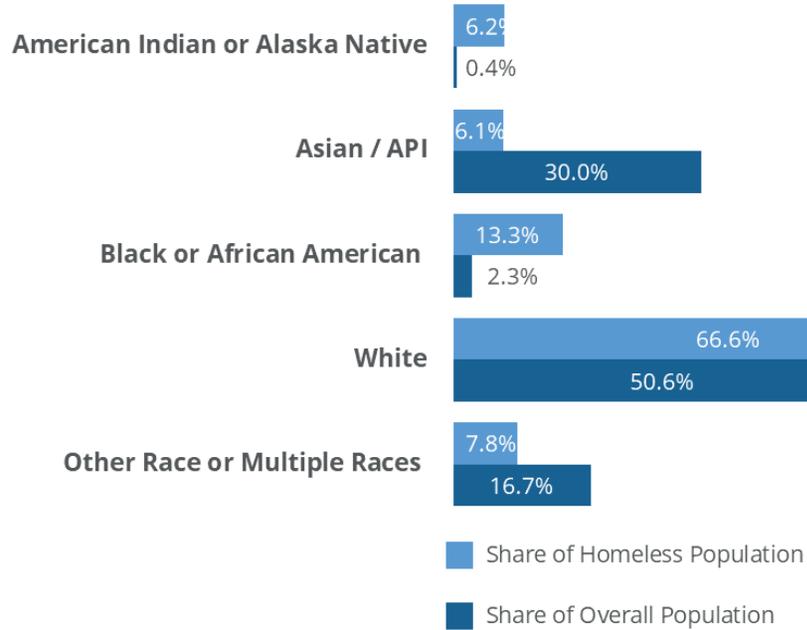


Note: Overcrowding is indicated by more than 1 person per room.

Source: ABAG Housing Needs Data Workbook

4 2023 HOUSING ELEMENT: AFFIRMATIVELY FURTHERING FAIR HOUSING

FIGURE 4.6-44
Share of General and Homeless Populations by Race, San Mateo County, 2019

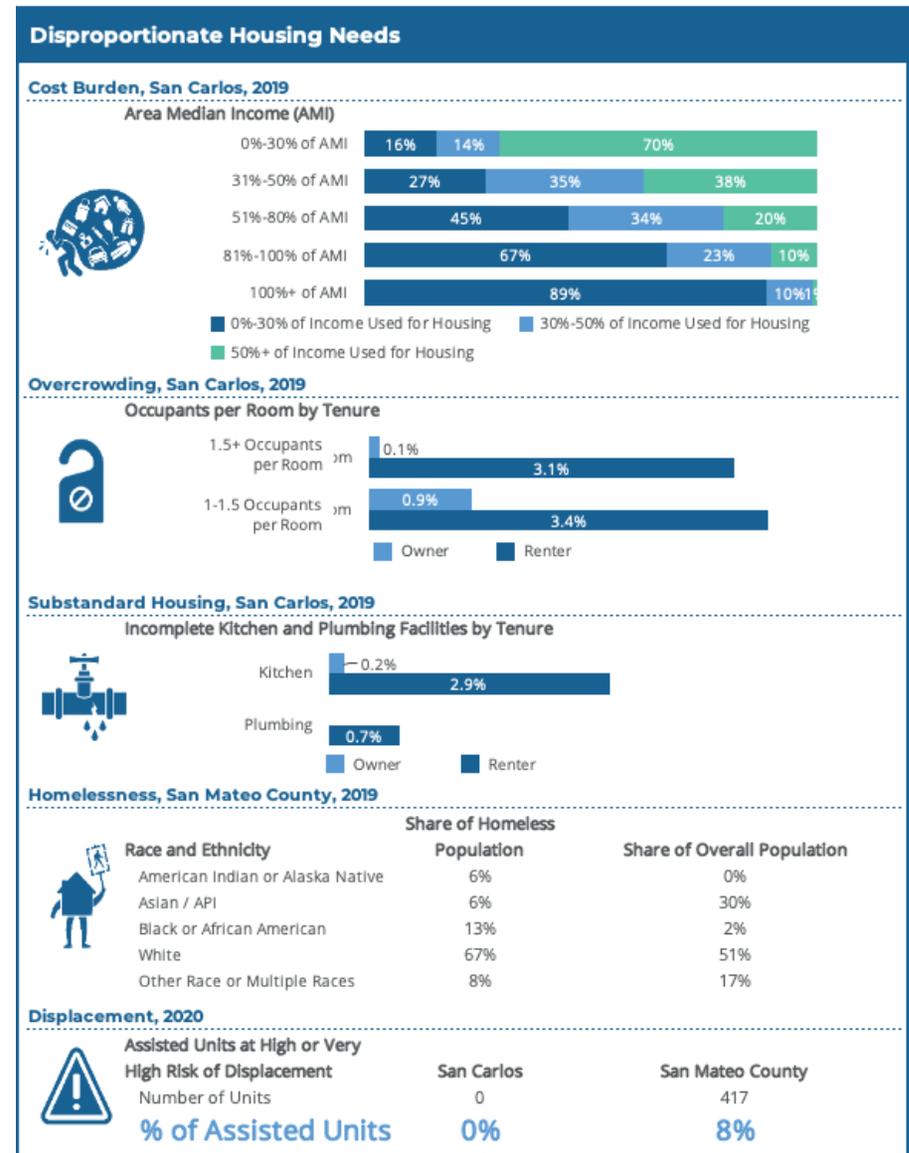


Source: ABAG Housing Needs Data Workbook

Displacement

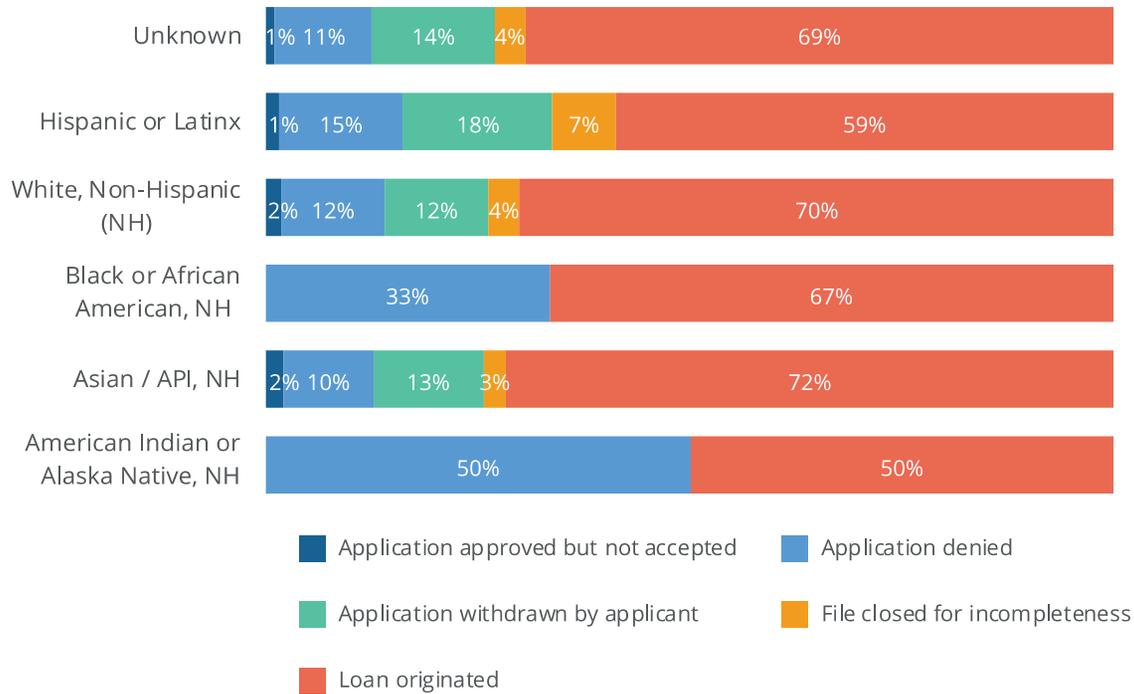
In San Carlos, no assisted rental units are at risk for displacement due to expiring affordability covenants during the next 10 years. Access to Mortgage Loans

Disparities by race and ethnicity are also prevalent for home mortgage applications to buy in San Carlos, particularly in denial rates. Except for American Indian/Alaskan Native applicants and Black/African American applicants, denial rates are similar across races and ethnicities (Figure 4.6-46).



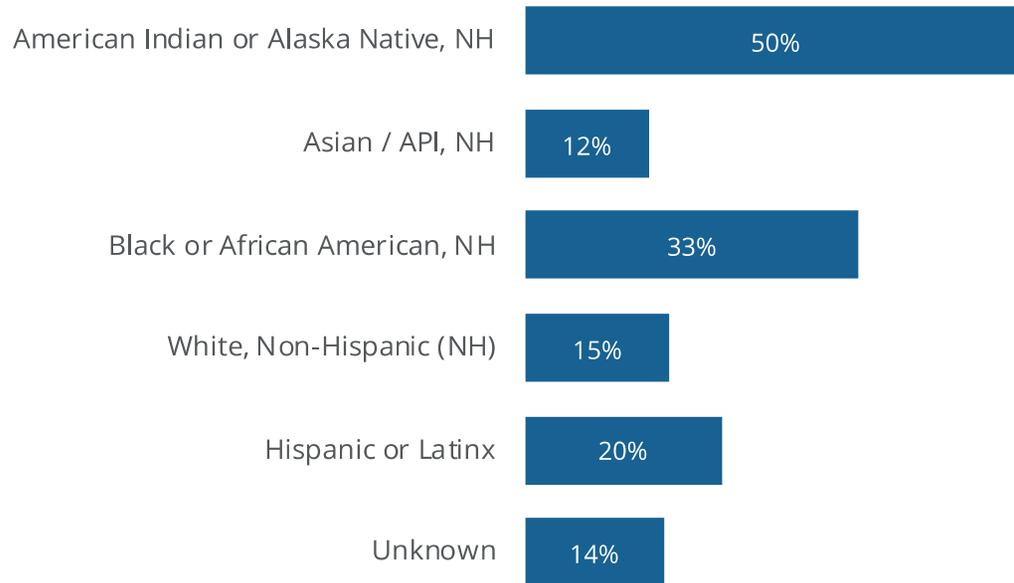
4 2023 HOUSING ELEMENT: AFFIRMATIVELY FURTHERING FAIR HOUSING

FIGURE 4.6-45
Mortgage Applications by Race and Ethnicity, 2018-2019



Source: ABAG Housing Needs Data Workbook

FIGURE 4.6-46
Mortgage Application Denial Rate by Race and Ethnicity, San Carlos,
2018-2019



Source: ABAG Housing Needs Data Workbook

4 2023 HOUSING ELEMENT: HOUSING PLAN



Fair Housing Issues, Contributing Factors and Fair Housing Action Plan

The disparities in housing choice and access to opportunity discussed above stem from historical actions, the inability of the broader region to respond to housing demand, regional barriers to open housing choice, and limited resources to respond to needs. Three fair housing issues have been identified in San Carlos. The contributing factors to each are discussed below.

In prioritizing contributing factors, San Carlos gave highest priority to factors that:

- Limit or deny fair housing choice,
- Limit or deny access to opportunity, or
- Negatively impact fair housing or civil rights compliance.

The City also gave consideration to how much influence/ability to change a factor the City has, in order to identify priorities that are feasible and meaningful.

- High Priority items will be prioritized for more near-term investments and City policy changes.
- Moderate Priority items are generally issues of concern but where the City’s impact may not be as broad.
- Low priority items remain issues of concern, but over which the City has limited power to address directly. Items in the high priority and moderate priority categories are intended to address these items as well, although indirectly.

As such, the following issues of concern, priority contributing factors, and actions are established:

Insufficient and Inaccessible Housing Options in High Opportunity Area

The County’s 2020 AI and the Fair Housing Assessment found there was a need to expand access to opportunity for people who identify with any protected classes. Contributing factors affecting the lack of sufficient and accessible housing options in high opportunity areas include:

- Location and type of affordable housing [High]
- Lack of access to opportunity due to high housing cost [High]
- Lack of fair housing outreach and enforcement [High]
- Availability of affordable housing [High]
- Availability of affordable units in a range of sizes [High]

The City of San Carlos is nearly entirely an area of opportunity. In order to address historic growth patterns and allow additional access to areas of opportunity for people of color and other protected classes, the City identified a multi-faceted approach to provide additional opportunities. The Housing Plan contains 13 program actions specifically targeted to encourage and facilitate the development of affordable housing units in the city, including a significant upzoning of higher density neighborhoods and corridors. This effort will increase the number of affordable housing units thereby alleviating the lack of housing choice. These programs include the following:

ACTION HOU-3.1: Funding Low-, Very Low-, and Extremely Low- Income; and Special Needs Housing.

- Continue to apply the commercial/housing linkage fee to fund affordable housing. Identify ways to encourage on- or off-site production of affordable housing, in lieu of fee payment.
- Collaborate with existing and new major employers to encourage the development of more affordable housing to balance the jobs:housing ratio.
- Monitor and pursue funding for housing that meets the needs of low-, very low-, and extremely low- income households. Monitoring of funding availability will be done on an ongoing basis through coordination with 21 Elements and by City staff.
- Offer financial and technical assistance for housing development projects for persons with special needs.

ACTION HOU-3.2: Below Market Rate (BMR) Ordinance.

- Continue to implement the City's Below Market Rate (BMR) Ordinance requirements for rental and ownership development.
- Establish a process for granting priority permit processing status for approved housing projects that exceed the City's minimum BMR requirement.
- Evaluate the BMR Ordinance's density bonuses, incentives, and concessions to determine they continue to make the production of affordable housing feasible. As part of this process, consult with local non-profit affordable housing developers to identify potential

revisions that would better support development of affordable housing, and especially Low-Income Housing Tax Credit financed housing. Revise as necessary.

ACTION HOU-3.3: Accessory Dwelling Units Construction Facilitation.

- Support the development of 203 accessory dwelling units during the planning period and as new State laws modify accessory dwelling unit requirements, update the City's ordinance to comply.
- Collaborate with surrounding jurisdictions through the 21 Elements working group to determine best approach for tracking affordability throughout the planning period.
- Encourage the legalization of unpermitted accessory dwelling units to better ensure that they are safe and habitable. As sunset date of Section 18.23.210(H) approaches, consider an extension, based on history of use of this provision and anticipated ongoing need.
- Work with 21 Elements to identify potential funding sources for ADU construction and offer pre-approved construction plans.
- Review and as new information is available, update public education materials on accessory dwelling units, including planning and building requirements, streamline processing, funding possibilities, and other resources.
- Encourage local agencies, districts, and utility providers to reduce hook-up or other fees to facilitate the development of accessory dwelling units.

4 2023 HOUSING ELEMENT: HOUSING PLAN



- Prioritize ADU applications to be consistent with Government Code Section 65852.2(a)(3) requirements for approval/denial within 60 days from the date a completed application is received.

ACTION HOU-3.4: First-time Homebuyer Programs. Direct prospective first-time homebuyers to HEART or other County programs intended for first time homebuyers. Encourage the use of these programs through outreach and education. Maintain and provide information on local BMR ownership units that are resold.

ACTION HOU-3.5: Rental Voucher Program.

- Continue to implement the BMR ordinance, which specifies Housing Choice Voucher (Section 8) eligibility in the BMR program.
- Continue to work with the San Mateo County Department of Housing and nonprofit organizations to implement Housing Choice Voucher Rental Assistance programs. Continue to provide information on the Housing Choice Voucher program, including new legal requirements pursuant to SB 329, which prohibits housing discrimination on the basis of source of income (including Housing Choice Vouchers).
- Continue to work with 21 Elements, other regional organizations, and/or nonprofit organizations to evaluate and quantify potential discrimination against Housing Choice Voucher users or other rental assistance voucher programs. Continue to develop and act upon measures to address these issues.

ACTION HOU-3.9: Development on Nonvacant Sites. Promote residential development on nonvacant sites by:

- Targeting nonvacant sites identified in the Housing Element as priorities for fund allocation as funds are available.
- Building on outreach conducted during the Housing Element update, continue to proactively outreach to property owners with a survey on how the city can support redevelopment/new housing efforts.

ACTION HOU-3.11: Access to Opportunity. Noting historical inequities amplified/perpetuated by single family zoning, encourage small units in residential neighborhoods through development of ADUs, JADUs, and SB 9 units.

- See Action HOU-3.3 for specific measures to incentivize ADUs in San Carlos.
- Review the City’s Zoning Ordinance and Subdivision Ordinance and implement updates as needed to provide clarity and facilitate housing development under SB 9. These include adopting updated definitions, use regulations, development standards, and ministerial processes based on the outcome of a complete SB 9 analysis.

ACTION HOU-3.12: Reduce Costs Associated With The Development Of Affordable and Special Needs Housing. Reduce or waive development impact fees to facilitate 100% affordable and special needs housing, including housing for extremely low-income and persons living with disabilities (including persons with developmental disabilities).

ACTION HOU-4.1 Adequate Sites to Meet Regional Fair Share of Housing Growth.

The City will:

- Continue to provide appropriate land use designations and zoning districts consistent with regional housing needs for mixed-use and infill development near transit and other amenities.
- Maintain an inventory of potential sites to provide to developers in conjunction with information on development incentives for affordable units.
- As part of the Housing Element annual reporting process, evaluate project development against the sites inventory to ensure compliance with Government Code Section 65863.
- Continue to pursue implementation of the General Plan through completion and adoption of implementing zoning regulations and specific plans.
- Encourage senior housing and housing suitable for persons with disabilities and other special needs (including assisted living).

ACTION HOU-4.2: Zoning Ordinance Revisions. Enact the following zoning changes:

- 1) Create new zones; increase density, FAR, heights, number of stories; and provide minimum densities as shown in Table 4.2-1.
- 2) Continue to allow ground floor residential uses in the MU-D-100, MU-SC-120, and MU-SB-100 zones. Evaluate, as part of the new Downtown Specific Plan process, additional areas

(on side streets and outside of the Downtown Core) where ground-floor residential uses may also be allowed.

- 3) Remove minimum private open space requirement for residential in Mixed Use and Multi-unit zoning districts (retaining only the common/public open space requirement).
- 4) For residential only development, remove additional required setbacks (i.e., removing requirement to follow RM-59 zoning setbacks) in Mixed Use zones.
- 5) Remove guest parking in all RM and Mixed-Use zones.
- 6) Remove Section 18.05.030.C side and rear yard building wall stepback requirements for mixed use and multi-family housing developments, specifically provisions pertaining to stepbacks associated with portions of the building wall containing and extending three feet on either side of any window in living rooms, primary rooms, sleeping rooms, and any other walls containing windows.
- 7) Allow multi-family residential use in the Public (P) zoning district as an accessory use to allowed uses such as onsite religious institutions and schools according to the development standards of the RM-20 zone, but without minimum density.
- 8) Strengthen incentives for transit-oriented development by updating the Zoning Ordinance to reference/incorporate the minimum parking prohibitions associated with AB 2097, effective January 1, 2023, within 0.5 miles of public transit (as defined in AB 2097) in all zoning districts.

Table 4.4-5: Proposed Changes to Zoning Densities and Heights (2023)

Zone		Maximum Density (du/ac)		Minimum Density (du/ac) ²		FAR		Building Height (feet)			Building Stories (stories)	
Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed	Proposed	Existing	Proposed
MU-N	MU-N-40	20	40	n/a	30	2.0	2.5	50; 30	50		4	4 ⁽¹⁾
MU-N	MU-N-50	20	50	n/a	38	2.0	2.5	along East San Carlos Avenue in MU-N District	50	35 along East San Carlos Avenue in MU-N District	4	4
MU-N	MU-N-120	20	120	n/a	90	2.0	3.0		75		4	6
MU-DC	MU-DC-100	50	100	n/a	75	2.5	2.5		50		4	4
MU-D	MU-D-100	50	100	n/a	75	2.5	3.0		60		4	5
MU-D	MU-D-120	50	120	n/a	90	2.5	3.0	30 within 40 ft of an RS district	75	35 within 40 ft of an RS district	4	6
MU-SC	MU-SC-120	59	120	n/a	90	3.0	3.0		75		4	6
MU-NB	MU-NB-120	50	120	n/a	90	2.5	3.0		75		4	6
MU-SB	MU-SB-100	50	100	n/a	75	2.5	3.0	40 within 50 ft of an RS district	60	40 within 50 ft of an RS district	4	5
MU-SB	MU-SB-120	50	120	n/a	90	2.5	3.0		75		4	6
RM-20	RM-20	20	20	n/a	15	0.75	0.75	35	35		3	3
RM-59	RM-59	59	59	n/a	45	2.0	2.0	50	50		4	4
--	RM-100	n/a	100	n/a	75	N/A	3.0	n/a	60		n/a	5

(1) 3 stories along E. San Carlos Ave. in MU-N-40 district

(2) The City of San Carlos Zoning Ordinance does not have a minimum density requirement; with this update, a minimum density threshold is proposed.

ACTION HOU-4.3: Outreach: New Development Standards. Prepare, publicize, and provide applicants and developers with materials highlighting the City’s revised zoning standards (Action HOU-4.2) intended to encourage the production of housing at all income levels.

ACTION HOU-4.3: Objectivity and Streamlining in Development Regulations. Reduce the cost of building housing through, streamlining and clear and objective standards in development regulations.

- Review the Zoning Ordinance and craft revisions that support objective design standards consistent with the Housing Accountability Act. Adoption of objective design standards will facilitate high-quality residential development and compliance with State objectives.
- Revisit the Design Review Criteria to provide local guidance on design and standards for by-right projects as allowed by state law, removing subjectivity from findings and approval processes.
- Reduce the permitting time for residential projects (especially 100% affordable projects) through consideration of by-right approvals, reduced number of hearings, and objective design standards.
- To accommodate future SB 35 applications and inquiries, create and make available an informational packet that explains SB 35 streamlining provisions in San Carlos and provides SB 35 eligibility information.

ACTION HOU-5.8: Furthering Integration. Promote fair housing by allowing multi-family residential uses on all sites in

the P (Institutional Use) zone as an accessory use to allowed uses such as onsite religious institutions and schools. Reference/incorporate the minimum parking prohibitions associated with AB 2097, effective January 1, 2023, within 0.5 miles of public transit (as defined in AB 2097).

Protecting Existing Residents from Displacement

San Carlos has become a town that is largely affluent and has limited existing affordable housing. As of 2021, the city is mostly experiencing stages of advanced exclusion, as a result of rapidly increasing housing costs. Efforts listed above to provide more affordable housing in San Carlos are intended to increase access to opportunity. The analysis found no Census tracts in the city with concentrations of households vulnerable to displacement. However, households that are most vulnerable to displacement are where more rental housing is located. Overpayment by renters is identified in areas north of U.S. 101 and in the southeastern portion of the city. Contributing factors affecting potential displacement include:

- Displacement of residents due to economic pressures [Moderate]
- Availability of affordable housing [High]
- Availability of affordable units in a range of sizes [Moderate]

In order to address the potential displacement of existing lower income households, the City identified 12 program actions to provide additional housing opportunities and further encourage more affordable housing in the community, as described above.

4 2023 HOUSING ELEMENT: HOUSING PLAN



The Housing Plan also contains Program HOU-3.10 specifically targeted to identify anti-displacement strategies for San Carlos:

ACTION HOU-3.10: Anti-Displacement Strategies. Explore the following strategies to minimize resident displacement:

- Tenant protection policies
- Support local efforts to create a community land trust or a housing preservation fund

Access and Inclusion for Persons with Disabilities

In San Mateo County, the most common fair housing complaint cited disability status as the bias (56 percent of complaints). Contributing factors affecting access and inclusion for persons with disabilities include:

- Lack of supportive services for persons with disabilities [Moderate]
- Lack of access to resources, such as schools, transportation, and other in-home or community resources, for persons with disabilities [Low]

In 2011, the City adopted a Reasonable Accommodation Ordinance to provide persons with disabilities equal access to housing opportunities. The City identified six implementation programs in the Housing Plan to increase services, housing, and support for persons with disabilities, including:

ACTION HOU-5.2: Large Rental Units and Supportive Services. Discuss with developers the ability to provide larger

rental units appropriate for families with children, including the provision of supportive services.

ACTION HOU-5.3: Residential Care Facilities and Group Homes. San Carlos encourages the development of residential care facilities and group homes. Consistent with State law, the City permits group homes with six or fewer residents in all residential zoning districts by right.

- Amend the Zoning Ordinance code to allow group homes with seven or more residents as a permitted use in all zones that allow multi-unit or single-unit dwellings.
- Facilitate discussions with neighborhoods and adjacent uses so that good neighbor relationships are fostered and impacts to adjacent uses are mitigated.
- Seek opportunities to assist nonprofit housing providers to acquire and/or rehabilitate residential housing for group homes.

ACTION HOU-5.4: Special Needs Service Providers Contributions.

- On an annual basis, provide financial contributions to non-profit organizations and outside agencies that serve the housing needs of special needs households in and around San Carlos. These organizations and agencies may include but are not limited to: The Center for Independence of the Disabled (CID), HIP Housing, Shelter Network, Samaritan House, CALL Primrose, San Mateo County Children’s Fund, and HEART, among others.

- Evaluate City contributions to outside agencies to assess whether to continue funding and/or adjust funding amounts or to consider other agencies for funding, particularly those organizations and agencies that provide housing with support services for persons with disabilities. As part of the evaluation, require outside agencies receiving City contributions to submit annual reports detailing how funds have been used and how programs have benefited San Carlos residents.

ACTION HOU-5.5: Revised Development Standards to Support Special Needs Housing.

- Consider amending the Zoning Ordinance to clarify that development standards that allow for separate cooking and/or bathroom facilities in home sharing programs, and universal design (including “visitability”) in all new residential development and significant remodeling projects.
- Encourage the development of well-designed new accessory dwelling units in existing neighborhoods by implementing objective standards for the approval of accessory units. Include an ADA accessible design option in pre-approved ADU plans.
- Encourage unhoused service or navigation centers to be located within or near SROs, transitional, and or/supportive housing.

ACTION HOU-5.6: Equal Access to City Services. Adopt an accessibility policy establishing standards and procedures for providing equal access to City services and programs to all

residents, including persons with limited proficiency in English, and persons with disabilities.

ACTION HOU-5.7: Community Governance. Conduct public meetings at suitable times, accessible to persons with disabilities, and near public transit. Resources will be invested to provide interpretation and translation services when requested at public meetings.

In addition, Housing Action HOU-6.1 outlines the City’s Fair Housing Plan. The City has identified multiple actions to implement that will increase affordable housing in the community, curtail displacement, and provide opportunities for special needs households, achieving multiple goals and simultaneously affirmatively furthering fair housing.

4 2023 HOUSING ELEMENT: HOUSING PLAN



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Contents

209	Housing Element Program Accomplishments
221	Quantified Objectives

Housing Element Program Accomplishments

State housing element law requires communities to assess their achievements under adopted housing programs as part of the update of an existing housing element. These results should be quantified where possible but may be qualitative where necessary. Past accomplishments are compared with what was projected or planned as part of the earlier housing element. Where significant shortfalls exist between what was planned and what was achieved, the reasons for such differences must be discussed.

This evaluation helps San Carlos identify the extent to which adopted programs have been successful in achieving stated objectives and addressing local needs, and how such programs continue to be relevant in addressing current and future housing needs. The evaluation provides the basis for recommended modifications to policies and programs in the updated element and provides meaningful guidance for establishing new objectives.

The 2015-2023 Housing Element contains a series of Implementation Programs. Table 4.7-1 provides a program-by-program review considering progress to date in implementation of these program actions, and the continued appropriateness of identified programs. The results of this analysis form the basis for developing the comprehensive housing program strategy presented in the Housing Plan.

4 2023 HOUSING ELEMENT: PREVIOUS ACCOMPLISHMENTS



San Carlos made great strides in efforts to create more affordable housing, including implementing the Below Market Rate (BMR) housing ordinance, affordable housing impact fee, and linkage fee for new job-generating uses to support affordable housing during the 2015-2022 planning period. San Carlos continues to support land use and development standards that facilitate housing and has, as part of the efforts toward the 2023 Housing Element, identified significant areas in multi-family and mixed-use zones to increase allowable densities significantly, to further encourage housing and especially affordable housing.

The City has also made considerable progress in addressing the housing needs of special needs populations (e.g., elderly, persons with disabilities, large households, female headed households, farmworkers, and persons experiencing homelessness), guided by the goals, policies, and related actions of the 2015-2022 Housing Element. In particular:

- The City coordinated with HIP Housing to promote home sharing with local seniors.
- The City provided funding to two group homes for persons with disabilities during the planning period, through PARCA (Partners & Advocates for Remarkable Children & Adults) and HIP Housing.
- The City contributed \$7.3 million to support the construction of Walnut Studios, a 4-story 100% affordable housing development, consisting of 23 studio units and 2-bedroom staff unit. Of the 23 studios, six are restricted for

tenants at or below 30% AMI, six at 40% AMI, six at 50% AMI, five at 60% AMI, and two for formerly homeless tenants. Catholic Charities will provide service coordination for the residents and case management for the formerly homeless tenants.

- The City acquired property at 1232 Cherry Street through eminent domain to support affordable housing development at this site. This project is expected to include 34 affordable units, 9 of which will be 3-bedroom units.

The City provided funding to LifeMoves and Samaritan House for the purpose of supporting overnight shelter, case management, transitional housing, and other homelessness prevention services.

- In 2020, the City established a Tenant Assistance Program to provide direct assistance to renters at risk of eviction with initial funding of \$112,000. In 2021, the City appropriated an additional \$151,000 to this program.
- Annually, the City typically receives one or two reasonable accommodation requests for accessibility for persons with disabilities (often ramps for wheelchair access) which are prioritized for approval.
- As of 2022, City staff is working with PARCA/HIP to entitle two additional units on an existing housing site.
- The City updated the BMR ordinance in 2022 to further encourage more affordable housing, especially at very

low-income levels, which supports housing development for special needs populations. Changes included increasing the affordable housing requirement for ownership projects to 20% low-income; including an option for rental projects to provide 15% very low-income units; decreasing the threshold requiring a BMR unit be built (rather than payment of an in-lieu fee) from seven to five units for ownership projects; changing affordability

periods to run in perpetuity; and increasing incentives associated with the City Density Bonus for rental projects to exceed those provided by the State Density Bonus.

Table 4.7-1 outlines the City’s progress toward meeting objectives identified in the 2015-2022 Housing Element. Following Table 4.7-1, Table 4.7-2 summarizes quantified objective performance.

Table 4.7-1: 2015-2022 Program Accomplishments

2015-2021 Housing Element Program

Program H-1.1: Continue the Rental Inspection Program. Continue the Rental Inspection Program as provided in San Carlos Municipal Code Chapter 15.34, as implemented by the Building Division.

Program H-1.2: Promote Home Repair Assistance. Promote the availability of free or inexpensive home repair services for low-income households, including households with special needs, provided by the most suitable organizations. Organizations providing such services may include but are not limited to:

- North Peninsula Neighborhood Services Center, Inc.
- Community Action Agency of San Mateo County, Inc. (CAA)
- Center for the Independence of the Disabled (CID)
- Rebuilding Together Peninsula
- Generating Renewable Ideas for Development Alternatives (GRID Alternatives)
- Promote the preservation and improvement of the quality of existing housing and neighborhoods.

Progress and Continued Appropriateness

The City’s Rental Inspection Program supports ongoing property maintenance of critical rental housing stock and provides a process to address tenant complaints of Code violations. Approximately 110 housing units are inspected annually. The Building Division oversees and implements this program, including the mandatory deck inspection. The program remains important and is updated and continued in the updated Housing Element.

While the City does not have funding to directly support home repair services, the City refers individuals to the Rebuilding Together Peninsula organization for renovation and repair services: <http://rebuildingtogetherpeninsula.org>. In addition, the City’s Code Enforcement is proactive in connecting various church groups, Boy Scouts, and other community groups such as the Lions Club and Kiwanis Clubs with homeowners in need. Volunteers remove overgrown vegetation, remove trash and debris, and complete very minor repairs to structures for elderly residents.

Continued residential rehabilitation ensures the longevity of the local housing stock. This program will be consolidated with existing Program H-1.3 and H-1.4 and continued in the Housing Element, with a focus on identification of new funding sources and providing clear information to the public about regionally available resources.

Table 4.7-1: 2015-2022 Program Accomplishments

2015-2021 Housing Element Program

Program H-1.3: Identify and Implement Residential Improvement Programs. Evaluate residential improvement programs that are or could be made available and consider re-establishing and expanding the City’s Life Safety Home Repair Grant program.

Program H-1.4: Publicize Rehabilitation Loan Programs. Promote the availability of any city, county, State or federal housing rehabilitation loan programs for San Carlos residents, including San Mateo County’s Housing Rehabilitation Loan Programs. As part of this outreach program, the City will identify rehabilitation opportunities linked to improving seismic safety in older multi-family housing developments in San Carlos.

Program H-1.5: Require Replacement Housing. Require the adoption of a minimum one-to-one replacement requirement of any housing units demolished due to public action.

Program H-1.6: Publicize Weatherization and Water Conservation Programs. Promote low-income weatherization assistance and water reduction programs.

Progress and Continued Appropriateness

The City will continue to evaluate opportunities as they arise; during the planning period, no additional funding sources were identified to support this program. This program will be consolidated with existing Program H-1.2 and H-1.4 and continued in the Housing Element, with a focus on identification of new funding sources and providing clear information to the public about regionally available resources.

San Carlos is a participating city within the San Mateo County Consortium Consolidated Plan. The 2018-2022 Consolidated Plan identified a goal to explore a multifamily rehabilitation and accessibility improvement program using CDBG revolving loan or other public funds to provide an incentive for landlords to participate in the Housing Choice Voucher program; however, CAPERs indicate this has not yet been completed. This program will be consolidated with existing Program H-1.2 and H-1.4 and continued in the Housing Element, with a focus on identification of new funding sources and providing clear information to the public about regionally available resources.

The City adopted a Uniform Relocation Policy in 2017. This program is complete and removed from the Housing Element; replaced with a program to comply with Government Code Section 65583.2(g)(3), requiring the replacement of units affordable to the same or lower income level as a condition of any development on a nonvacant site identified in the Housing Element.

The City provides links and information on the City website pertaining to water conservation and housing rehabilitation. Water conservation is an important goal for the City and is directed by the City’s Sustainability Office and Climate Mitigation and Adaptation Plan (CMAP). This program is complete and will be removed from the updated Housing Element.

Table 4.7-1: 2015-2022 Program Accomplishments

2015-2021 Housing Element Program

Program H-1.7: Undertake Actions to Reduce the Potential for Displacement of Lower Income Residents. Quantify, develop and evaluate potential strategies to address displacement of lower income residents. Based on this evaluation, measures will be developed and the City will implement programs, as appropriate, to address the risk of displacement of existing lower income residents. Once actions are identified and actions taken by the City, the City will monitor such programs annually for effectiveness and make adjustments as necessary. If possible, the City will coordinate with other jurisdictions in San Mateo County, under the umbrella of work to be undertaken by 21 Elements.

Program H-2.1: Implement the California Green Building Standards Code. Implement and promote incentive programs that encourage the use of green-building techniques in the development of all new housing and remodels, especially in affordable housing. This includes implementation of the California Green Building Standards (CALGreen) Code for new residential buildings, additions or alterations.

Program H-2.2: Funding for Green Building. Leverage federal, State and regional funding sources to subsidize incentive programs for green building.

Program H-2.3: Implement Energy Conservation. Continue to implement, suggest and promote up-to- date energy conservation policies, energy-efficient materials and devices as part of housing development projects and remodels of existing housing stock.

Progress and Continued Appropriateness

The City collaborates with 21 Elements, which prepared a report on displacement strategies most effective for San Mateo County jurisdictions in 2017. To address potential displacement of lower income residents, the City adopted a Uniform Relocation Policy in 2017. In 2019, the City adopted Ordinance No. 1556 to approve just cause eviction protections in the interim before the California Tenant Protection Act of 2019 went into place. This program is removed and replaced with programs to continue to identify special circumstances where existing affordable housing can be acquired and preserved and to continue collaboration with 21 Elements to enhance the exchange of information and identification of solutions to regional housing issues.

The City implements green-building techniques through implementation of CALGreen, consistent with State requirements. In 2021, San Carlos adopted an all-electric Reach Code Ordinance. A reach code is a local building energy code that “reaches” beyond the state minimum requirements for energy use in building design and construction, creating opportunities for local governments to lead the way on clean air, climate solutions, and the renewable energy economy. This program is complete and be implemented as a matter of regular business; as such it will be removed from the Housing Element.

Funding for green building opportunities remains limited. The City has focused the limited available funding to support affordable housing development, and encourages projects to implement sustainable features, seeking additional sources as opportunities are available. This program is removed from the Housing Element.

The City's Zoning Ordinance offers an increase in FAR for mixed use projects that include car share, electric car facilities, green roofs, solar panels, and other green building measures. Several mixed-use projects have incorporated one or more of these in recently approved projects. In addition, the City continues to implement CALGreen and in 2021, San Carlos adopted an all-electric Reach Code Ordinance. This program is complete and will be removed from the updated Housing Element.

Table 4.7-1: 2015-2022 Program Accomplishments**2015-2021 Housing Element Program**

Program H-3.1: Implement Complete Streets Policies and Programs. Continue to implement the Complete Streets Policy of the City of San Carlos (Resolution 2012-066), including infrastructure up-grades such as streetscape improvements, and “Complete Streets” programs, to create a pedestrian-friendly environment and encourage private residential investment in Planning Areas 1, 2, and 3, including El Camino Real (Grand Boulevard Initiative).

Program H-3.2: Provide Incentives for Higher-Density, Mixed-Use Development That Include Affordable and Special Needs Units. Reduce or waive development impact fees where necessary and appropriate to make infill higher-density, mixed-use development that includes affordable and special needs housing, including housing for extremely low income and persons living with disabilities (including persons with developmental disabilities) to be feasible in the Downtown area and along El Camino Real. The City will strive to incentivize development, such as allowing height limit bonuses, for projects that exceed the affordability levels or number of BMR units required by the BMR Program, (2) accommodate BMR units for special needs households, or (3) include Single Room Occupancy units.

Program H-3.3: Develop Incentives for Lot Consolidation. Develop a lot consolidation program for owners of small and odd-shaped lots in Planning Areas 1, 2, and 3. The program may include incentives for lot consolidation such as:

- Relaxed development standards
- Streamlined permitting process
- City financial contributions, as well as other density bonuses, incentives and concessions that are otherwise required by State density bonus law for the provision of higher levels of affordable housing.

The City will review the program on an annual basis to evaluate its effectiveness and revise as needed.

Progress and Continued Appropriateness

The City adopted a complete streets policy in 2012. Successful, completed projects include El Camino Real Grand Boulevard Initiative, East Side Connect, El Camino Real Landscaping and Lighting. Ongoing projects include removal of Eucalyptus trees along San Carlos Avenue and installation of new sidewalks to facilitate safe, walkability into the downtown and Caltrain. Projects underway are contributing towards sidewalk and pedestrian enhancements. In addition, San Carlos completed and adopted on June 9, 2020 its first pedestrian plan, the Bicycle and Pedestrian Master Plan. This program is complete and will be removed from the updated Housing Element.

The City provides Financial Assistance for qualifying projects through the BMR ordinance (SCMC 18.17.030, F.). In addition, funds from the Housing in-lieu fee and the Commercial Linkage fee are pooled to support affordable housing construction in the city. Cumulatively, for fiscal year 19/20 and 20/21, \$4.37M and \$2.37M in revenues were collected, respectively. The City also provides density bonuses and concessions to projects that include affordable housing units. For example, the affordable housing project at 817 Walnut received a density bonus and concession and the City waived all impact and processing fees. The City has also provided funding to support services for a group home for persons with disabilities.

This program is updated and continued in the updated Housing Element.

The City continues to evaluate the ability to consolidate lots in the downtown and best practices and incentives for consolidation of small lots, as well as ways to support development on small lots. As part of the 2023 Housing Element update, the City increased the allowable density on parcels throughout the multi-family and mixed use zones, which is a key mechanism to encouraging/facilitating housing on small lots. This program is continued in the updated Housing Element and modified to address the removal of constraints for small lot development and the City’s upcoming Downtown Specific Plan.

Table 4.7-1: 2015-2022 Program Accomplishments

2015-2021 Housing Element Program

Progress and Continued Appropriateness

Program H-4.1: Develop Second Unit (Accessory Dwelling Unit) Information Materials. Develop informational materials to educate the public on second accessory dwelling units, including alternatives to the affordable housing impact fee as compared to the construction of a second unit.

The Planning and Building Divisions provide information to the public regarding the provisions for accessory dwelling units. During this Housing Element cycle, there has been significant change to State laws and resulting growth in the number of applications for ADUs. For example, in 2015 only 5 ADUs were approved; in 2016, there were 6; in 2017 there were 8; and in 2018 the numbers more than doubled to 19 ADUs permitted in San Carlos. In 2019, 14 ADUs were permitted and in 2020, 29 ADUs received building permits. Accessory dwelling units remain an important component of the housing stock in San Carlos; this program will be consolidated with other ADU programs and continued in the updated Housing Element.

Program H-4.2: Modify Second Unit Development Standards. Eliminate the 400-foot distance standard currently required between secondary dwelling units and continue to review the effectiveness of second unit development standards on a periodic basis.

The 400-ft distance standard has been eliminated. In 2020, San Carlos adopted an Accessory Dwelling Unit Ordinance, permitting ADUs and JADUs consistent with State law. This program is complete and will be removed from the updated Housing Element.

Program H-4.3: Identify Possible Sources of Funding for Secondary Dwelling Units. Identify potential funding sources for remodels of existing homes to create an autonomous second unit within the existing structure.

In 2020, San Carlos adopted an Accessory Dwelling Unit Ordinance, permitting ADUs and JADUs consistent with State law. The City participates in regional efforts to encourage and facilitate accessory dwelling units; this program is modified accordingly and consolidated with other ADU programs in the updated Housing Element.

Program H-4.4: Legalize Existing Unpermitted Secondary Dwelling Units. Extend and promote the amnesty program to legalize existing unpermitted second units. Encourage the legalization of unpermitted second units to better ensure that they are safe and habitable.

In 2020, San Carlos adopted an Accessory Dwelling Unit Ordinance, allowing for previously constructed ADU property owners to apply for a delay of correction to building standard violations for five years, if the building standard violation is not necessary to protect health and safety (Section 18.23.210, H.) This program is complete and will be consolidated with other ADU programs in the updated Housing Element.

Program H-4.5: Undertake Design Review of Secondary Dwelling Units. Continue to evaluate the design of second unit applications through the minor design review process, which establishes objective standards for application review and approval of secondary dwelling units.

In 2020, San Carlos adopted an Accessory Dwelling Unit Ordinance, establishing a ministerial review process for ADUs. This program is obsolete and will be removed from the updated Housing Element.

Table 4.7-1: 2015-2022 Program Accomplishments

2015-2021 Housing Element Program

Program H-4.6: Establish a Process and Standards to Allow the Conversion of Accessory Buildings and Structures to a Secondary Dwelling Unit. Allow converted accessory buildings/structures that do not comply with the current secondary dwelling unit ordinance to be reviewed through a new process that establishes an allowance for one or more exceptions from the secondary dwelling unit development regulations. Modify the existing development regulations of accessory buildings/structures to more clearly distinguish how accessory buildings/structures can be used (such as modifying the regulations to prohibit living areas without main dwelling unit setbacks and/or the number of plumbing fixtures) and consider reduction or waiver of fees. Reevaluate the effectiveness of this program in producing secondary dwelling units and consider other options after one year from adoption of the ordinance.

Program H-5.1: Implement Below Market Rate (BMR) Requirements. Continue to implement the City’s Below Market Rate (BMR) Ordinance and revise the ordinance to change the length of time for very low and low-income unit affordability from 30 to 55 years, as is standard practice in most BMR ordinances.

Program H-5.2: Implement First-time Homebuyer Programs. Direct prospective first-time homebuyers to County programs intended for first time homebuyers. Encourage the use of these programs through outreach and education.

Program H-5.3: Encourage the Use of the HUD Section 8 and Other Rental Voucher Programs. Encourage the use of federal, state and local rental housing programs and encourage nonprofit service providers to refer eligible clients, especially those with extremely low incomes, to the Section 8 program for assistance.

Progress and Continued Appropriateness

In 2020, San Carlos adopted an Accessory Dwelling Unit Ordinance, permitting ADUs and JADUs conversions consistent with State law. This program is obsolete and will be removed from the updated Housing Element.

The City’s BMR Ordinance requires deed restrictions of 45 years for for-sale units and 55 years for rentals. In 2022, the City updated the BMR Ordinance to encourage more affordable housing in the community. The BMR Ordinance remains an important component of the City’s affordable housing strategy and is included in the updated Housing Element as an ongoing program.

The City continues to refer interested homeowners to HEART, which provides first-time homebuyer programs and loans. As a condition of sale for all owner-occupied below market rate units, deed restrictions are required and include the City’s purchase option, resale restrictions, and procedures and policies regarding changes in title to ensure that owner-occupied below market rate units remain affordable for not less than 45 years. This program will be updated and include information on local BMR ownership units that are resold, and included in the updated Housing Element.

The City refers eligible clients to appropriate resources and continues to implement its BMR Ordinance, which specifies Section 8 eligibility in BMR projects. This program will be continued in the updated Housing Element and consolidated with existing Program H-5.4 and H-5.5.

Table 4.7-1: 2015-2022 Program Accomplishments

2015-2021 Housing Element Program

Program H-5.4: Work with the San Mateo County Department of Housing to Publicize Available Rental Assistance and Other Programs. Continue to publicize the availability of rental assistance and other assistance programs and work with the San Mateo County Department of Housing to implement the Section 8 Rental Assistance Programs effectively in San Carlos and, as appropriate, assist non-profit housing rental assistance efforts.

Program H-5.5: Study and Consider Measures to Address Potential Discrimination Against Section 8 Voucher Recipients. Conduct an evaluation to quantify, develop and evaluate potential strategies to address the potential for discrimination against Section 8 or other rental assistance voucher programs. Based on this evaluation, measures will be developed and the City may implement programs, as appropriate, to address this issue. If possible, the City will coordinate with other jurisdictions in San Mateo County, under the umbrella of work to be undertaken by 21 Elements.

Program H-5.6: Work with the Business Community to Address Workforce Housing Needs. Publicize and promote affordable workforce housing programs to the business community and to City, school and other local government employees and recruits.

Program H-5.7: Explore Opportunities to Rehabilitate and Convert Existing Housing to Affordable Housing. Explore partnerships with housing operators, non-profit organizations and developers to rehabilitate and convert existing market rate rental housing into affordable housing for extremely low, very low, low and moderate income households.

Progress and Continued Appropriateness

The City publicizes information on its website and partners with the County and local nonprofit housing providers. This program is consolidated with existing Program H-5.3 and H-5.5 and included in the updated Housing Element.

During the planning period, the City participated in the regional collaboration with 21 Elements. During this time, new Statewide legal requirements were enacted pursuant to SB 329, which prohibit housing discrimination on the basis of source of income (including Housing Choice Vouchers). This program will be consolidated with existing Program H-5.3 and H-5.4 and included in the updated Housing Element.

On the City’s website, local affordable housing resources are publicized. San Carlos also has in place a commercial linkage fee to support affordable housing in tandem with new nonresidential construction projects. The Linkage Fee applies to commercial projects including changes in use, additions in floor area and new development with variations in cost based on use:

Retail, Restaurant, & Personal Service: \$5/SF; Hotel: \$10/SF; Office, Medical Office, R&D: \$20/SF.

This program is consolidated with programs pertaining to affordable housing funding sources and City’s commercial linkage fee, and continued in the updated Housing Element.

The City continues to engage developers and affordable housing providers on this issue. The upcoming program at 1232 Cherry Street will redevelop six existing affordable units and, in combination with the adjacent lot housing a retail building, result in 34 affordable units. This program is consolidated with programs pertaining to partnerships and collaboration and continued in the updated Housing Element.

Table 4.7-1: 2015-2022 Program Accomplishments

2015-2021 Housing Element Program

Program H-5.8: Establish Priority Processing Procedures. Establish a process for granting priority permit processing status for approved housing projects that exceed the City’s minimum BMR requirement.

Program H-5.9: Maintain an Inventory of Sites Eligible for LIHTC Funding. Identify locations and encourage projects that will score well based on the criteria set forth for Low Income Housing Tax Credit funding.

Program H-5.10: Update for Consistency with State Density Bonus Law. Update the Zoning Ordinance to be consistent with the latest changes to State Density Bonus Law, including modifications to comply with AB 2222, which requires replacement of pre-existing affordable units to be eligible for the bonuses, incentives and waivers provided under State Density Bonus Law.

Program H-5.11: Pursue Funding for Lower Income Housing. Monitor and pursue funding for housing that meets the needs of lower income households. Monitoring of funding availability will be done on an ongoing basis through coordination with 21 Elements and by City staff. At least annually, the City will take actions to pursue specific funding sources for lower income housing either alone or in coordination with other jurisdictions or entities involved in the provision of lower income housing.

Program H-6.1: Evaluate Incentives for BMR Housing. Periodically evaluate the density bonuses, incentives and concessions in the BMR Ordinance to determine whether they are adequate to make the production of affordable housing feasible.

Progress and Continued Appropriateness

The Planning Division continues to work with applicants who propose affordable housing at deeper levels for fast tracking. This program will be consolidated with a program to pursue review streamlining, especially through adoption of objective design standards, and continued in the updated Housing Element.

During the planning period, the City maintained an inventory of sites to meet the RHNA. Sites in the previous Housing Element were identified in transit and service rich areas, consistent with LIHTC funding criteria. During the planning period, 817 Walnut which includes 23 affordable studio units, received LIHTC funding and was constructed. This program will be modified to indicate that the City will maintain the inventory of sites throughout the planning period, and address no-net loss provisions of State Housing Element law.

While the Density Bonus portion of the City’s Zoning Ordinance was not updated, the City complied with State Density Bonus law throughout the planning period. In 2022, the City updated Chapter 18.16 (Affordable Housing Programs) and Chapter 18.17 (Affordable Housing Incentives) to encourage more affordable housing in the community, including an update to provide additional incentives through the City’s density bonus ordinance. A program to update the City’s Density Bonus Ordinance to reflect State law is included in the updated Housing Element.

The City has implemented a commercial linkage fee and an in-lieu fee for smaller affordable housing projects to comply with the BMR Ordinance. These funding sources are important to provide a local match for projects seeking other affordable housing funds. This program will be updated and consolidated with other programs pertaining to affordable housing funding sources.

The City updated the BMR Ordinance in 2022 to comprehensively evaluate its effectiveness and parameters. This program will be continued in the updated Housing Element, with a focus on implementation and tracking of the BMR Ordinance.

Table 4.7-1: 2015-2022 Program Accomplishments

2015-2021 Housing Element Program

Program H-6.2: Adopt Priority Procedures for Providing Water and Sewer Service to Affordable Housing Developments. Consistent with SB 1087 (Government Code Section 65589.7), the City will provide a copy of the adopted Housing Element to water and sewer providers immediately upon adoption and will work with water and sewer providers to adopt written policies and procedures that grant priority for service allocations to proposed developments that include housing units affordable to lower income households.

Program H-7.1: Contribute to Special Needs Service Providers. On an annual basis, provide financial contributions to non-profit organizations and outside agencies that serve the housing needs of special needs households in and around San Carlos. These organizations and agencies may include but are not limited to:

- The Center for Independence of the Disabled (CID)
- HIP Housing
- Shelter Network
- Samaritan House
- CALL Primrose
- San Mateo County Children’s Fund
- HEART

Program H-7.2: Evaluate the Effectiveness of City Contributions to Special Needs Service Providers. Evaluate City contributions to outside agencies to assess whether to continue funding and/or adjust funding amounts or to consider other agencies for funding, particularly those organizations and agencies that provide housing with support services for persons with disabilities.

Program H-7.3: Require Annual Reports from Special Needs Service Providers. Require outside agencies receiving contributions from the City to submit annual reports detailing how funds have been used and how programs have benefited San Carlos residents.

Program H-7.4: Maintain an Inventory of Sites for Senior and Other Special Needs Housing. Identify locations and encourage senior housing, including assisted living facilities, in multi-family areas, and maintain an inventory of suitable sites for senior housing and for persons with disabilities or other special needs.

Progress and Continued Appropriateness

The City delivered a copy of the adopted Housing Element to water and sewer providers after adoption. This program remains a requirement of State law and will be included in the updated Housing Element.

The City supports organizations that serve special needs persons through the allocation of Housing In-Lieu Fees. Grants to seven organizations totaled:

- FY 18/19: \$105,000
- FY 19/20 \$105,000
- FY 20/21: \$154,500
- FY 21/22: \$157,600

This program is an important resource and will be continued in the updated Housing Element.

The City tracks funding by cost/household served and units preserved/assisted. This program will be updated and consolidated with Programs H-7.1 and H-7.3 and continued in the updated Housing Element.

The City requires annual reports for grants issued. This program will be updated and consolidated with Programs H-7.1 and H-7.3 and continued in the updated Housing Element.

The Housing Element included ample sites to accommodate the RHNA and provide for a variety of housing options for special needs groups, seniors, and those with disabilities. This program is consolidated with the Adequate Sites program (Program 5.9) and included in the updated Housing Element.

Table 4.7-1: 2015-2022 Program Accomplishments

2015-2021 Housing Element Program

Program H-7.5: Provide Assistance to Projects for Persons with Special Needs Housing. Offer financial and technical assistance for housing development projects for persons with special needs. Financial support may come in the form of redevelopment housing set-aside funds, Community Development Block Grant (CDBG) funds, and other State and federal sources that the City will continue to pursue in partnership with local developers and agencies. On an annual basis, contact developers and agencies to discuss the City’s ability to support special needs housing development projects. Evaluate the effectiveness of this program twice within the planning period.

Program H-7.6: Facilitate Home Sharing and Tenant Matching Opportunities. Work with non-profit groups (including HIP Housing — hiphousing.org/programs/home-sharing-program) to create home sharing/matching opportunities for renters as a means of efficiently using the existing housing stock. Tasks would include:

- Assist in outreach in identifying potential owners, such as seniors who wish to remain in their home or new buyers who could afford single-family homes with the extra income potential.
- Assist in publicizing and helping to identify potential renters interested in home sharing opportunities.
- Consider opportunities for renters who do not have vehicles to be matched at locations that have limited parking available.
- Coordinate with HIP Housing and develop standards that would allow separate cooking facilities if tied to a home sharing program.

Program H-8.1: Ensure Fair Housing in City Policies and Procedures. Continue to review City policies and procedures to ensure that the City is promoting fair housing goals to the fullest extent possible.

Program H-8.2: Provide Public Handouts on Fair Housing. Provide information to residents about service providers that assist with fair housing complaints and violations, including, but not limited to, providing materials at City Hall and the San Carlos Library, as well as links on the City’s website.

Program H-8.3: Provide Education and Training on Fair Housing Laws. Provide education and training on fair housing laws to City staff who interact with residents on housing matters.

Progress and Continued Appropriateness

The City no longer has redevelopment housing set-aside funds to support local projects. The City participates in the San Mateo County Consolidated Plan and is distributed CDBG funds through the County Consortium. This program will be consolidated within a funding program in the updated Housing Element.

The City continues to work with HIP Housing and promotes its home sharing program with flyers and information to the public. This program is combined with other partnership programs and updated/continued in the updated Housing Element.

The City continues to explore opportunities to promote fair housing. This program is consolidated with Programs H-8.2 – 8.6 and continued in the updated Housing Element under an Affirmatively Furthering Fair Housing program.

The City provides information and has links on the City’s website pertaining to affordable housing and staff makes referrals to Project Sentinel. This program is updated to provide additional information on the City’s website about fair housing and consolidated with Programs H-8.1 – 8.6 and continued in the updated Housing Element under an Affirmatively Furthering Fair Housing program.

Staff is educated and trained on fair housing and uses Project Sentinel as a resource to those in need. This program is consolidated with Programs H-8.1 – 8.6 and continued in the updated Housing Element under an Affirmatively Furthering Fair Housing program.

Table 4.7-1: 2015-2022 Program Accomplishments

2015-2021 Housing Element Program	Progress and Continued Appropriateness
<p>Program H-8.4: Conduct Community Outreach on Fair Housing Laws. Broaden public knowledge of fair housing laws through outreach efforts by including information in City newsletters and on the City’s website. The City will also coordinate annually with other agencies and organizations, including 21 Elements, to identify other means of informing residents about fair housing laws. The City will also provide non-English language translation of all fair housing information provided to the public on an as-needed basis.</p>	<p>The City provides information and has links on the City’s website pertaining to affordable housing and makes referrals to Project Sentinel. This program is consolidated with Programs H-8.2 – 8.6 and continued in the updated Housing Element under an Affirmatively Furthering Fair Housing program.</p>
<p>Program H-8.5: Refer Discrimination Complaints. Refer discrimination complaints to the appropriate legal service, County or State agency.</p>	<p>The City provides information and has links on the City’s website pertaining to affordable housing and makes referrals to Project Sentinel. This program is consolidated with Programs H-8.2 – 8.6 and continued in the updated Housing Element under an Affirmatively Furthering Fair Housing program.</p>
<p>Program H-8.6: Provide Funding for Fair Housing Counseling Agencies. Continue to provide funding to agencies that provide free counseling to San Carlos residents on issues relating to fair housing.</p>	<p>The City participates in the San Mateo County Consortium, which distributes CDBG funds. Through this mechanism, Project Sentinel is provided grant funds for operation. This program is consolidated with Programs H-8.2 – 8.6 and continued in the updated Housing Element under an Affirmatively Furthering Fair Housing program.</p>
<p>Program H-8.7: Implement Employee Housing Requirements. On an ongoing basis, ensure that the City is in compliance with State Health and Safety Code Sections 17021.5, which concerns employee housing that serves six or fewer employees.</p>	<p>The City treats employee housing located in single-family homes and occupied by six or fewer employees as a single-family use, consistent with State law. This program is implemented and removed from the Housing Element.</p>

Quantified Objectives

Table 4.7-2 summarizes San Carlos’s quantified objectives for the 2015-2022 Housing Element planning period and the progress the City has made, including progress meeting the City’s fifth cycle RHNA. Through 2021, although total construction exceeded the full RHNA allocation, this was largely due to the development of above-moderate income units. Only 11 percent of very low-income units, 13 percent of low-income units, and 13 percent of moderate-income units were built during this period.

The City established rehabilitation objectives for 36 units during the planning period. While funding was more limited than anticipated, each year the City funded maintenance and repairs at the 100%-affordable Laureola Oaks property (16 units). In addition, the City refers individuals to the Rebuilding Together Peninsula organization and Code Enforcement has proactively connected homeowners in need with community groups to support minor repair work.

4 2023 HOUSING ELEMENT: PREVIOUS ACCOMPLISHMENTS

The conservation goal was to preserve existing affordable housing projects; no units were at risk of converting to market rate due to expiration of deed restrictions. No deed restricted affordable units converted to market rate during the planning period.

Table 4.7-2: Summary of 2015-2023 Housing Element Quantified Objectives

Objectives	Income Level					Total
	Extremely Low	Very Low	Low	Moderate	Above Moderate	
Construction Objectives (RHNA)						
Goal	195	107	111	183	596	
Progress (through 2021)	22	14	14	572	622	
Rehabilitation Objectives						
Goal	16	8	10	10	36	
Progress	--	16	--	--	16	
Conservation and Preservation Objectives						
Goal	90	50	20	20	140	
Progress*	90	50	20	20	140	

*No affordable housing was converted to market rate during the planning period.

Table 4.A-1: San Carlos Housing Element 2023-2031 Sites Inventory

APN	Address	General Plan	Zoning	Acres	Max Density	Min Density	Lot Consolidation	Common Ownership	Realistic Capacity					Existing Uses
									Very Low	Low	Mod	Above Mod	Total	
045316140	260 EL CAMINO REAL	Mixed Use, High	MU-N-120	0.73	120	90	Yes	Owner A	74	0	0	0	74	retail
045316130	240 EL CAMINO REAL	Mixed Use, High	MU-N-120	0.36	120	90		Owner A	37	0	0	0	37	restaurant
050054320	366 EL CAMINO REAL	Mixed Use, Medium	MU-N-50	0.22	50	38	Yes	Owner A	0	0	4	5	9	restaurant
050054330	356 EL CAMINO REAL	Mixed Use, Medium	MU-N-50	0.15	50	38		Owner A	0	0	3	3	6	office/commercial
050074160	1188 SAN CARLOS AVE	Mixed Use, Med High	MU-DC-100	0.08	100	75	Yes	Owner A	0	0	3	4	7	hair salon
050074150	1178 SAN CARLOS AVE	Mixed Use, Med High	MU-DC-100	0.07	100	75		Owner B	0	0	3	3	6	hair salon
050074170	577 LAUREL ST	Mixed Use, Med High	MU-DC-100	0.09	100	75		Owner C	0	0	4	4	8	jewelry store
050074140	1156 SAN CARLOS AVE	Mixed Use, Med High	MU-DC-100	0.05	100	75		Owner D	0	0	2	2	4	lighting store
050074130	1148 SAN CARLOS AVE	Mixed Use, Med High	MU-DC-100	0.11	100	75		Owner E	0	0	4	5	9	office/commercial
046124110	1064 CHERRY ST	Mixed Use, Low	MU-N-40	0.12	40	30	Yes	Owner A	0	0	2	2	4	industrial
046124290	681 OLD COUNTY RD	Mixed Use, Low	MU-N-40	0.12	40	30		Owner B	0	0	2	2	4	auto repair shop
046124280	663 OLD COUNTY RD	Mixed Use, Low	MU-N-40	0.23	40	30		Owner C	0	0	4	4	8	warehousing
046126300	1070 HALL ST	Mixed Use, Low	MU-N-40	0.09	40	30		Owner A	0	0	1	2	3	single family residential
046126320	713 OLD COUNTY RD	Mixed Use, Low	MU-N-40	0.12	40	30		Owner A	0	0	2	2	4	warehousing
046126290	701 OLD COUNTY RD	Mixed Use, Low	MU-N-40	0.18	40	30	Yes	Owner A	0	0	3	3	6	warehousing
046128240	749 OLD COUNTY RD	Mixed Use, Low	MU-N-40	0.18	40	30	Yes	Owner A	0	0	3	3	6	auto repair shop
046128280		Mixed Use, Low	MU-N-40	0.19	40	30		Owner B	0	0	3	3	6	vacant
050034230	1660 SAN CARLOS AVE	Mixed Use, High	MU-SC-120	0.13	120	90	Yes	Owner A	0	0	6	7	13	office/commercial
050034090	1622 SAN CARLOS AVE	Mixed Use, High	MU-SC-120	0.11	120	90		Owner B	0	0	6	6	12	office/commercial + 1 residential unit
050034080	1620 SAN CARLOS AVE	Mixed Use, High	MU-SC-120	0.11	120	90		Owner C	0	0	6	6	12	office/commercial
050033130	525 SYCAMORE ST	Multi-Family, Medium	RM-59	0.13	59	45	Yes	Owner A	0	0	3	3	6	single family residential
050033140	529 SYCAMORE ST	Multi-Family, Medium	RM-59	0.13	59	45		Owner B	0	0	3	3	6	single family residential
050034120	575 PROSPECT ST	Multi-Family, Med High	RM-100	0.13	100	75	Yes	Owner A	0	0	5	5	10	office/commercial
050034130	565 PROSPECT ST	Multi-Family, Med High	RM-100	0.14	100	75		Owner B	0	0	6	5	11	single family residential
050034140	557 PROSPECT ST	Multi-Family, Med High	RM-100	0.14	100	75		Owner C	0	0	6	5	11	single family residential
050062070	508 ELM ST	Multi-Family, Med High	RM-100	0.13	100	75	Yes	Owner A	0	0	5	5	10	single family residential
050062090	510 ELM ST	Multi-Family, Med High	RM-100	0.12	100	75		Owner A	0	0	5	4	9	single family residential
050133420	628 EL CAMINO REAL	Mixed Use, High	MU-D-120	0.16	120	90	Yes	Owner A	0	0	8	9	17	realty office
050133310	620 EL CAMINO REAL	Mixed Use, High	MU-D-120	0.13	120	90		Owner A	0	0	6	7	13	massage/wellness services
050133460	638 EL CAMINO REAL	Mixed Use, High	MU-D-120	0.08	120	90	Yes	Owner A	0	0	4	4	8	retail
050133450	638 EL CAMINO REAL	Mixed Use, High	MU-D-120	0.08	120	90		Owner A	0	0	4	4	8	retail
050133330	634 EL CAMINO REAL	Mixed Use, High	MU-D-120	0.05	120	90		Owner A	0	0	2	3	5	smoke shop
050133320	630 EL CAMINO REAL	Mixed Use, High	MU-D-120	0.06	120	90		Owner A	0	0	3	3	6	eye lash studio
050133170	648 EL CAMINO REAL	Mixed Use, High	MU-D-120	0.08	120	90		Owner A	0	0	4	4	8	restaurant
050133440	640 EL CAMINO REAL	Mixed Use, High	MU-D-120	0.08	120	90	Yes	Owner B	0	0	4	5	9	hair salon
050154130	777 LAUREL ST	Mixed Use, Med High	MU-DC-100	0.16	100	75	Yes	Owner A	0	0	7	7	14	catering company
050154140	769 - 773 LAUREL ST	Mixed Use, Med High	MU-DC-100	0.16	100	75		Owner B	0	0	7	7	14	restaurant
050164270	888 EL CAMINO REAL	Mixed Use, High	MU-D-120	0.37	120	0	Yes	Owner A	38	0	0	0	38	retail
050164060	880 EL CAMINO REAL	Mixed Use, High	MU-D-120	0.25	120	90		Owner A	25	0	0	0	25	auto works body shop and parking
051358200	964 EL CAMINO REAL	Mixed Use, High	MU-D-120	0.08	120	90	Yes	Owner A	0	0	4	4	8	office/commercial
051358310	980 EL CAMINO REAL	Mixed Use, High	MU-D-120	0.28	120	90		Owner B	0	0	14	15	29	car wash
051357160	920 LAUREL ST	Mixed Use, Low	MU-N-40	0.12	40	30	Yes	Owner A	0	0	2	2	4	single family residential
051357170	926 LAUREL ST	Mixed Use, Low	MU-N-40	0.12	40	30		Owner B	0	0	2	2	4	single family residential

Table 4.A-1: San Carlos Housing Element 2023-2031 Sites Inventory

APN	Address	General Plan	Zoning	Acres	Max Density	Min Density	Lot Consolidation	Common Ownership	Realistic Capacity					Existing Uses
									Very Low	Low	Mod	Above Mod	Total	
051347080	1036 LAUREL ST	Mixed Use, Low	MU-N-40	0.14	40	30	Yes	Owner A	0	0	2	3	5	office/commercial
051353070	1028 LAUREL ST	Mixed Use, Low	MU-N-40	0.14	40	30		Owner B	0	0	2	3	5	office/commercial
051347140	1200 BRITTAN AVE	Mixed Use, Low	MU-N-40	0.08	40	30	Yes	Owner B	0	0	1	2	3	office/commercial
051347130	1074 LAUREL ST	Mixed Use, Low	MU-N-40	0.09	40	30		Owner C	0	0	1	2	3	single family residential
051343140	1140 LAUREL ST	Mixed Use, Low	MU-N-40	0.22	40	30	Yes	Owner A	8	0	0	0	8	office/commercial
051343130	1100 LAUREL ST	Mixed Use, Low	MU-N-40	0.58	40	30		Owner A	20	0	0	0	20	office/commercial
051343170	1176 LAUREL ST	Mixed Use, Low	MU-N-40	0.11	40	30	Yes	Owner A	0	0	2	2	4	hair salon
051343160		Mixed Use, Low	MU-N-40	0.11	40	30		Owner B	0	0	2	2	4	parking lot
051343150	1158 LAUREL ST	Mixed Use, Low	MU-N-40	0.11	40	30		Owner C	0	0	2	2	4	restaurant
051336130	1224 EL CAMINO REAL	Mixed Use, High	MU-SB-120	0.08	120	90	Yes	Owner A	0	0	4	4	8	spa
051336120	1216 EL CAMINO REAL	Mixed Use, High	MU-SB-120	0.08	120	90		Owner B	0	0	4	4	8	retail
051336110	1200 EL CAMINO REAL	Mixed Use, High	MU-SB-120	0.17	120	90		Owner C	0	0	9	9	18	retail
051344480	1188 EL CAMINO REAL	Mixed Use, High	MU-SB-120	0.27	120	90	Yes	Owner A	0	0	13	14	27	retail
051344350	1168 EL CAMINO REAL	Mixed Use, High	MU-SB-120	0.23	120	90		Owner B	0	0	11	12	23	retail
051364060	1494 EL CAMINO REAL	Mixed Use, High	MU-SB-120	0.07	120	90	Yes	Owner A	0	0	3	4	7	retail
051364170	1482 EL CAMINO REAL	Mixed Use, High	MU-SB-120	0.34	120	90		Owner B	0	0	17	18	35	Trader Joes parking lot
051368030	1524 EL CAMINO REAL	Mixed Use, High	MU-SB-120	0.06	120	90	Yes	Owner A	0	0	3	3	6	restaurant
051368020	1510 EL CAMINO REAL	Mixed Use, High	MU-SB-120	0.06	120	90		Owner B	0	0	3	3	6	salon + 1 unit
051368010	1500 EL CAMINO REAL	Mixed Use, High	MU-SB-120	0.11	120	90		Owner C	0	0	5	6	11	dry cleaners + 2 units
051373250	1696 LAUREL ST	Mixed Use, Low	MU-N-40	0.17	40	30	Yes	Owner A	0	0	3	3	6	restaurant
051373090	1682 LAUREL ST	Mixed Use, Low	MU-N-40	0.06	40	30		Owner B	0	0	1	1	2	office/commercial
051372170	1665 LAUREL ST	Mixed Use, Med High	MU-SB-100	0.06	100	75	Yes	Owner A	0	0	2	3	5	restaurant
051372180	1659 LAUREL ST	Mixed Use, Med High	MU-SB-100	0.06	100	75		Owner B	0	0	2	3	5	dog spa
051372120		Mixed Use, Med High	MU-SB-100	0.12	100	75	Yes	Owner A	0	0	5	5	10	parking
051372130	1689 LAUREL AVE	Mixed Use, Med High	MU-SB-100	0.06	100	75		Owner B	0	0	2	3	5	office/commercial
051372140	1683 LAUREL ST	Mixed Use, Med High	MU-SB-100	0.06	100	75		Owner C	0	0	2	3	5	tobacco club
051372110	1692 EL CAMINO REAL	Mixed Use, High	MU-SB-120	0.17	120	90	Yes	Owner A	0	0	9	9	18	mixed use
051372290	1682 EL CAMINO REAL	Mixed Use, High	MU-SB-120	0.06	120	90		Owner B	0	0	3	3	6	flower shop
051372280		Mixed Use, High	MU-SB-120	0.06	120	90		Owner B	0	0	3	3	6	retail
051372090	1670 EL CAMINO REAL	Mixed Use, High	MU-SB-120	0.06	120	90	Yes	Owner C	0	0	3	3	6	retail
051372080	1668 EL CAMINO REAL	Mixed Use, High	MU-SB-120	0.06	120	90		Owner D	0	0	3	3	6	office/commercial
051375060	1792 EL CAMINO REAL	Mixed Use, High	MU-SB-120	0.08	120	90	Yes	Owner A	0	0	4	4	8	retail
051375050	1784 EL CAMINO REAL	Mixed Use, High	MU-SB-120	0.07	120	90		Owner B	0	0	3	4	7	office/commercial
051375040	1776 EL CAMINO REAL	Mixed Use, High	MU-SB-120	0.06	120	90		Owner C	0	0	3	3	6	mixed use
051379030		Mixed Use, High	MU-SB-120	0.20	120	90	Yes	Owner A	20	0	0	0	20	parking
052061998		Mixed Use, High	MU-SB-120	0.20	120	90		Owner A	20	0	0	0	20	parking
051379020		Mixed Use, High	MU-SB-120	0.10	120	90		Owner A	11	0	0	0	11	parking
051379010	1800 EL CAMINO REAL	Mixed Use, High	MU-SB-120	0.29	120	90	Yes	Owner A	30	0	0	0	30	Carl's Jr
051379100	1209 EATON AVE	Mixed Use, Low	MU-N-40	0.27	40	30	Yes	Owner A	0	0	4	5	9	office/commercial
051379220		Mixed Use, Low	MU-N-40	0.19	40	30		Owner A	0	0	3	4	7	parking
051379060		Mixed Use, Med High	MU-SB-100	0.07	100	30	Yes	Owner A	0	0	3	3	6	parking
051379050	1131 EATON AVE	Mixed Use, Med High	MU-SB-100	0.07	100	30		Owner A	0	0	3	3	6	office/commercial
051379040		Mixed Use, Med High	MU-SB-100	0.08	100	30		Owner A	0	0	3	4	7	parking

Table 4.A-1: San Carlos Housing Element 2023-2031 Sites Inventory

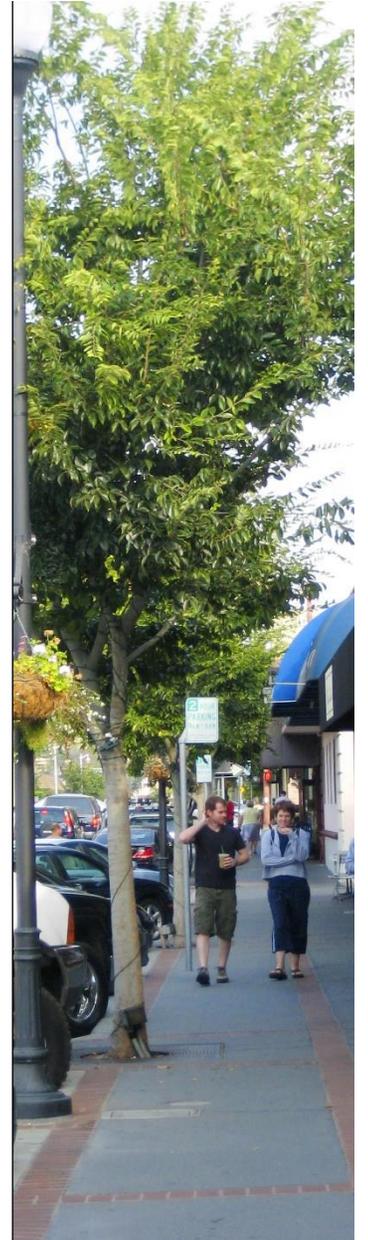
APN	Address	General Plan	Zoning	Acres	Max Density	Min Density	Lot Consolidation	Common Ownership	Realistic Capacity					Existing Uses
									Very Low	Low	Mod	Above Mod	Total	
051375030	1768 EL CAMINO REAL	Mixed Use, High	MU-SB-120	0.06	120	90	Yes	Owner A	0	0	3	3	6	retail
051375020	1748 EL CAMINO REAL	Mixed Use, High	MU-SB-120	0.29	120	90		Owner A	0	0	15	15	30	restaurant
051376170			MU-N-40	0.31	40	30	Yes	Owner A	10	0	0	0	10	one story office
051376060			MU-N-40	0.06	40	30		Owner B	2	0	0	0	2	restaurant
051376160			MU-N-40	0.12	40	30		Owner B	4	0	0	0	4	hair salon
051376180			MU-N-40	0.17	40	30		Owner B	6	0	0	0	6	permanent makeup, insurance office
051376010			MU-N-40	0.11	40	30		Owner B	4	0	0	0	4	dentist office
050512050		Single Family	RS-6	0.33	6	6			0	0	0	2	2	vacant
049430020	735 CRESTVIEW DR	Single Family - Low	RS-3	0.23	3	3			0	0	0	1	1	vacant
049080290		Single Family - Low	RS-3	3.75	3	3			0	0	0	11	11	vacant
050204290		Single Family	RS-6	0.19	6	6			0	0	0	1	1	vacant
049101080		Single Family - Low	RS-3	0.17	3	3			0	0	0	1	1	vacant
049221130		Single Family	RS-6	0.11	6	6			0	0	0	1	1	vacant
049133460		Single Family	RS-6	0.08	6	6			0	0	0	0	0	vacant
049234160		Single Family	RS-6	0.24	6	6			0	0	0	1	1	vacant
049341410		Single Family	RS-6	0.25	6	6			0	0	0	1	1	vacant
049341390		Single Family	RS-6	0.23	6	6			0	0	0	1	1	vacant
049372010	5 - 9 CORONADO AVE	Single Family	RS-6	2.69	6	6			0	0	0	16	16	retail
049342050		Single Family	RS-6	0.15	6	6			0	0	0	1	1	vacant
049373020		Single Family	RS-6	0.13	6	6			0	0	0	1	1	vacant
050121100	1785 SAN CARLOS AVE	Multi-Family, Medium	RM-59	1.10	59	44			49	0	0	0	49	medical office
050033160	560 PROSPECT ST	Multi-Family, Medium	RM-59	0.13	59	45			0	0	3	3	6	single family residential
050034150	549 PROSPECT ST	Multi-Family, Med High	RM-100	0.15	100	75			0	0	6	5	11	single family residential
050034160	543 PROSPECT ST	Multi-Family, Med High	RM-100	0.15	100	75			0	0	6	5	11	single family residential
050122060	606 CEDAR ST	Mixed Use, High	MU-SC-120	0.17	120	90			0	0	8	9	17	single family residential
050123090	1524 CHERRY ST	Multi-Family, Med High	RM-100	0.16	100	75			0	0	6	6	12	single family residential
050141290	774 CHESTNUT ST	Multi-Family, Med High	RM-100	0.11	100	75			0	0	4	4	8	single family residential
050123070	664 CHESTNUT ST	Multi-Family, Med High	RM-100	0.17	100	75			0	0	7	6	13	single family residential
050124080	621 CHESTNUT ST	Multi-Family, Med High	RM-100	0.35	100	75			0	0	14	13	27	multifamily residential 8 or more units
050062180	575 CHESTNUT ST	Multi-Family, Med High	RM-100	0.14	100	75			0	0	6	5	11	single family residential
050151260	1427 CHERRY ST	Multi-Family, Med High	RM-100	0.17	100	75			0	0	7	6	13	single family residential
050151060	768 ELM ST	Multi-Family, Med High	RM-100	0.18	100	75			0	0	7	6	13	single family residential
050151030	722 ELM ST	Multi-Family, Med High	RM-100	0.18	100	75			0	0	7	6	13	single family residential
050063100	1360 HOLLY ST	Multi-Family, Med High	RM-100	0.12	100	75			0	0	5	4	9	single family residential and duplex
050163050	1341 OLIVE ST	Multi-Family, Med High	RM-100	0.35	100	75			0	0	13	13	26	single family residential
050063090	1338 HOLLY ST	Multi-Family, Med High	RM-100	0.24	100	75			0	0	9	9	18	multifamily residential 2 units
050064290	1324 SAN CARLOS AVE	Mixed Use, High	MU-SC-120	1.25	120	90			128	0	0	0	128	CVS pharmacy
050152100	750 - 752 WALNUT ST	Multi-Family, Med High	RM-100	0.19	100	75			0	0	7	7	14	multifamily residential 3 to 4 units
050152060	720 WALNUT ST	Multi-Family, Med High	RM-100	0.18	100	75			0	0	7	6	13	single family residential
051347110	1058 LAUREL ST	Mixed Use, Low	MU-N-40	0.14	40	30			0	0	2	3	5	single family residential
051357280	990 LAUREL ST	Mixed Use, Low	MU-N-40	0.49	40	30			0	0	8	9	17	office/commercial
050163450	810 LAUREL ST	Mixed Use, Med High	MU-DC-100	1.08	100	75			91	0	0	0	91	Bianchini's Market
051334010	1365 LAUREL ST	Mixed Use, Med High	MU-SB-100	0.17	100	75			0	0	7	8	15	hair salon

Table 4.A-1: San Carlos Housing Element 2023-2031 Sites Inventory

APN	Address	General Plan	Zoning	Acres	Max Density	Min Density	Lot Consolidation	Common Ownership	Realistic Capacity					Existing Uses
									Very Low	Low	Mod	Above Mod	Total	
051334200	1313 LAUREL ST	Mixed Use, Med High	MU-SB-100	0.50	100	75			43	0	0	0	43	office/commercial
051375010	1700 EL CAMINO REAL	Mixed Use, High	MU-SB-120	0.22	120	90			0	0	11	12	23	auto repair shop
051348010	1178 - 1186 BRITTAN AVE	Mixed Use, Med High	MU-SB-100	0.12	100	75			0	0	5	5	10	office/commercial
051348260		Mixed Use, Med High	MU-SB-100	0.28	100	75			0	0	12	12	24	parking lot
051368050	1580 EL CAMINO REAL	Mixed Use, High	MU-SB-120	0.25	120	90			0	0	13	13	26	retail
051348050	1055 LAUREL ST	Mixed Use, Med High	MU-SB-100	0.14	100	75			0	0	6	6	12	office/commercial
051348190		Mixed Use, Med High	MU-SB-100	0.09	100	75			0	0	4	4	8	parking lot
051358020	987 LAUREL ST	Mixed Use, Med High	MU-D-100	0.07	100	75			0	0	3	3	6	office/commercial
051336200	1264 EL CAMINO REAL	Mixed Use, High	MU-SB-120	0.32	120	90			0	0	16	17	33	retail
050154190	745 LAUREL ST	Mixed Use, Med High	MU-DC-100	0.08	100	75			0	0	3	4	7	shoe repair
051358190	950 EL CAMINO REAL	Mixed Use, High	MU-D-120	0.46	120	90			0	0	23	24	47	hotel
050164350	850 EL CAMINO REAL	Mixed Use, High	MU-D-120	0.64	120	90			65	0	0	0	65	flooring store
050154280	796 EL CAMINO REAL	Mixed Use, High	MU-D-120	0.67	120	90			68	0	0	0	68	older small scale retail
045315200	40 EL CAMINO REAL	Mixed Use, High	MU-NB-120	0.61	120	90			62	0	0	0	62	retail
045316080	100 EL CAMINO REAL	Mixed Use, High	MU-N-120	0.30	120	90			0	0	15	15	30	office/commercial
050133350	676 - 680 EL CAMINO REAL	Mixed Use, High	MU-D-120	0.11	120	90			0	0	5	6	11	mixed use
045316050	129 LAUREL ST	Mixed Use, High	MU-N-120	0.07	120	90			0	0	3	4	7	one-story income/real estate office
050133410	656 EL CAMINO REAL	Mixed Use, High	MU-D-120	0.11	120	90			0	0	5	6	11	commercial showroom
045316060	180 EL CAMINO REAL	Mixed Use, High	MU-N-120	0.67	120	90			69	0	0	0	69	restaurant
050054310	378 EL CAMINO REAL	Mixed Use, Medium	MU-N-50	0.19	50	38			0	0	4	4	8	office/commercial
050054290	380 EL CAMINO REAL	Mixed Use, Medium	MU-N-50	0.38	50	38			0	0	8	8	16	office/commercial
050054370	300 EL CAMINO REAL	Mixed Use, Medium	MU-N-50	0.55	50	38			24	0	0	0	24	preschool/daycare
045320200	81 EL CAMINO REAL	Mixed Use, High	MU-NB-120	0.88	120	90			90	0	0	0	90	dry cleaner
045320240	259 EL CAMINO REAL	Mixed Use, High	MU-NB-120	0.93	120	90			94	0	0	0	94	1 story shopping center, restaurant, parring
045320230	21 EL CAMINO REAL	Mixed Use, High	MU-NB-120	1.40	120	90			142	0	0	0	142	1 story shopping center, restaurant
045320220	11 EL CAMINO REAL	Mixed Use, High	MU-NB-120	1.17	120	90			120	0	0	0	120	CVS and parking
045320170	11 EL CAMINO REAL	Mixed Use, High	MU-NB-120	1.09	120	90			111	0	0	0	111	CVS and parking
046122150	615 OLD COUNTY RD	Mixed Use, Low	MU-N-40	0.29	40	30			0	0	5	5	10	warehousing
046112260	555 OLD COUNTY RD	Mixed Use, Low	MU-N-40	0.38	40	30			0	0	6	7	13	warehousing
046112530	535 OLD COUNTY RD	Mixed Use, Low	MU-N-40	0.84	40	30			28	0	0	0	28	warehousing
046111250	495 OLD COUNTY RD	Mixed Use, Low	MU-N-40	0.86	40	30			29	0	0	0	29	retail
046112950	501 OLD COUNTY RD	Mixed Use, Low	MU-N-40	0.50	40	30			17	0	0	0	17	warehousing
050073110	491 LAUREL ST	Mixed Use, Medium	MU-N-50	0.12	50	45			0	0	3	2	5	1 story convenience store
050073180	1159 BUSH ST	Mixed Use, Medium	MU-N-50	0.39	50	45			0	0	8	9	17	institutional

ENVIRONMENTAL SAFETY
AND PUBLIC SERVICES
ELEMENT

8



8 ENVIRONMENTAL SAFETY AND PUBLIC SERVICES

ELEMENT

The Environmental Safety and Public Services Element provides information about risks in San Carlos due to natural and human-made hazards and contains policies designed to protect the community and its property from these hazards. This Element also provides information about public services in San Carlos.

Contents

182	Introduction
183	Environmental Safety
	Geologic Seismic Hazards
	Flood Hazards
	Wildland and Urban Fire
	Hazardous Materials and Waste
	Airport Operations
	Emergency & Disaster Preparedness
	Climate Change Resilience
212	Public Services
	Existing Public Services



Introduction

Purpose and Scope

The Safety Element is one of the State-mandated elements of the General Plan. It presents the City's overall goals, policies, and action programs to facilitate resilience to natural and man-made hazards. This Safety Element meets the requirements of California Government Code Section 65302(g). Under State planning law, this Element identifies and discusses the following hazards of concern for the City:

- Geology and Seismic Hazards
- Flooding Hazards
- Fire Hazards
- Hazardous Materials and Waste
- Airport Operations
- Emergency and Disaster Preparedness
- Climate Change Resilience

This Element also describes the existing Public Services the City provides to the community.

ELEMENT

Safety Element Organization

This Element is organized to be consistent with the other General Plan Elements. The guiding principles, goals, policies, and actions provide declarative statements setting the City's approach to safety-related issues as follows:

- **Guiding Principle:** An overarching goal that identifies the major themes addressed in the Goals, Policies, and Actions.
- **Goal:** A general statement of the desired community outcome, denoted as Goal ESPS-# in this Element.
- **Policy:** Policies are efforts that contribute to meeting the goals, denoted as Policy ESPS-#.# in this Element.
- **Action:** A list of recommended programs and future actions necessary to achieve the stated goals and policies, denoted as Action ESPS-#.#x in this Element.

Integrating safety considerations throughout the General Plan creates a consistent framework that prioritizes the well-being of the community. The San Carlos Safety Element is a key component of the General Plan which works in conjunction with other Elements, including:

- **Land Use Element:** shapes the potential physical development of the City and to preserve, protect, and enhance the community's current quality of life consistent with the City's Vision
- **Housing Element:** promotes the maintenance and development of housing to meet the needs of San

Carlos residents. Periodic updates of the Housing Element are required in conjunction with the Regional Housing Needs Allocation prepared by the California Department of Housing and Community Development.

- **Circulation & Scenic Highways Element:** plans for the efficient transportation of goods and the safe and effective movement of people throughout the City.
- **Environmental Management Element:** aims to protect, preserve, and enhance natural resources in San Carlos.
- **Parks & Recreation Element:** provides information and policy guidance to ensure adequate provision of parks and recreational opportunities in the City of San Carlos.
- **Noise Element:** identify sources of noise in San Carlos and to define strategies for reducing the negative impact of noise to the community.

Regulatory Framework

California Government Code 65302(g)(1)

California Government Code Section 65302(g)(1) establishes the legislative framework for California's Safety Elements. This framework consolidates the requirements from relevant federal and state agencies, ensuring that all jurisdictions are compliant with the numerous statutory mandates. These mandates include:

ELEMENT

- Protecting against significant risks related to earthquakes, tsunamis, seiches, dam failure, landslides, subsidence, flooding, and fires as applicable.
- Including maps of known seismic and other geologic hazards.
- Addressing evacuation routes, military installations, peak-load water supply requirements, and minimum road widths and clearances around structures as related to fire and geologic hazards, where applicable.
- Identifying areas subject to flooding, sea level rise, and wildfires.
- Avoiding locating critical facilities within areas of high risk.
- Assessing the community's vulnerability to climate change and including adaptation and resilience goals, policies, and implementation actions.

California Government Code 65302(g)(3) adopted through SB 1241 (2012)

California Government Code Section 65302(g)(3) requires the Safety Element to identify and update mapping, information, and goals and policies to address wildfire hazards. As part of this requirement, any jurisdiction that includes State Responsibility Areas (SRAs) or Very High Fire Hazard Severity Zones in the Local Responsibility Areas (LRAs), as defined by the California Board of Forestry and Fire Protection (Board), is required to transmit the updated Element to the Board for review and approval. San Carlos contains Very High

Fire Hazard Severity Zones in the LRA; therefore, compliance with Section 65302(g)(3) is required.

California Government Code 65302(g)(4) adopted through SB 379 (2015)

California Government Code Section 65302(g)(4) requires the Safety Element to address potential impacts of climate change and develop potential strategies to adapt/mitigate these hazards. Analysis of these potential effects should rely on a jurisdiction's Local Hazard Mitigation Plan (LHMP) or data and analysis from the State of California's Integrated Climate Adaptation and Resilience Program (ICARP) and the State's ResilientCA.org and the Cal-Adapt websites. This Element relies on the most current San Mateo County Multi-Jurisdictional LHMP, and supplemental information from Cal-Adapt to ensure compliance with this requirement.

California Government Code 65302(g)(5) adopted through S.B. 99 (2019)

California Government Code Section 65302(g)(5) requires the Safety Element to identify evacuation constraints associated with residential developments, specifically focused on areas served by a single roadway.

California Government Code Sections 8685.9 and 65302.6

California Government Code Section 8685.9 (also known as Assembly Bill 2140 or AB 2140) limits California's share of disaster relief funds paid out to local governments to 75 percent of the funds not paid for by federal disaster relief efforts. However, if the jurisdiction has adopted a valid Local

ELEMENT

Hazard Mitigation Plan (LHMP) consistent with Disaster Mitigation Act (DMA) of 2000 and has incorporated the LHMP into the jurisdiction's General Plan, the State may cover more than 75 percent of the remaining disaster relief costs.

California Government Code Section 65302.6 indicates that a community may adopt an LHMP into its Safety Element if the LHMP meets applicable State requirements. As the General Plan is an overarching long-term plan for community growth and development, incorporating the LHMP into it creates a stronger mechanism for implementing risk reduction strategies and hazard mitigation projects.

National Flood Insurance Program

The National Flood Insurance Program (NFIP) was created in 1968 to help communities adopt more effective floodplain management programs and regulations. The Federal Emergency Management Agency (FEMA) is responsible for implementing the NFIP and approves the floodplain management plans for participating cities and counties. San Carlos participates in the NFIP and uses Title 15, Chapter 15.56 of the San Carlos Municipal Code to administer flood management regulations.

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act (California Public Resources Code [PRC], Chapter 7.5, Section 2621-2699.6) was intended to reduce the risks associated with surface faults and requires that the designated State Geologist identify and map "Earthquake Fault Zones" around known

active faults. Per PRC Section 2623(a), cities and counties shall require a geologic report defining and delineating any hazard of surface fault rupture before the approval of a project. If the jurisdiction finds no undue hazard of that kind exists, the geologic report on the hazard may be waived, with the State Geologist's approval.

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act (California Public Resources Code, Chapter 7.8, Section 2690-2699.6) created a statewide seismic hazard mapping and technical advisory program in 1990 to help cities and counties more effectively address the effects of geologic and seismic hazards caused by earthquakes. Under PRC 2697, cities and counties shall require a geotechnical report defining and delineating any seismic hazard before approving a project located in a seismic hazard zone. If the jurisdiction finds that no undue hazard of this kind exists based on information resulting from studies conducted on sites near the project and of similar soil composition to the project site, the geotechnical report may be waived. After a report has been approved or a waiver granted, subsequent geotechnical reports shall not be required, provided that new geologic datum, or data, warranting further investigation is not recorded. Each jurisdiction shall submit one copy of each approved geotechnical report, including the mitigation measures to be taken, if any, to the State Geologist within 30 days of its approval of the report.

ELEMENT

Cortese List

Government Code Section 65962.5 (typically referred to as the "Cortese List") identifies sites that require additional oversight during the local permitting process as well as compliance with the California Environmental Quality Act (CEQA). The list is generally a compilation of properties and businesses that generate, store, and/or have been impacted by the presence of hazardous materials/wastes. Many properties identified on this list may be undergoing corrective action, cleanup, or abandoned and in need of these activities. The City of San Carlos has a variety of sites identified on this list that range from permitted underground storage tanks, leaking underground storage tanks, sites meeting waste discharge requirements, and land disposal sites.

Relationship to Other Documents

Documents Incorporated by Reference

San Mateo County Local Hazard Mitigation Plan

The [2021 Multijurisdictional Local Hazard Mitigation Plan \(LHMP\)](#) identifies risks posed by hazards and contains strategies to reduce the impact of hazard events on people and property in San Mateo County. A planning partnership was formed between San Mateo County and local jurisdictions, including San Carlos, to leverage resources and to meet requirements of the federal DMA for as many eligible local governments as possible. As a participating jurisdiction, San Carlos prepared a jurisdiction-specific annex that documents the jurisdiction's mission, programs, and policies, and

evaluates its capacity to carry them out in a mitigation action plan.

The LHMP was developed to meet the following objectives:

- Meet or exceed program requirements specified under the DMA.
- Enable San Mateo County to continue using federal grant funding to reduce risk through mitigation.
- Meet the needs of San Mateo County as well as state and federal requirements.
- Create a risk assessment that focuses on San Mateo County hazards of concern.
- Coordinate existing plans and programs so that high-priority initiatives and projects to mitigate possible impacts of a disaster are funded and implemented.
- Establish an "equity lens" approach to this plan update process as an option for all planning partners.

The LHMP complies with all requirements set forth under DMA 2000, received approval from FEMA in 2021, and was adopted by the County in 2021. Sections of the Safety Element are supplemented by the LHMP, which is incorporated by reference, as allowed by California Government Code Section 65302(g).

The Multi-Jurisdictional Local Hazard Mitigation Plan (LHMP) for the County of San Mateo planning area was developed in accordance with the Disaster Mitigation Act of 2000 (DMA 2000) and followed FEMA's Local Hazard

ELEMENT

Mitigation Plan guidance. The LHMP incorporates a process where hazards are identified and profiled, the people and facilities at risk are analyzed, and mitigation actions are developed to reduce or eliminate hazard risk. The implementation of these mitigation actions, which include both short and long-term strategies, involve planning, policy changes, programs, projects, and other activities.

<https://www.smcgov.org/ceo/2021-multijurisdictional-lhmp>

San Carlos Climate Mitigation and Adaptation Plan

The [2021 Climate Mitigation and Adaptation Plan](#) (CMAP) aims to reduce City-wide emissions 40% by 2030 and 80% by 2050 relative to 1990 levels and identifies strategies to achieve those targets. In addition, the CMAP recognizes the potential climate change impacts and vulnerabilities in the community and identifies strategies that support climate adaptation and resilience.

Sections of the Safety Element are supplemented by the CMAP, which is incorporated by reference, as allowed by California Government Code Section 65302(g).

San Carlos Safety Element Vulnerability Assessment

As required by California Senate Bill (SB) 379, adopted in 2015, a jurisdiction's General Plan Safety Element must contain relevant climate adaptation and resiliency strategies. The Safety Element update must include the preparation of a Vulnerability Assessment that identifies the specific risks that climate change poses to the local jurisdiction. The 2021 San

Carlos Safety Element Update Vulnerability Assessment includes an assessment of: (1) the community's exposure to past, current, and projected climate hazards, and (2) responsible agencies and their ability to respond and address climate change impacts.

Sections of the Safety Element are supplemented by the Vulnerability Assessment, which is incorporated by reference, as allowed by California Government Code Section 65302(g).

CalWater Urban Water Management Plan

As required by the California Water Code, all urban water agencies supplying more than 3,000 customers prepare an Urban Water Management Plan. CalWater's 2020 Urban Water Management Plan, Mid-Peninsula District is incorporated by reference.

Informational Documents

San Mateo County Flood and Sea Level Rise Resiliency District Resources

The San Mateo County Flood and Sea Level Rise Resiliency District, also known as [OneShoreline](#), is an independent government agency that works across jurisdictional boundaries to secure and leverage public and private resources for the long-term resilience of the County.

OneShoreline plans and builds solutions to the climate change impacts of sea level rise, flooding, and coastal erosion, and enhance the environment, recreational opportunities, and quality of life within communities throughout the county.

ELEMENT

San Carlos Emergency Operations Plan

The San Carlos Emergency Operations Plan (EOP) outlines how the City of San Carlos, its government, stakeholder agencies, community-based organizations (CBO), business community, and residents will coordinate a response to major emergencies and disasters. The EOP identifies operational strategies and plans for managing inherently complex and potentially catastrophic events.

The City of San Carlos has officially adopted and integrated the following emergency management, response, and coordination systems:

- Incident Command System (ICS)
- Standardized Emergency Management System (SEMS)
- National Incident Management System (NIMS)

The EOP addresses the four phases of emergency management:

- Preparedness
- Response
- Recovery
- Mitigation

San Carlos Vegetation Management Plan

The San Carlos Vegetation Management Plan, is an ongoing effort to reduce hazardous vegetation fuel loads and vertical and horizontal fuel continuity within the Wildland Urban

Interface (WUI) in City-owned parks located west of Alameda de las Pulgas in the City of San Carlos.

The plan's proposed vegetation management activities will provide benefits to a significant number of residential structures, infrastructure, and natural resources in the areas surrounding Arguello Park, Highlands Park, Eaton Park, Crestview Park, Big Canyon Park and other City-owned parcels by minimizing the potential for wildfire ignition and spread. The plan will also benefit responding fire agency personnel by providing defensible space areas and moderating fire behavior should a fire occur.

Santa Cruz County/San Mateo County Wildfire Protection (CWPP) Plan

The CWPP, adopted in 2018, identifies landscape scale hazards and provides strategic actions to reduce wildfire risk for healthier ecosystems and more resilient communities. The CWPP identifies at-risk communities and provides fuel reduction recommendations for high priority areas. The CWPP can aid communities to apply for state and federal funding for fire prevention and programs.

www.firesafesanteo.org

Community Hazards

Geologic and Seismic Hazards

This section provides background information on potential public safety issues related to geologic and seismic hazards,

ELEMENT

including earthquakes, surface rupture, liquefaction, expansive soils, subsidence, and landslides.

Background Information

Earthquakes and Surface Rupture

The Bay Area is in one of the most active seismic regions in the United States. Each year, low and moderate magnitude earthquakes occur in or near the Bay Area. The April 1906 earthquake on the San Andreas fault, estimated at about Moment Magnitude¹ (Mw) 7.9 (M8.3 on the Richter scale), was likely the largest seismic event felt in San Carlos. Figure 8-1 shows the approximate position of the major fault zones in the Bay Area, historical magnitudes and location of the study area in relation to these features. The California Geological Survey has developed a list of cities affected by surface fault ruptures referred to as the Alquist-Priolo earthquake fault zones, called for by the Alquist-Priolo Act. The zones encompass all active and potentially – active traces of the San Andreas, Calaveras, Hayward, and San Jacinto faults, and other faults or fault segments deemed necessary by the State Geologist. San Carlos is not found on the list, although the list does not include all hazards associated with earthquakes. There is an Alquist-Priolo earthquake fault zone near San Carlos, encompassing

¹ Moment Magnitude is a type of earthquake measurement that conveys more precise and usable information about seismic events when compared to the Richter scale. Moment Magnitude numbers may appear lower than the traditional Richter magnitudes, particularly for earthquakes greater than 5.0 on the Richter scale.

the area around the San Andreas fault as it passes through the Santa Cruz Mountains and the Crystal Springs Reservoir.

The relative lack of seismic activity since the 1989 Loma Prieta earthquake (Mw 6.9 and M7.1) suggests that the Bay Area will likely experience an earthquake of significant magnitude in the next couple of decades. United States Geological Survey (USGS) scientists and others conclude that there is a 63 percent chance of at least one Mw 6.7 or greater earthquake will strike the San Francisco Bay region before 2036. Earthquakes of Mw 6.7+ magnitude can create ground accelerations in bedrock and in stiff unconsolidated sediments severe enough to cause major damage to structures and foundations that are not designed specifically with earthquake reinforcements and to underground utility lines without sufficient flexibility, to accommodate seismic ground motion. Consequently, it is necessary to design structures and facilities in the city to withstand the anticipated effects of seismic vibration from distant as well as nearby sources.

The principal active faults in the San Carlos area are the San Gregorio, San Andreas, Hayward, Calaveras, and Greenville faults. Table 8-1 contains the estimated characteristics of potential future earthquakes for the three known major faults that would cause at least strong ground shaking in San Carlos. San Carlos is closest to the San Andreas Fault system, an active fault system located approximately one mile west of the city. The San Andreas fault system has the second highest probability (21 percent) of generating a Mw 6.7+ earthquake in

ELEMENT

this timeframe; the Hayward fault has the highest probability at 31 percent. Figure 8-2 shows the San Andreas fault zone, relative to the city and its Sphere of Influence (SOI).

Table 8-1 Estimated Maximum Parameters for Major Known Faults Affecting the Project Area

Fault	San Gregorio	San Andreas	Hayward
Moment Magnitude (Mw)	7.44	7.38	7.1
Duration of Strong Shaking (seconds)	30 - 60	30 - 60	30 - 60
Approximate Distance and Direction from City Limit to Fault (miles)	9.0 SW	1.0 SW	14.0 NE

Source: California Geological Survey

The California Department of Conservation has developed maps showing State Earthquake Zones of Required Investigation for fault zones, liquefaction zones, and landslide zones (Figure 8-3 and Figure 8-4). The USGS Earthquake Hazards Program produces maps depicting the projected intensity and extent of seismic activity under various earthquake scenarios (Figure 8-5).

Liquefaction

Liquefaction generally occurs as a result of strong groundshaking during earthquakes in areas where granular sediment or fill material occur with high moisture content in or immediately below it. The groundshaking transforms the material from a solid state to a temporary liquid state. Liquefaction is a serious hazard because buildings in areas that experience liquefaction may sink or suffer major structural damage. Liquefaction is most often triggered by seismic shaking, but can also be due to improper grading, landslides, or other factors.

Liquefaction potential within the city and its SOI ranges from very low to very high. Liquefaction potential in the western hill areas is low, while the flatlands and bay margins area have high liquefaction potential.

Areas with high liquefaction potential are shown in Figure 8-6. Generally, for the low-lying areas within the mapped 100- or 500-year flood plain, site specific analyses of liquefaction potential should be completed before any major development occurs.

Expansive Soils

Expansive soils contain higher levels of clay which expand and shrink depending on water content. Consequently, expansive soils present hazards for structures that were not appropriately engineered. The only expansive soils found in the city are located in the northwestern hills and the western

ELEMENT

hills near Interstate 280 (I-280), areas within the SOI but outside the city limit.

These expansive soils are technically referred to as Maymen loams and are classified as having low expansion potential. Figure 8-7 shows the expansive soils in the area.

Landslides

Landslides are downward and outward movements of slope-forming materials such as rock, soil and/or artificial fill. The general characteristics that influence landslide hazards include slope material, slope steepness, water content, vegetation coverage and proximity to areas of erosion or man-made cuts.

The best predictor of where slides might occur is the location of past movements. Landslides occur on some of the upper hilly slopes, more commonly in the western area of the city. Figure 8-8 shows the landslide hazard areas in San Carlos. Differences in the physical characteristics of slope materials, which markedly influence landslide potential, vary widely in terms of landslide hazards. A site-specific geotechnical analysis is needed to accurately assess potential landslide hazards at any specific project location. Stringent City grading and building codes and slope landscaping requirements are in place to address landslide potential. Soils studies and remediation for any problem are required prior to issuance of a permit.

Subsidence

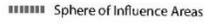
Subsidence is the gradual or sudden sinking of an area of land due to removal or displacement of subsurface earth materials. Subsidence in California is caused by lowered groundwater tables due to groundwater pumping or prolonged drought, drainage, compression of organic soils or mud, underground mining, and natural compaction or collapse. The effects of subsidence include damage to buildings and infrastructure. Sea level rise may lead to increased saturation of the underlying soils along the shoreline, increasing rates and risk of subsidence in eastern San Carlos. Shoreline roads, including Hwy 101, and infrastructure located beneath roads are at an increased risk of damage or failure due to subsidence exacerbated by sea level rise.

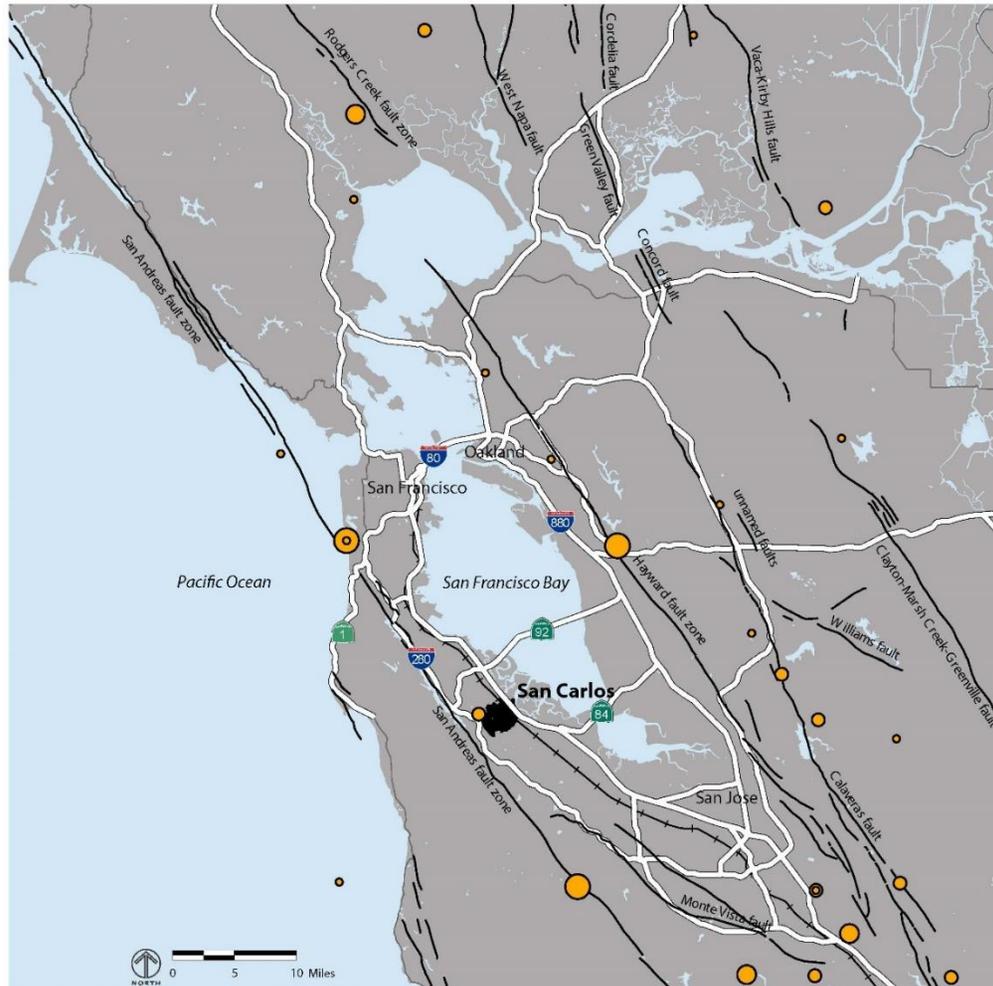
8 ENVIRONMENTAL SAFETY AND PUBLIC SERVICES

ELEMENT

FIGURE 8-1

Regional Faults and Historical Earthquakes

-  City Limit
 -  Sphere of Influence Areas
 -  Fault
- Historical Earthquakes 1800 to 1999**
Magnitude on the Richter Scale:
-  5.5 - 5.9
 -  6.0 - 6.4
 -  6.5 - 6.9
 -  7.0 - 7.9



August 2020
Sources: San Carlos 2030 General Plan, 2007.

8 ENVIRONMENTAL SAFETY AND PUBLIC SERVICES

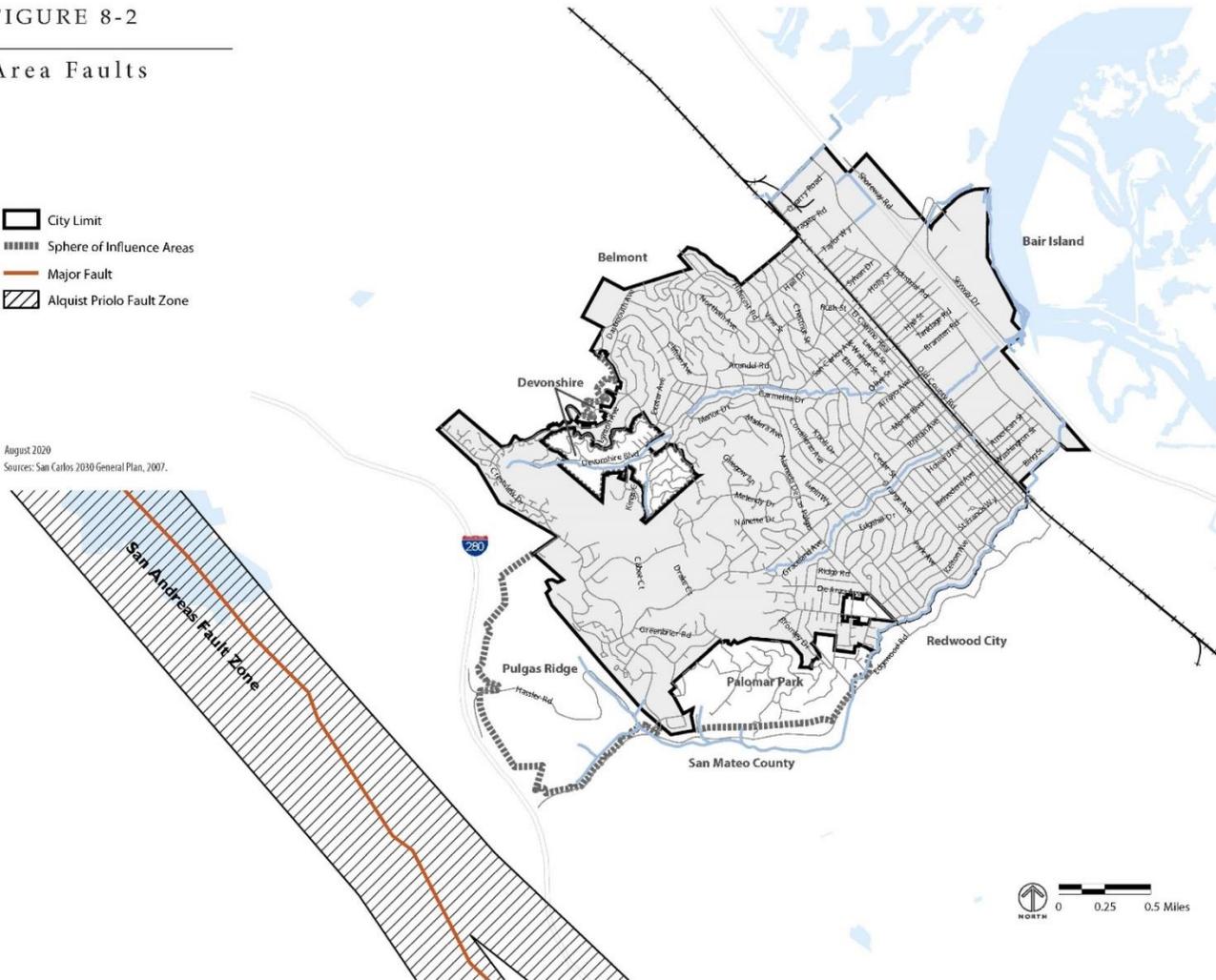
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FIGURE 8-2

Area Faults

-  City Limit
-  Sphere of Influence Areas
-  Major Fault
-  Alquist Priolo Fault Zone

August 2020
Sources: San Carlos 2030 General Plan, 2007.



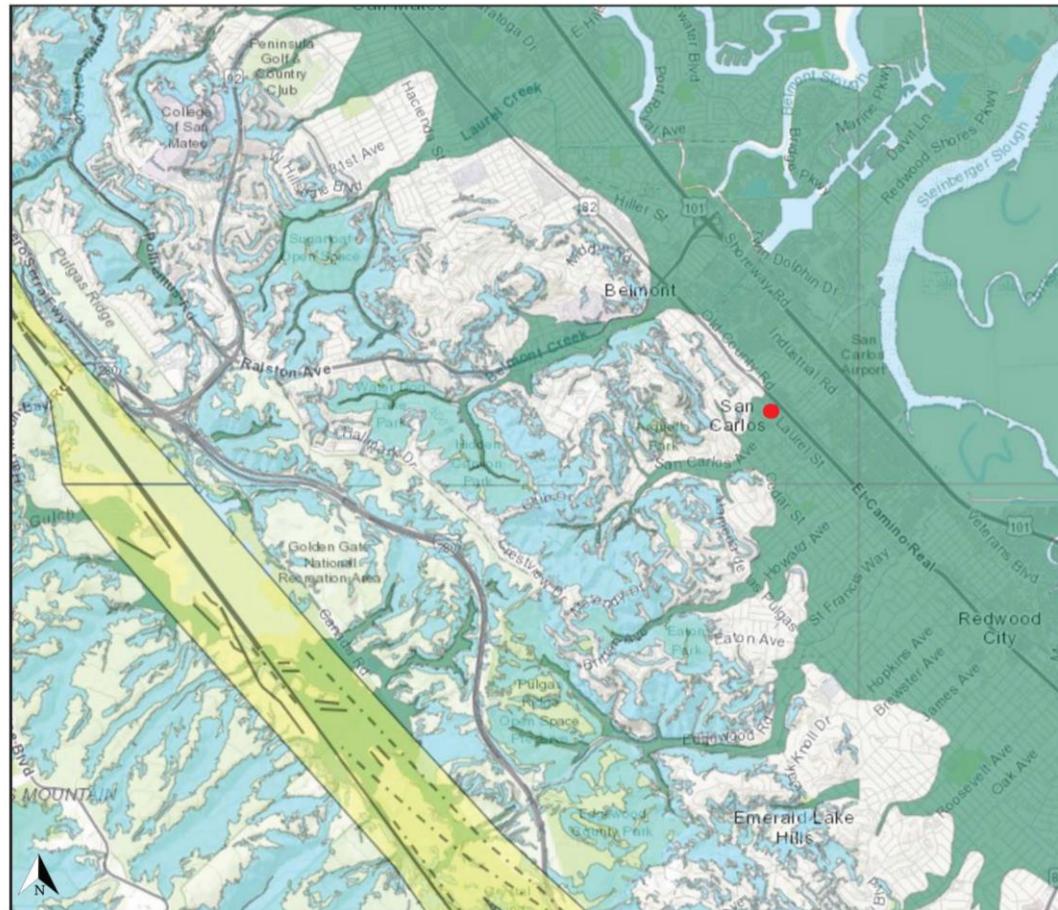
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Figure 8-3

Earthquake Zones of Required Investigation

Colors may vary due to transparency and overlapping data.

- Fault Traces**
- Accurately Located
 - - - Approximately Located
 - · - · - Approximately Located, Queried
 - - - Inferred
 - · - · - Inferred, Queried
 - · · · · Concealed
 - · · · · Concealed, Queried
 - - - Aerial Photo Lineament
- Fault Zone**
-
- Liquefaction Zone**
-
- Landslide Zone**
-
- Liquefaction Landslide Overlap Zone**
-
- Area Not Evaluated for Liquefaction or Landslides**
-
- Parcels**
- Parcel is in an Earthquake Fault Zone, a Liquefaction Zone, and a Landslide Zone
 - Parcel is in an Earthquake Fault Zone and a Liquefaction Zone
 - Parcel is in an Earthquake Fault Zone and a Landslide Zone
 - Parcel is in an Earthquake Fault Zone
 - Parcel is in a Liquefaction Zone and Landslide Zone
 - Parcel is in a Liquefaction Zone
 - Parcel is in a Landslide Zone
 - Parcel is not in a zone or has not been evaluated



8 ENVIRONMENTAL SAFETY AND PUBLIC SERVICES

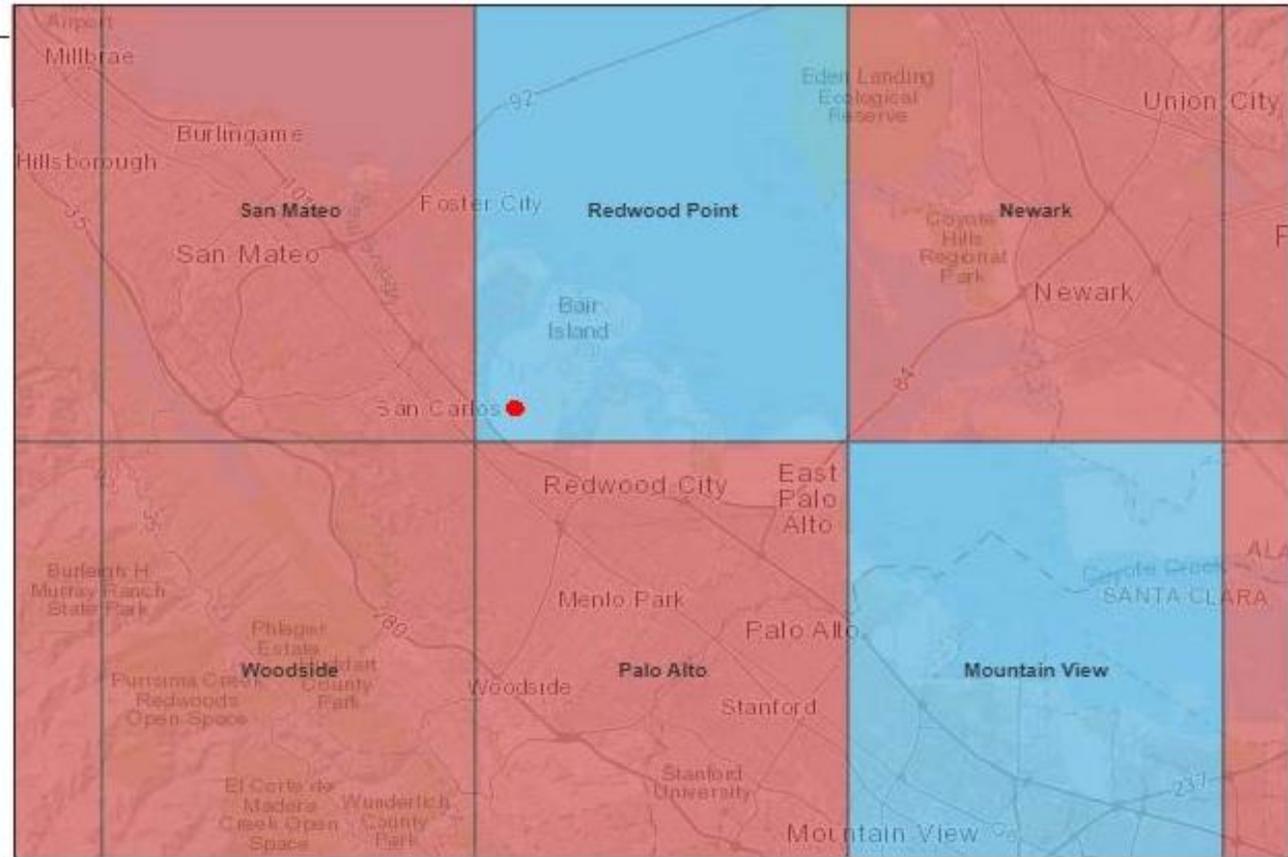
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Figure 8-4

CGS Regulatory Maps

Regulatory Maps

-  Fault Zones, Landslide and Debrisation Zones
-  Seismicity Fault Zones
-  Landslide and Debrisation Zones



8 ENVIRONMENTAL SAFETY AND PUBLIC SERVICES

ELEMENT

Figure 8-5

USGS Earthquake Scenario Map

Earthquake Scenarios

epicenters

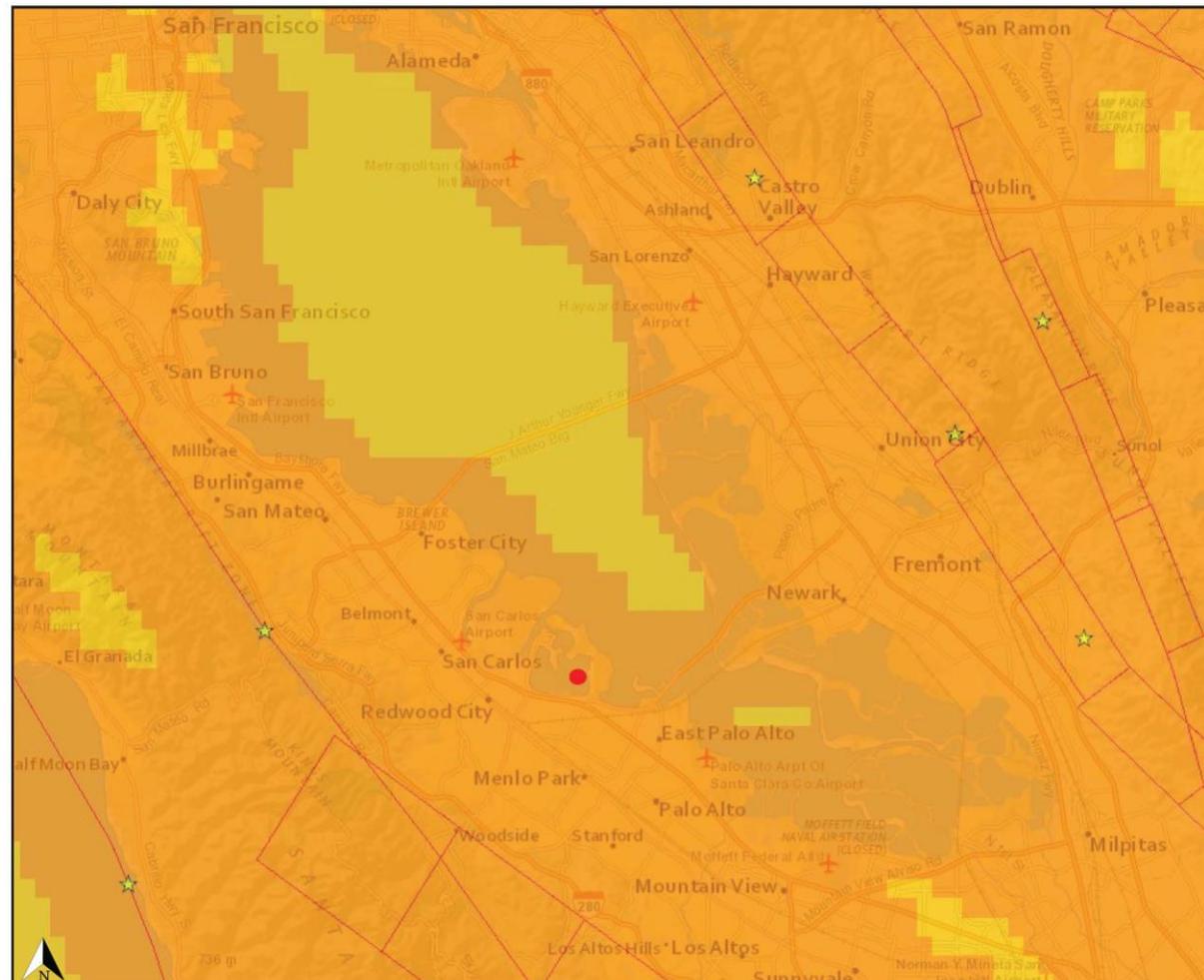


ruptures



Mercalli Intensity

- II-III (Weak)
- IV (Light)
- V (Moderate)
- VI (Strong)
- VII (Very Strong)
- VIII (Severe)

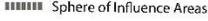


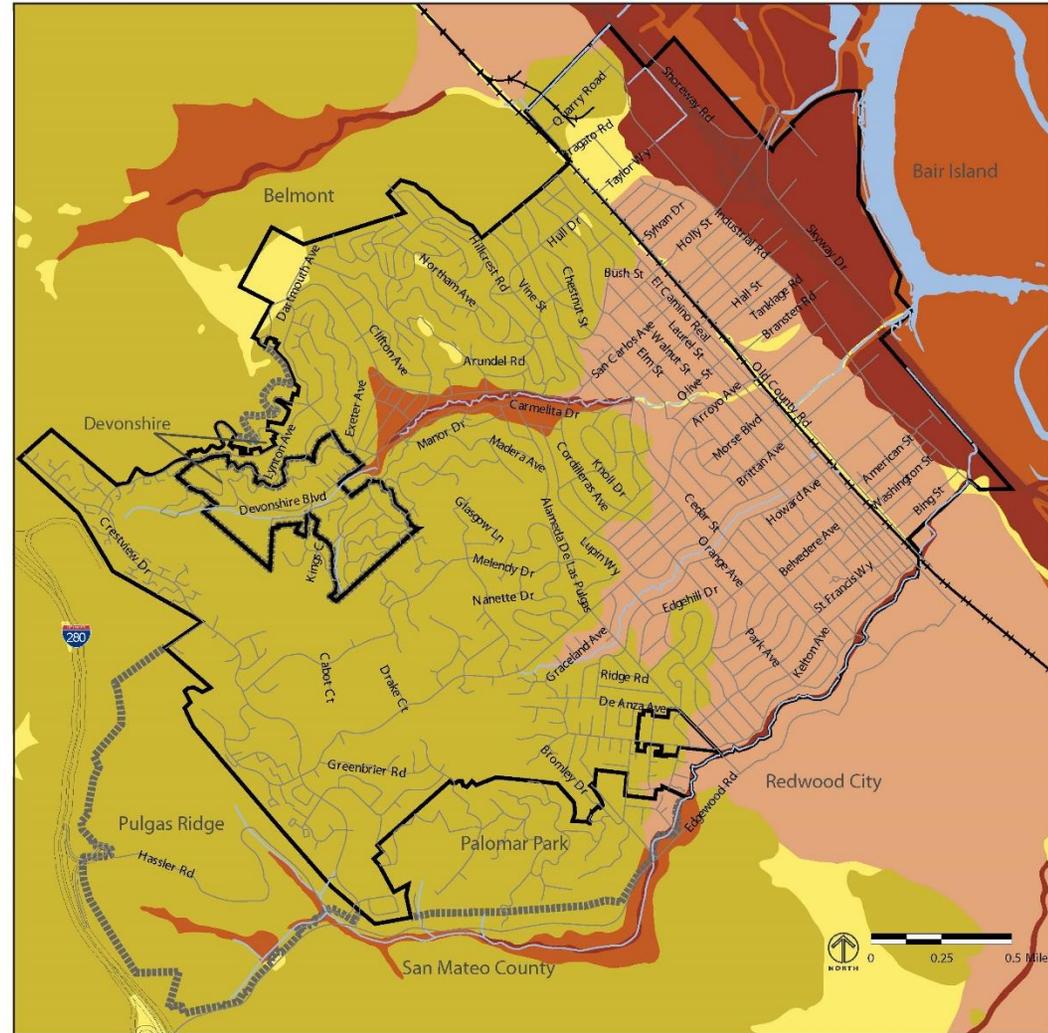
8 ENVIRONMENTAL SAFETY AND PUBLIC SERVICES

ELEMENT

FIGURE 8-6

Liquefaction Potential

-  City Limit
-  Sphere of Influence Areas
- Liquefaction Danger**
-  Very Low
-  Low
-  Medium
-  High
-  Very High
-  Water



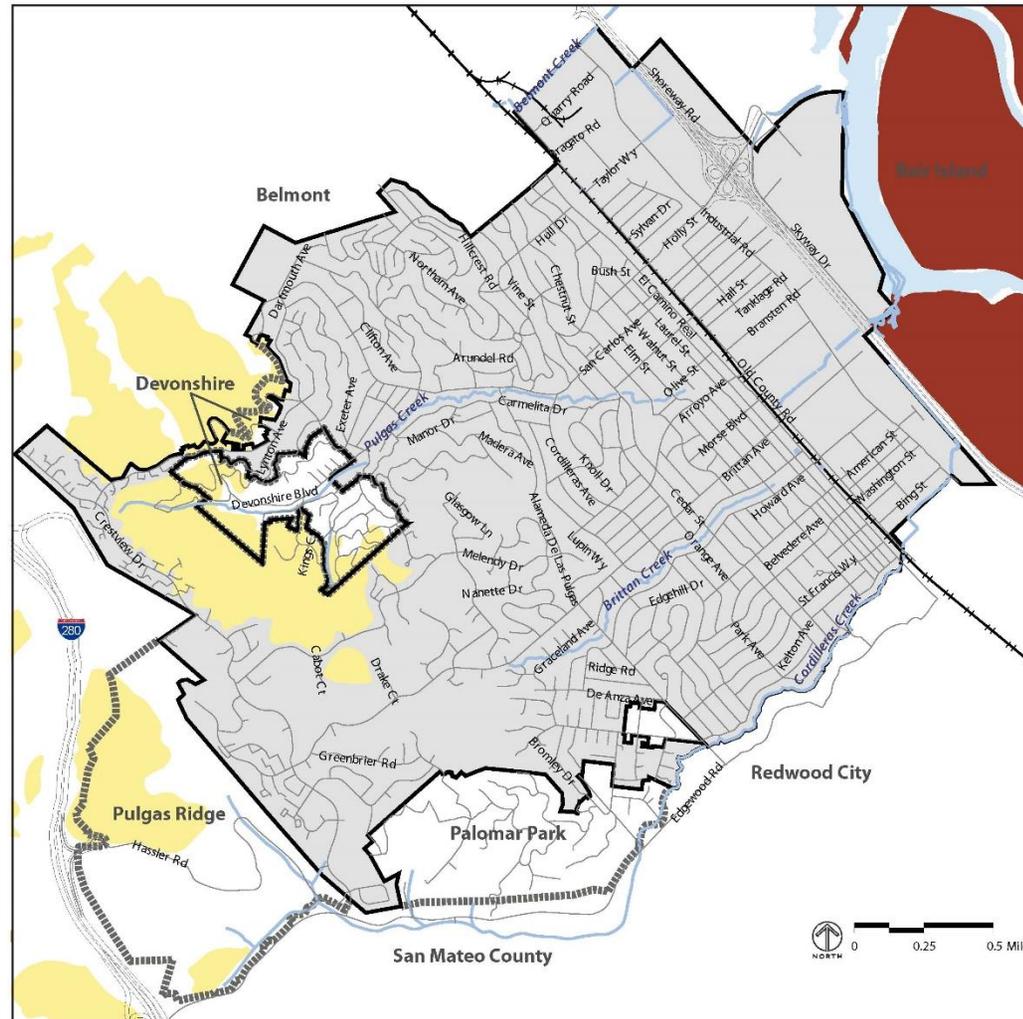
August 2020
Sources: San Carlos 2030 General Plan, 2007.

ELEMENT

FIGURE 8-7

Expansive Soils

-  City Limit
-  Sphere of Influence Areas
- Shrink-Swell Class**
-  Low
-  Moderate
-  High
-  No Data



August 2020
Sources: San Carlos 2030 General Plan, 2007.

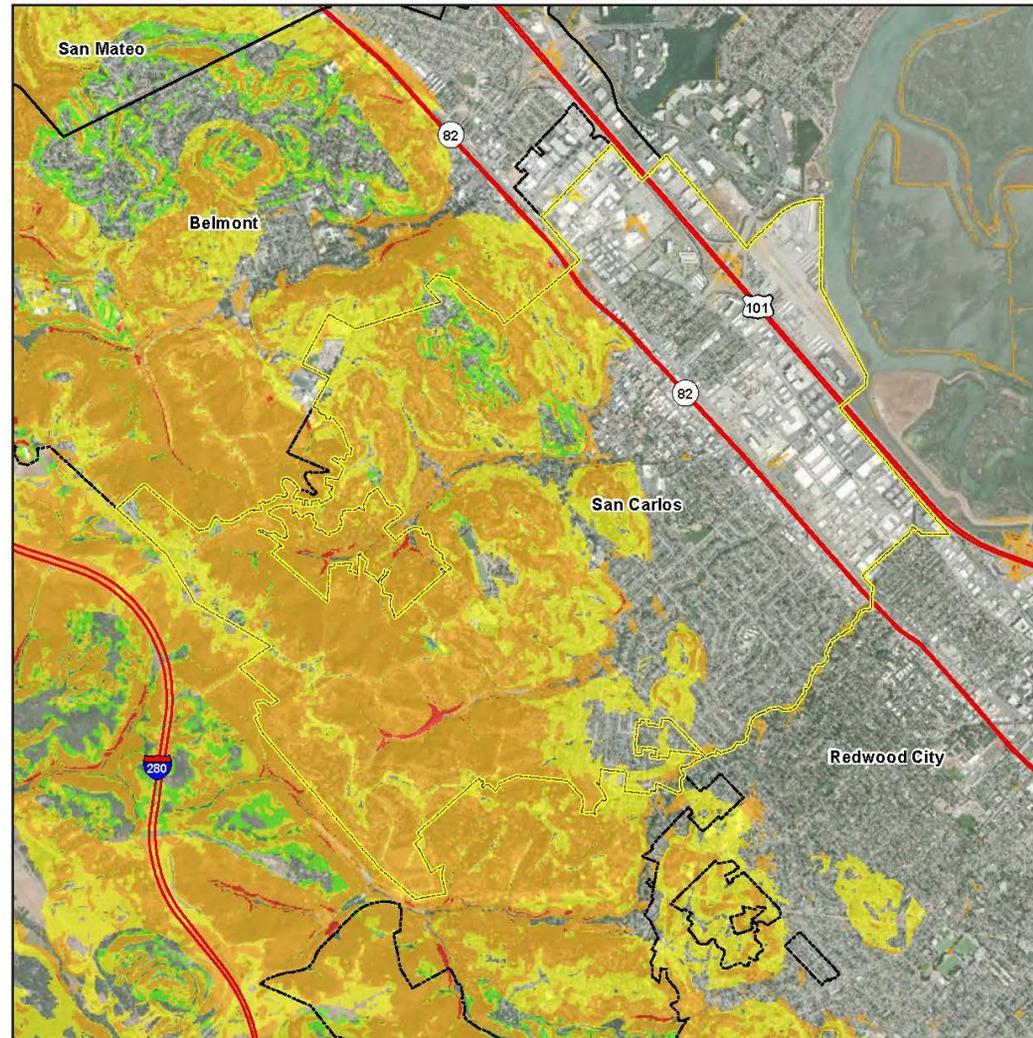
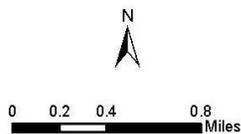
ELEMENT

FIGURE 8-8

Landslide Hazard Areas

- Low
- Moderate
- High
- Very High
- Selected City
- Incorporated Cities
- County Boundary
- Highways

Data Sources: ESRI Basemap,
San Mateo Co., CGS



8 ENVIRONMENTAL SAFETY AND PUBLIC SERVICES

ELEMENT

Guiding Principles

The Guiding Principle establishes a framework for the basic intent of the element. The Guiding Principle of the Environmental Safety and Public Services Element is:

- Minimize to the maximum extent possible vulnerability to natural and man-made hazards.

Goals, Policies, and Actions



GOAL ESPS-1

Reduce the potential loss of life, injury, and property damage due to seismic and geologic hazards.

POLICIES

Policy ESPS-1.1 The City Building Official shall verify geotechnical and soils reports for development in areas where potentially serious geologic risks exist. These reports shall address the degree of hazard, design

parameters for the project based on the hazard, and appropriate mitigation measures. Based on the findings of these reports, the City shall require that new structures are designed and built to withstand the effects of seismically-induced ground failure.

Policy ESPS-1.2 Prohibit structural development in known areas where seismic and geological hazards cannot be mitigated.

Policy ESPS-1.3 Continue to monitor and enforce mitigation measures to reduce risk for projects where geological and seismic hazards can be mitigated.

Policy ESPS-1.4 Enforce requirements of the Alquist- Priolo Special Studies Zones Act should any fault traces in San Carlos be discovered and prove to be active or potentially active.

Policy ESPS-1.5 Continue to incorporate seismic risk analysis into the City's ongoing building inspection program through thorough review of projects by plan check and field inspections.

Policy ESPS-1.6 Continue to encourage retrofitting of structures, particularly older buildings, to

ELEMENT

withstand earthquake shaking and landslides, consistent with state Building Codes and Historic Building Codes.

Policy ESPS-1.7 Continue to incorporate geotechnical hazard data into future land use decision- making, site design, and construction standards.

Policy ESPS-1.8 Actively promote public education, research, and information dissemination on seismic and geotechnical hazards.

Policy ESPS-1.9 Continue to ensure that seismic hazards are mitigated to the greatest extent possible for critical public facilities, infrastructure, and emergency services.

ACTIONS

Action ESPS-1.1 Continue to review the General Plan, Zoning Ordinance, Subdivision Ordinance, and Uniform Building Code to ensure that geotechnical data and information relating to seismic hazards is current and accurate.

Action ESPS-1.2 Continue to enforce the City of San Carlos Unreinforced Masonry Seismic Retrofit Program ordinance for any existing unreinforced masonry structures that may exist within the city.

Action ESPS-1.3 Provide opportunity for voluntary retrofit of existing residential buildings by implementing the Standard Plan Set for Residential Seismic Retrofitting as adopted by ABAG.

Flood Hazards

The following background information on inland flooding and bayshore flooding is sourced, with revisions, from the City of San Carlos Climate Mitigation and Adaptation Plan (2021).

Background Information

Inland and Bayshore Flooding

Inland flooding can cause significant harm to buildings, people, and infrastructure. Floodwater can be deep enough to drown people and may move fast enough to carry people or heavy objects (such as cars) away. Flooding can be caused by heavy rainfall, long periods of moderate rainfall, or clogged storm drains during periods of rainfall. In rare instances, a break in a water pipe or water tank can also cause flooding. Storm drainage systems throughout the city collect stormwater runoff and convey water to prevent flooding, although these systems are typically designed based on winter storms recorded in the past and may not be designed to accommodate more intense storms anticipated under Climate Change conditions.

8 ENVIRONMENTAL SAFETY AND PUBLIC SERVICES



ELEMENT

What is currently considered a 100-year flood, or a flood that has a 1-percent chance of occurring annually, may occur more often due to climate change. Figure 8-9 shows that the inland flood hazard areas are primarily located along the bayshore, Pulgas Creek, Cordilleras Creek, and Belmont Creek.

During strong storms and king tides, bay shoreline flooding may damage or destroy commercial buildings in low-lying areas in eastern San Carlos; disrupt transportation routes, such as Highway 101, Shoreway Road, Industrial Road, Holly Street, Old County Road, and Brittan Avenue; and harm important economic assets, such as the Aviation Museum, industrial and manufacturing centers, biotechnology companies, and major employers. Essential infrastructure, such as the San Carlos Airport, bridges, electric vehicle charging stations, solid waste facilities, and water and wastewater infrastructure, may be frequently temporarily inundated, causing them and the community services they support to not function as needed.

Persons experiencing homelessness may live in open spaces along creeks, persons without access to lifelines, or with limited income or access to resources, may be more likely to live in low-lying areas or in less-resilient structures, and therefore are highly vulnerable to bayshore flooding.

The United States Army Corps of Engineers' (USACE) Flood Risk Management Program maintains a National Levee Database of federally, State, and locally constructed, operated,

and maintained levees throughout the United States. The USACE Flood Risk Management Program maps levees operated and maintained by San Mateo County along the Bayshore at the San Carlos Airport. These levees ensure most of the San Carlos Airport, also owned and operated by San Mateo County, is largely but not completely located outside FEMA flood hazard zones and is protected from flood damage (see Figure 8-8). However, the bayshore levees do not protect other areas of the City near the Bay that are located west of the airport. Areas in San Carlos protected from bayshore flooding by levees are represented as flood protection zones shown in Figures 8-15 and 8-16, which depict Flooding and Seal Level Rise.

Dam Inundation

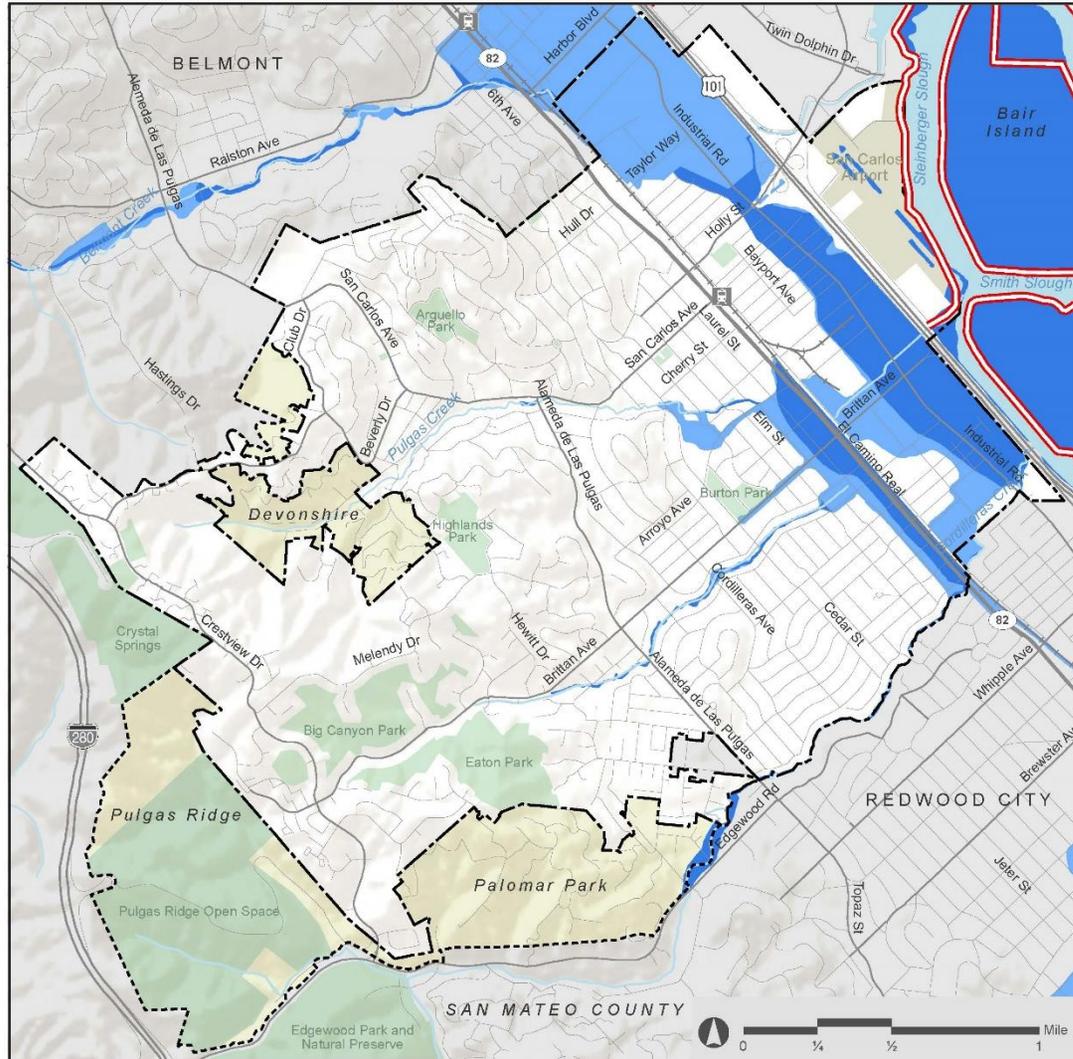
A dam inundation zone is an area in which flooding could occur due to failure of an upstream dam, endangering people, and property within the zone in the instance of such a failure. Dam inundation can be caused by an earthquake or other catastrophe. There are three zones of dam inundation near San Carlos: Lower Crystal Springs Reservoir Dam Inundation Zone, Notre Dame Dam Inundation Zone and Lower Emerald Lake Dam Inundation Zone. However, there are no such zones in the city. Figure 8-10 shows the location of dam inundation areas near San Carlos.

ELEMENT

FIGURE 8-9

FEMA Flood Zones

- FEMA Flood Zones**
- 1% Annual Chance (100-year flood)
 - 0.2% Annual Chance (500-year flood)
 - NFHL - Levees
- Base Map Features**
- City of San Carlos Boundary
 - Sphere of Influence
 - Major Streets
 - Streets
 - Caltrain Railroad and Stations
 - Surrounding Jurisdictions
 - Parks and Open Space
 - Waterbodies
 - San Carlos Airport



August 2020

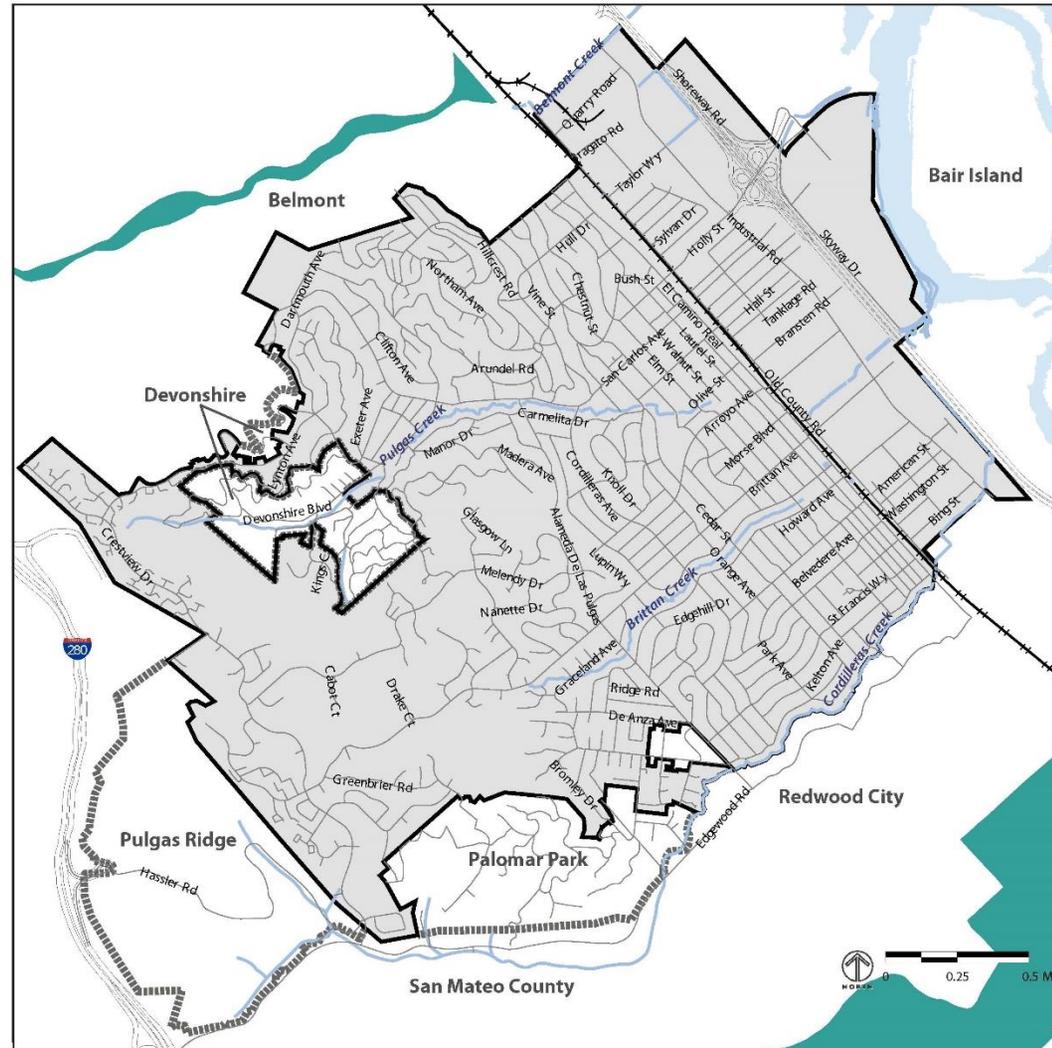
Sources: FEMA, 2016. United States Census Bureau, 2019. NOAA, City of San Carlos, County of San Mateo, Urban Footprint, 2020. NFHL.

ELEMENT

FIGURE 8-10

Dam Inundation Area

-  City Limit
-  Sphere of Influence Areas
-  Dam Inundation Areas



August 2020
Sources: San Carlos 2030 General Plan, 2007.

8 ENVIRONMENTAL SAFETY AND PUBLIC SERVICES

ELEMENT



**GOAL
ESPS-2** Reduce hazards associated with flooding and inundation.

Goals, Policies, and Actions

POLICIES

Policy ESPS-2.1 Improve and maintain City storm drainage infrastructure in a manner that reduces flood hazards.

Policy ESPS-2.2 Maintain and prioritize restoration of a healthy riparian corridor in City-maintained flood control channels such as Pulgas Creek and Belmont Creek to reduce the risk of flooding due to erosion, siltation, blockage, and heavy undergrowth; and increase community access to channels with improved stormwater and flood management strategies.

Policy ESPS-2.3 Maintain a strong and enforceable Stream Development and Maintenance Ordinance for all city creeks and their tributaries.

Policy ESPS-2.4 Minimize impervious surfaces to reduce stormwater runoff and increase flood protection.

Policy ESPS-2.5 Evaluate flood hazards on a watershed level, taking into account all sources of water and the eventual end point of each source.

Policy ESPS-2.6 Promote City staff knowledge and training on the relationship between watershed health and flood hazards.

Policy ESPS-2.7 Coordinate with neighboring jurisdictions on approaches to flooding and creek maintenance.

Policy ESPS-2.8 Continue to work with appropriate local, State, and federal agencies (such as FEMA, San Mateo County OneShoreline Program, City/County Association of Governments (CCAG) of San Mateo County, and San Francisco Bay Conservation and Development Commission (BCDC) to: (1) maintain the most current flood hazard and floodplain information and use it as a basis for project review; and (2) create public-

ELEMENT

private partnerships to guide development in accordance with federal, State, and local standards.

Policy ESPS-2.9 Reduce losses due to flooding by encouraging property owners who experience flood damage to reconstruct their properties in a flood-resistant manner.

Policy ESPS-2.10 Incorporate stormwater drainage systems in development projects to effectively control the rate and amount of runoff to prevent increases in downstream flooding potential.

Policy ESPS-2.11 Continue to participate in the National Flood Insurance Program. To this end, the City shall ensure that its regulations are in full compliance with standards adopted by the Federal Emergency Management Agency.

ACTIONS

Action ESPS-2.1 Consider participating in a regional Watershed Management Plan to perform technical analysis to understand geotechnical, biological, and hydraulic conditions to model the hydrography of the city and identify options to reduce flooding risk and where opportunities exist to restore creeks within

the watershed to a more naturalized condition. Options could include detaining or retaining stormwater runoff in upper portions of the watershed, adding capacity in the lower portions of the watershed and maintaining existing creek and channel capacity through improved maintenance. The Watershed Management Plan would seek to balance the two primary functions of creeks: flood control and riparian habitat.

Action ESPS-2.2 Amend the Stream Development and Maintenance Ordinance to: (1) include all creeks and tributaries, including Pulgas Creek and Belmont Creek, to strengthen the effectiveness of existing policies and to create vital and accessible community open space with improved stormwater and flood management strategies; (2) increase the required setbacks and landscaping provisions from the existing creek top to improve stormwater detention capacity and to help address flooding issues and creek restoration; (3) prohibit general vehicle access along the creek within the Stream Development Ordinance overlay district.

8 ENVIRONMENTAL SAFETY AND PUBLIC SERVICES



ELEMENT

Action ESPS-2.3 Develop preferred streambank stabilization methods, which will guide private property owners in making repairs.

Action ESPS-2.4 Establish incentives for property owners to stabilize creek banks with natural methods.

Action ESPS-2.5 Work with private property owners who own creek frontage and educate the public on bio-engineering of creeks to stabilize banks and maintain natural creek forms.

Action ESPS-2.6 Seek to have property owners downstream of city limit maintain drainage channels in a responsible manner to avoid flooding.

Action ESPS-2.7 Initiate flood insurance rate map revisions for City projects.

Wildfire Hazards

This section describes the risk of wildland fires within San Carlos and its SOI.

Background Information

San Carlos' foothill neighborhoods west of Alameda de las Pulgas are designated Very High Fire Hazard Severity Zones (VHFSZ) by the California Department of Forestry and Fire Protection (CAL FIRE) (Figure 8-11) or as provided by the most current Fire Hazard Severity Zone map published by California Department of forestry and Fire Protection's Fire

and Resources Assessment Program (FRAP). All areas within San Carlos are served by the Redwood City Fire Department and San Mateo County Sheriff Department.

Fire protection in California is the responsibility of either the federal, state, or local government. In State Responsibility Areas (SRA), which are defined according to land ownership, population density, and land use, CAL FIRE has a legal responsibility to provide fire protection. Local Responsibility Areas (LRA) include incorporated cities and cultivated agriculture lands. In LRA, fire protection is provided by city fire departments, fire protection districts, or counties, or by CAL FIRE under contract to local government. All VHFHZ area in San Carlos is LRA. Additional information regarding fire hazards, including wildfire historical data, is found in the County of San Mateo 2021 Multijurisdictional Local Hazard Mitigation Plan (LHMP).

The Heather Elementary School and many homes in the western hills are located within the VHFSZ. Other nearby schools include Carlmont High School, Tierra Linda Middle School, Mariposa Upper Elementary School, and San Carlos Charter Learning Center. Additionally, the Bayview Villa, an assisted living community, is within the unincorporated Devonshire Area. Several California Water Services (Bay Area Region) water tanks are located in the western hills, including at the intersection of Los Vientos Way and Crestview Drive, off of Crestview Drive near Crestview Park, on Melendy Drive

8 ENVIRONMENTAL SAFETY AND PUBLIC SERVICES



ELEMENT

near Crestview, on Melendy Drive near Heather School, and off of Heather Drive near Melendy Drive.

Wildfire smoke increases air pollution levels and creates a significant health risk. This health risk is particularly pronounced under weather conditions that prevent smoke from clearing, such as those during the lightning complex fires in 2020. In addition, essential roadways, such as evacuation routes and single-access roads, can potentially be blocked by wildfire flames or debris, making it difficult for residents to evacuate and emergency personnel to reach certain areas of the San Carlos. The entire energy delivery system, including electric transmission lines and natural gas pipelines, can also be damaged by wildfires. Coastal scrub and oak woodlands, although somewhat adapted to wildfires, can be substantially harmed by more frequent and severe fires that prevent ecosystems to fully recover.

San Carlos fire service is provided under contract by the City of Redwood City Fire Department. It provides fire protection, hazardous materials response, disaster preparedness, and emergency medical response. The Department of Forestry and Fire Protection (CAL FIRE) has a legal responsibility to provide fire protection to all within the State Responsibility Area. A portion of the San Carlos Sphere of Influence is under the State Responsibility Area.

San Carlos implements the San Mateo County's Zonehaven evacuation system. Zonehaven determines the most efficient

and effective evacuation routes based on the emergency type and location. Evacuation routes will vary; however, Figure 8-12 identifies the roadways most frequently used for evacuations.

Historical fire information is provided in the County of San Mateo 2021 Multijurisdictional Local Hazard Mitigation Plan; it is incorporated by reference.

The City's key strategies for minimizing the toll of seasonal wildfires are as follows.

Prevention and Awareness. San Carlos's western neighborhoods exist along the urban/wildfire interface. Because these interface conditions will continue, educating the public about the natural role of fire and measures they can take to best protect properties from wildfires will be critical to minimizing potential property damage and loss of life. Education and enforcement campaigns need to occur year-round, with extra effort expended prior to the fire season. Prevention can include fuel modification and defensible space strategies, restricting construction of new structures in wildfire zones, building wildfire resistance structures, and modifying existing structures.

Protection. The goal in any firefighting operation is to provide adequate fire suppression service to protect buildings and infrastructure in immediate danger from a wildfire. In San Carlos, many structures lie within the Very High Fire Hazard Severity Zone. Coordination among multiple firefighting

8 ENVIRONMENTAL SAFETY AND PUBLIC SERVICES



ELEMENT

agencies and mutual aid agreements are needed to fight major wildfires in the San Cruz Mountains and foothills. Ensuring adequate water supplies and pressure is critical. Additionally, warning systems and clear delineation of evacuation routes can protect lives.

Recovery. Following a major fire, the community may face the need to fix damaged infrastructure. Addressing repair/replacement of burned homes needs to include a thorough assessment of how to minimize recurrences.

Water Supply

San Carlos' water supply is provided by CalWater, which prepared an Urban Water Management Plan (UWMP) through 2045. CalWater's Mid-Peninsula District shows supply capacity through 2045. CalWater's Individual Supply guarantee is 35.68 MGD (million gallons per day) or 3,993 AF (acre feet) from the SFPUC. The 2020 UWMP estimates 2045 demand will be 36,396 AF. The 2020 UWMP shows adequate supply to meet projected demand through 2045 in normal years. In dry years, UWMP shows a deficit, however, the UWMP outlines strategies to reduce/restrict use and/or augment supply.

Wildland Urban Interface (WUI)

The WUI is the zone of transition between unoccupied land and human development. It is the line, area, or zone where structures and other human development meet or intermingle with undeveloped wildland or vegetative fuels.

Source: U.S. Fire Administration

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FIGURE 8-11

Fire Hazard Severity Zones and At-Risk Development

Fire Hazard Severity Zones

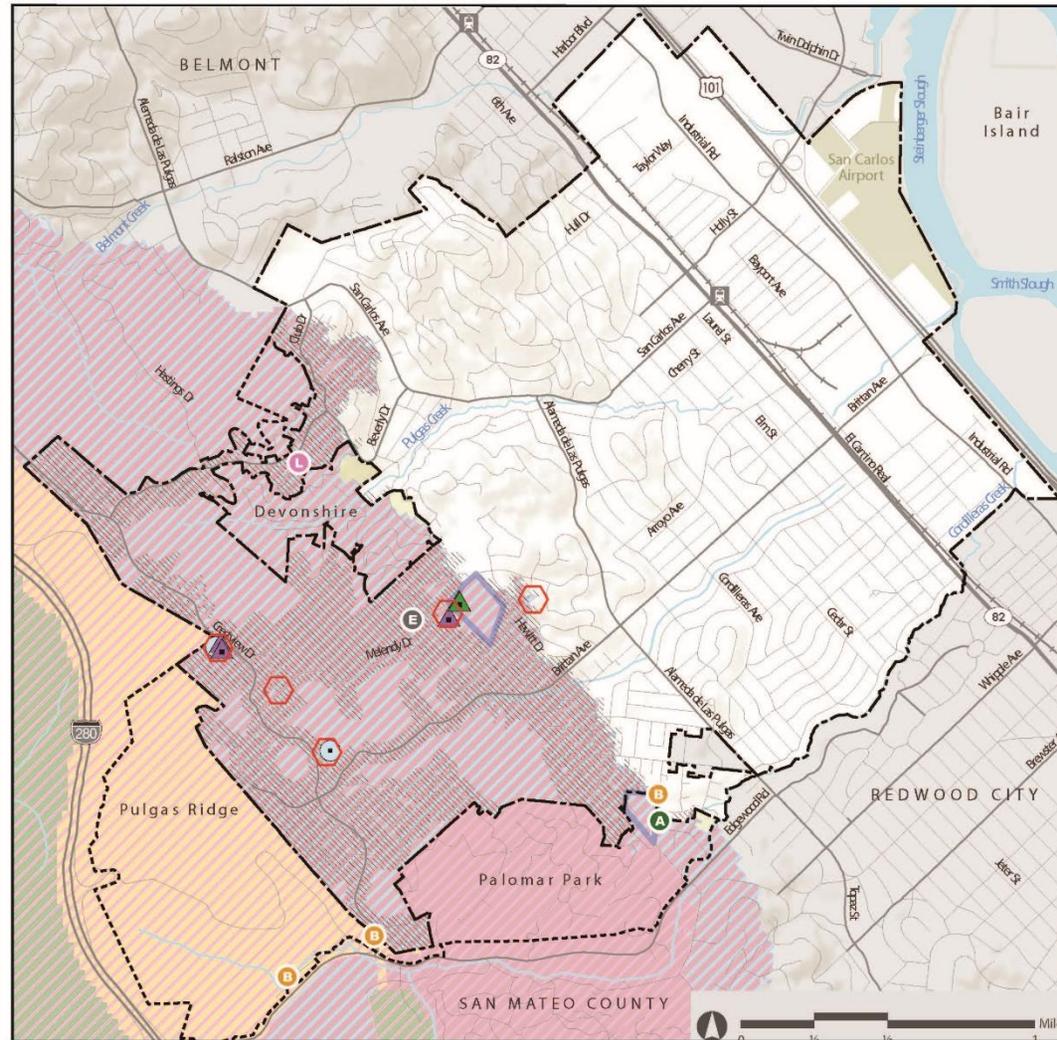
- Moderate
- High
- Very High
- Local Responsibility Area (SRA)
- State Responsibility Area (SRA)

All fire hazard severity zones within San Carlos city limits are within the San Carlos Local Responsibility Area for fire emergency response. All other fire hazard severity zones illustrated in this map are within the State Responsibility Area or other Local Responsibility Areas.

At Risk Development and

- Residential Uses
- Clifford Elementary & Heather Elementary
- A Alternative Energy Fueling Stations
- B Bus Stops
- C California Water Service Water Tanks
- E Emergency Shelters
- L Bayview Villa Assisted
- FM
- Microwave
- Water Tank

April 2022
Sources: United States Census Bureau, 2019; State of California Department of Forestry and Fire Protection; City of San Carlos, County of San Mateo



8 ENVIRONMENTAL SAFETY AND PUBLIC SERVICES

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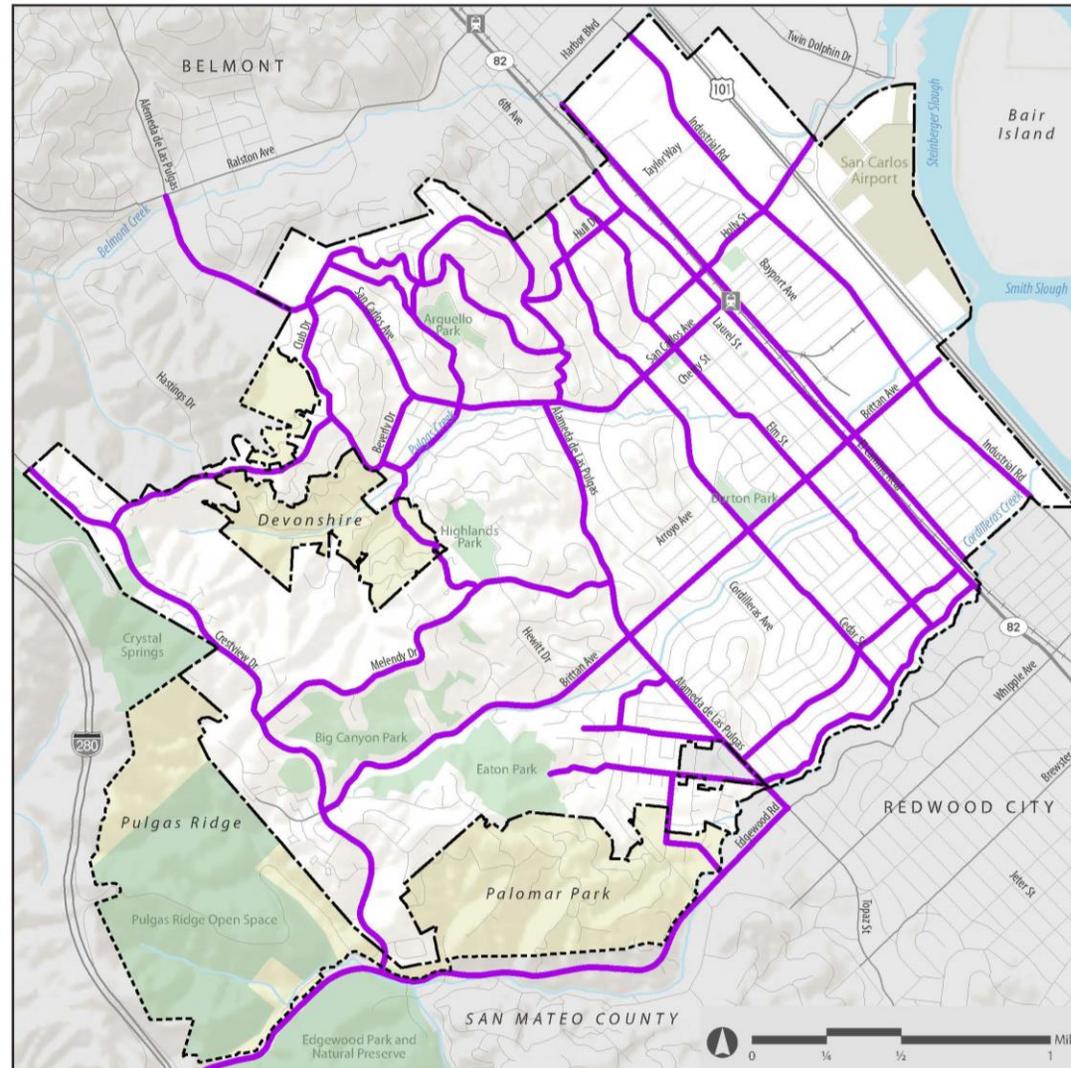
FIGURE 8-12
Evacuation
Routes

Evacuation Routes



Base Map Features

- City of San Carlos Boundary
- Sphere of Influence
- Major Streets
- Streets
- Caltrain Railroad and Stations
- Surrounding Jurisdictions
- Parks and Open Space
- Waterbodies
- San Carlos Airport



January 2022
Sources: United States Census Bureau, 2019.
City of San Carlos, County of San Mateo, Urban Footprint, 2020.

8 ENVIRONMENTAL SAFETY AND PUBLIC SERVICES

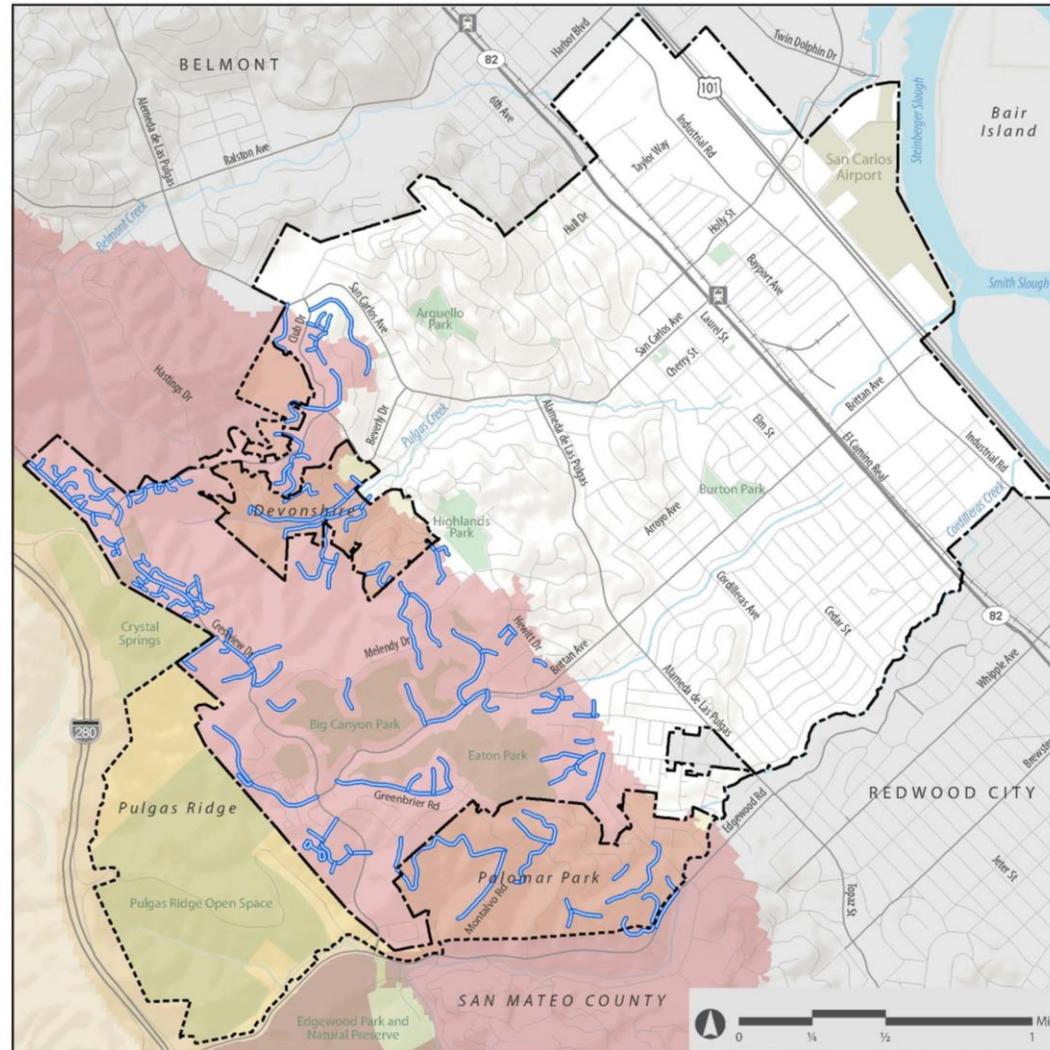
ELEMENT

FIGURE 8-13

Single Access Roads

- Wildfire Hazards**
- Very High
 - High
 - Moderate
 - Single Access Roads

- Base Map Features**
- City of San Carlos Boundary
 - Sphere of Influence
 - Major Streets
 - Streets
 - Caltrain Railroad and Stations
 - Surrounding Jurisdictions
 - Parks and Open Space
 - Waterbodies
 - San Carlos Airport



January 2022
Sources: United States Census Bureau, 2019.
City of San Carlos, County of San Mateo, Urban Footprint, 2020.

8 ENVIRONMENTAL SAFETY AND PUBLIC SERVICES

ELEMENT

Goals, Policies, and Actions



GOAL ESPS-3

Agency Coordination: A resilient San Carlos is well prepared to minimize risks associated with wildfire.

Agency Coordination and Fire Prevention Planning

POLICIES

Policy ESPS-3.1 Promote and improve, as necessary, inter-jurisdictional fire prevention assessment, planning, and projection; and consultation and communication regarding disaster or emergency plans of San Carlos and Mutual Aid with adjacent agencies including but not limited to San Mateo County, Redwood City, Belmont, and CAL FIRE.

ACTIONS

- Action ESPS-3.1** Maintain participation in the Joint Powers Authority Agreement with all fire departments in San Mateo County to ensure required response times for initial emergency deployment personnel and equipment.
- Action ESPS-3.2** Preserve the local government agreement with California Department of Forestry and Fire Protection (CAL FIRE) for responses in the Mutual Threat Zone (MTZ) within the Wildland Urban Interface (WUI) areas of the city. Continue to provide equipment and personnel under the mutual aid agreement, with the State of California Office of Emergency Service (OES) Region II. This continued “reverse support” enables the City of San Carlos to receive “no cost” statewide mutual aid in the event of a declared large-scale emergency.
- Action ESPS-3.3** Collaborate with the regional fire agencies on strategies available to maintain defensible space, diverse plant composition (e.g., less combustible native plants), undertake appropriate thinning of vegetation, and maintain fuel breaks without permanently damaging native habitat.

ELEMENT

Facilities and Training

POLICIES

Policy ESPS-3.2 Conduct annual training for fire, emergency medical, and police staff including cross training with adjacent automatic or mutual aid emergency response departments. Regularly maintain, test, and update training and equipment to meet current standards.

Policy ESPS-3.3 Ensure adequate Fire Department resources (fire stations, personnel, and equipment) to meet response time standards, keep pace with growth, and provide a high level of service to the community.

ACTIONS

Action ESPS-3.4 Continue to work with the Redwood City Fire Department to ensure that fire services are maintained at adequate levels. With subsequent Safety Element updates, assess and project future emergency service needs. Continue to monitor service area to ensure that all San Carlos areas have fire service. Monitor the City of San Carlos' fire protection rating and work with the Redwood City and San Mateo County Fire

Departments to correct deficiencies and to ensure ongoing training, including cross training is conducted.

Action ESPS-3.5 Train and educate public volunteers in basic fire safety response.

Land Use Planning

POLICIES

Policy ESPS-3.4 Locate essential public facilities out of high-risk, wildfire-prone areas including the VHFHSZ unless mitigation measures, above the minimum fire protection standards, are installed.

Policy ESPS-3.5 Prioritize infill development opportunities to prevent increased development in the WUI and Very High Fire Severity Zones (VHFSZ).

Policy ESPS-3.6 Minimize new development (residential and nonresidential) within the VHFSZ.

Policy ESPS-3.7 Consider the preservation of undeveloped ridgelines to reduce fire risk and improve fire protection.

Policy ESPS-3.8 Regularly review and confirm the City's re-development policy for all structures in

ELEMENT

VHFSZs after large fires. If the City has an unwritten policy, adopt a written re-development policy.

Policy ESPS-3.9 Incorporate or require the incorporation of fire safety features in new development and re-development.

Policy ESPS-3.10 Require new residential developments to:

- have adequate fire protection; and
- be more wildfire resistant by establishing greenbelt zones for fire resistant landscaping.

Policy ESPS-3.11 Require new residential development to be designed in such a manner that reduces wildfire hazard and improves defensibility (e.g. clustering lots, managed greenbelts, water storage, fuel modification zones, and vegetation setbacks.)

ACTIONS

Action ESPS-3.6 Discourage critical facilities being in the VHFSZ.

Action ESPS-3.7 Periodically re-evaluate the City's policy allowing rebuilding in the VHFSZ. If the policy is unwritten, adopt a formal written policy.

Action ESPS-3.8 When a fire has occurred in the VHFSZ, evaluate if street design and size can be reconfigured to improve emergency access and evacuation efficiency.

Action ESPS-3.9 If development is permitted within the VHFSZ, require:

- a Fire Protection Plan addressing: risk analysis, fire response capabilities, fire safety requirements (defensible space, infrastructure, and building ignition resistance), mitigation measures and design considerations for non-conforming fuel modification, and wildfire education maintenance and limitations;
- landscape/fuel modification installation, incorporating open areas to complement defensible spaces, identifying possible refuge areas, and mapping and providing multiple ingress and egress routes;
- resident evacuation plans and ways to effectively communicate those plans, including identifying the location and direction of evacuation routes and at least two points of ingress and egress; and
- a roadside fuel reduction plan to prevent fires along public roads caused by vehicles.

ELEMENT

Action ESPS-3.10 Enforce fire standards and regulations while reviewing building plans and conducting building inspections.

Water Supply

POLICY

Policy ESPS-3.12 Ensure adequate water supply is available.

ACTIONS

Action ESPS-3.12 Require new development projects have adequate water supplies to meet the fire-suppression needs of the project without compromising existing fire suppression services to existing uses.

Action ESPS-3.13 Work with water suppliers (Cal Water) to:

- maintain and ensure the long-term integrity of future water supply for fire suppression needs;
- ensure that water supply infrastructure adequately supports existing and future development and redevelopment;
- provide adequate water flow to combat structural and wildland fires, including during peak domestic demand periods. Water systems shall equal or exceed the standards of the latest edition of National Fire Protection Association (NFPA) 1142,

“Standard on Water Supplies for Suburban and Rural Fire-Fighting.”;

- ensure water infrastructure can provide for peak fire flow; and
- identify where water infrastructure does not allow for peak fire flow and develop a plan to mitigate the deficiencies.

Construction and Property Maintenance

POLICY

Policy ESPS-3.13 Ensure new and existing public and privately owned properties are constructed and maintained in a manner that minimizes and reduces fire hazard threats and has adequate fire protection.

ACTIONS

Action ESPS-3.14 Condition all new development and redevelopment to have adequate fire protection, incorporate and maintain fire safe design, including fuel modification zones, defensible space, two ingress/egress points, emergency vehicle access, and visible home addressing and street signage.

ELEMENT

Action ESPS-3.15 Require the use of fire-retardant roofing material for all new construction and major remodels involving roof additions. Encourage property owners with shake shingle roofs to upgrade to fire-retardant materials.

Action ESPS-3.16 Continue to enforce the brush clearance/weed abatement program for both private and public roads as well as City-owned open spaces.

Action ESPS-3.17 Continue code enforcement programs requiring private and public property owners to maintain buildings and properties to prevent blighted conditions, remove excessive or overgrown vegetation (e.g., trees, shrubs, weeds), and remove litter, rubbish, and illegally dumped items from properties.

Action ESPS-3.18 Seek grants and other funding sources to assist low-income residents with home hardening efforts.

Action ESPS-3.19 Adopt an ordinance or update existing ordinances to require development standards that meet or exceed title 14, CCR, division 1.5, chapter 7, subchapter 2, articles 1-5 (commencing with section 1270) (SRA Fire Safe Regulations) and title 14, CCR, division 1.5, chapter 7, subchapter 3, article 3 (commencing

with section 1299.01) (Fire Hazard Reduction Around Buildings and Structures Regulations) for SRAs and/or VHFHSZs.

Action ESPS-3.20 Within the VHFSZ, the City's building and planning departments will work with local fire departments, community organizations, and other responsible organizations to require and ensure:

- the installation of fire protection water system for all new construction projects including fire hydrant installation, fire sprinkler, or suppression systems, and providing adequate fire flow;
- the long-term maintenance of defensible space clearances around structures, subdivisions, and fire breaks; and
- all structures rebuilt/re-developed after a large fire to comply with building and fire codes in effect at the time of the re-development.

Action ESPS-3.21 Conduct a survey of existing residential structures (including vegetation) within the VHFSZ identifying buildings that do not comply with fire safety standards. Consult with property owners to bring those properties into compliance with the most current building and fire safety standards.

ELEMENT

Action ESPS-3.22 Consider developing or improving structure hardening standards for community refuges (such as schools, hospitals, evacuation centers).

Action ESPS-3.23 Evaluate the City's roadways regarding access, alignments, etc. to facilitate fire, police, and ambulance access and resident egress in case of an emergency.

Access and Evacuation Policies

POLICIES

Policy ESPS-3.14 Provide adequate evacuation routes and access for fire and emergency service vehicles to all San Carlos areas.

Policy ESPS-3.15 Identify and implement measures to mitigate the single access roads and non-conforming roadways, as feasible.

ACTIONS

Action ESPS-3.24 Identify streets and key intersections that, due to pavement width, hairpin turns, and tight curves, if not cleared of vehicles, may interfere with emergency vehicle access and/or resident evacuation during a fire.

Action ESPS-3.25 Identify the potential for street widening and improvement during regular Capital Improvement project maintenance, e.g., emergency access, utility undergrounding, resurfacing, and American with Disabilities (ADA) compliance.

Action ESPS-3.26 Prohibit parking on one or both sides of a street identified as having the potential to interfere with emergency vehicle access and/or resident evacuation during a fire, when Red Flag alerts have been issued.

Action ESPS-3.27 In conjunction with the use of the Zonehaven system, supplement the evacuation plan as shown in Figure 8-12, with special emphasis placed on the areas that do not have sufficient access and egress identified on Figure 8-13. Recommend improvements to ensure adequate evacuation capabilities.

Action ESPS-3.28 Conduct a study to review evacuation routes, their capacity, safety, and viability under a range of emergency scenarios as set forth in AB 747. Determine remedial actions, as appropriate. Update evacuation plans with each update of the Safety Element to address changes in at-risk areas and populations.

8 ENVIRONMENTAL SAFETY AND PUBLIC SERVICES

ELEMENT



GOAL ESPS-4

Develop a community that proactively prevents wildfires and protects life, property, and infrastructure from urban and wildfire impacts.

POLICIES

Policy ESPS-4.1 Provide public education to promote community awareness and preparedness for self-action in the event of a major disaster or emergency.

ACTIONS

Action ESPS-4.1 Partner with Redwood City Fire Department, San Mateo Sheriff Department, neighboring cities, regional agencies, local school districts, local businesses, and community organizations to:

- conduct emergency and disaster preparedness exercises that test operational

- and emergency response plans (including evacuation routes); and
- prepare and conduct public outreach regarding evacuation procedures and routes and defensible space.

Action ESPS-4.2 Identify at-risk populations that would be vulnerable during wildfire evacuations and provide information to the at-risk residents regarding defensible space and evacuation routes.

Action ESPS-4.3 Prepare and make available to the public a current map of areas subject to wildland fires as provided by the California Department of Forestry and Fire Protect (CAL FIRE).

Action ESPS-4.4 Implement a fire hazards education program to minimize risk for residential, commercial, and institutional uses.

- Provide training opportunities for residents for fuel modification methods, practices, and materials.
- Prepare and distribute two vegetation lists – one identifies recommended vegetation in the VHFSZ and the other identifies prohibited vegetation in the VHFSZ.

ELEMENT

Action ESPS-4.5 Create and promote enrollment in a San Carlos emergency reverse dial program. Work with vulnerable populations to ensure enrollment.

Action ESPS-4.6 Consider establishing an outdoor warning system in the VHFSZ designed to alert residents about possible fire danger.

Hazardous Materials and Waste

A “hazardous material” is defined by the California Health and Safety Code Section 25501 as, “any material that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment.” Products as diverse as gasoline, paint solvents, film solvents, household cleaning products, refrigerants and radioactive substances are categorized as hazardous materials. What remains of hazardous material after use, or processing, is considered to be a hazardous waste.

Background Information

This section describes hazardous material sites, hazardous waste collection, and hazardous materials response in San Carlos.

Hazardous Material Sites. Due to San Carlos’ history of industrial use, hazardous materials may be present in the soils and groundwater in or near these areas, especially in the East Side and along portions of El Camino Real. Common hazardous materials in industrial areas include oils, fuels, paints, solvents, acids and bases, disinfectants, and metals. Legacy pollutants used in industrial practices up to the 1970s, such as polychlorinated biphenyl (PCB), may also be present in these areas. The State Department of Toxic Substances Control (DTSC) is responsible for maintaining a list of sites with active hazardous material users and/or generators and sites with historical or current environmental contamination. The Department is also responsible for coordinating the cleaning-up of contaminated sites. Figure HAZ-1 in Appendix A shows the locations of hazardous materials sites in San Carlos according to the DTSC’s records. Table HAZ-1, in Appendix A, lists the hazardous materials sites with current or historic environmental contamination.

Hazardous materials have also been known to infiltrate the groundwater, in some cases contaminating entire groundwater systems. There are currently no known regional plumes of contaminated groundwater, according to the County of San Mateo Health Services Agency and the State Water Board.

Hazardous Materials Response. The Hazardous Materials Response Team of San Mateo County responds to hazardous materials emergencies throughout the county. The team is

8 ENVIRONMENTAL SAFETY AND PUBLIC SERVICES



ELEMENT

comprised of the South County Fire Hazmat Team, the Environmental Health Division of the County Health Services Agency, and the Sheriff's Office of Emergency Services.

Household Hazardous Waste (HHW). Hazardous waste generated by San Carlos residences is collected in part by the recycling and solid waste services management company at the Shoreway Recycling and Disposal Center, in part through San Mateo County Environmental Health HHW monthly drop-off appointment events in San Mateo, and in part through other collection facilities. There are several other convenient locations for drop off of HHW including:

- A mercury thermometer exchange at the South Bayside System Authority wastewater treatment plant. Fluorescent bulb recycling bins at certain lighting retailers.
- A pharmaceutical drop-box is also available at the San Carlos Police Department.
- Batteries, mobile phones and motor oil can be recycled curb-side at homes or businesses.

Some HHW, including medical wastes, asbestos, tires, and explosives are not readily disposable within San Carlos.

8 ENVIRONMENTAL SAFETY AND PUBLIC SERVICES

ELEMENT

Goals, Policies, and Actions



GOAL ESPS-5

Protect the community from the harmful effects of hazardous materials.

Policy ESPS-5.1 Prohibit uses involving the manufacturing of hazardous materials throughout the city. Hazardous materials are defined in Chapter 6.95, Section 25501 0-1 of the Health and Safety Code. This policy applies only to the direct manufacture of hazardous substances.

POLICIES

It does not apply to the storage or use of such materials in conjunction with permitted commercial and industrial uses.

Policy ESPS-5.2 Require producers of and users of hazardous materials in San Carlos to conform to all local, State and federal regulations regarding the

production, disposal, and transportation of these materials.

Policy ESPS-5.3 Mitigate hazard exposure to and from new development projects through the environmental review process, design criteria, and standards enforcement.

Policy ESPS-5.4 Mitigate indoor air intrusion potential in areas of new development or redevelopment where the property is located above known volatile compound plumes.

Policy ESPS-5.5 Where deemed necessary, based on the history of land use, require site assessment for hazardous and toxic soil contamination prior to approving development project applications.

Policy ESPS-5.6 Require that new development proposals are reviewed for legally required remediation by authorities with jurisdictional authority over groundwater and surface water contamination including but not limited to San Mateo County Environmental Health, State Water Quality Control Board and the Army Corps of Engineers, where waters of the United States are involved, and collaborate with authorities to ensure all relevant remediation requirements are met.

8

ENVIRONMENTAL SAFETY AND PUBLIC SERVICES



ELEMENT

Policy ESPS-5.7 Prohibit new non-residential uses that are known to release or emit toxic waste at levels that are harmful to human health while continuing to allow life science, research and development, medical, and other necessary services such as dry cleaners.

Policy ESPS-5.8 Require the preparation of emergency response plans as part of use applications for all large generators and users of hazardous waste as required by federal law.

Policy ESPS-5.9 Actively promote public education, research, and information dissemination on hazards materials.

Policy ESPS-5.10 Expand community engagement on remediation. Engage community members in the remediation of toxic sites and the permitting and monitoring of potentially hazardous industrial uses.

Policy ESPS-5.11 Encourage the use of green building practices to reduce potentially hazardous materials in construction materials.

Action ESPS-5.1 Provide on-going training for appropriate City personnel in hazardous materials, response, and handling.

Action ESPS-5.2 Disseminate information on proper disposal of household hazardous waste.

Action ESPS-5.3 Coordinate with waste disposal services and other government agencies to increase the convenience of proper disposal of household hazardous waste.

Action ESPS-5.4 Evaluate opportunities to participate in household hazardous waste collection services.

Action ESPS-5.5 Prioritize remediation efforts and ensuring all relevant remediation requirements are met by requiring new development proposals be reviewed for legally required mediation by San Mateo County Environmental Health, State Water Quality Control Board, and the Army Corp of Engineers.

Airport Operations

This section includes background information about the San Carlos Airport and a goal, a policy, and an action related to airport safety.

ACTIONS

8 ENVIRONMENTAL SAFETY AND PUBLIC SERVICES

ELEMENT

Background Information

The San Carlos Airport is located within the San Carlos city limit east of US 101, along the bay shoreline. The 160-acre airport is located on land owned by the County of San Mateo and managed by the County Public Works Department.

Private planes are the primary users of the San Carlos Airport and are utilized for both business and recreation. Due to the airport's 2,600-foot runway, large aircraft, such as commercial jets, are not permitted to use the airport. The airport also allows private jets under 12,500 pounds to land and take off at any time, but activities such as student training are limited to daytime to meet noise abatement requirements. The airport houses around 500 aircraft and is the place of business for over 25 aviation related businesses, including a helicopter training school. Other airport services include emergency response functions such as Air-Ambulance, Medivac flights and law enforcement patrols.

The City/County Association of Governments of San Mateo County (C/CAG) serves as the State-mandated Airport Land Use Commission and is responsible for promoting land use compatibility around the County's airports in order to minimize public exposure to excessive airport noise and safety hazards. The primary means by which this is accomplished is through the San Mateo County Comprehensive Airport/Land Use Plan (CLUP), adopted by C/CAG in 2015. The CLUP is a State mandated document that addresses airport/land use

compatibility related to proposed land use policy actions within the environs of San Carlos Airport.

Goals, Policies, and Actions



GOAL
ESPS-6 Minimize risks associated with operations at the San Carlos Airport.

Policy ESPS-6.1 Maintain land use and development in the vicinity of San Carlos Airport that are consistent with the relevant airport/land use compatibility criteria and guidelines contained in the adopted Airport/Land Use Compatibility Plan for the environs of San

POLICIES

Carlos Airport, including noise, safety, height, and aviation easement requirements.

ACTIONS

8 ENVIRONMENTAL SAFETY AND PUBLIC SERVICES



ELEMENT

Action ESPS-6.1 Submit proposed land use policy actions (general plans/amendments, specific plans/amendments, rezonings, etc.) and related development plans, if any, that affect property located within the Area B portion of the Airport Influence Area (AIA) boundary for San Carlos Airport, to the San Mateo County Airport Land Use Commission for review/action, pursuant to California Public Utilities Code Section 21676(b), prior to final action by the City.

Emergency and Disaster Preparedness

This section addresses disaster preparedness and emergency response plans in San Carlos.

Background Information

As required by State law, the City of San Carlos has established emergency preparedness procedures to respond to a variety of natural and man-made disasters that could affect the community. In the event of an emergency, the City will respond according to the Standardized Emergency Management System (SEMS) developed by the State. The SEMS system establishes a hierarchy of response, with local government as the first responders. If San Carlos does not have sufficient resources to respond to a disaster, the County of San Mateo would lend resources. Mutual Aid agreements

between various agencies would be enacted all the way to the State level.

San Carlos established an Emergency Operations Center (EOC) program in 1987. The Emergency Response Plan establishes evacuation routes, identifies agencies responsible for emergency response and summarizes and assesses potential threats and hazards. Additionally, as required by California Government Code 3100, all City employees will report to City Hall, after ensuring the welfare of their families, to assist in emergency response in the event of a disaster.

San Mateo County Sheriff's Office of Emergency Services (OES) is responsible for coordinating emergency response in the county. The OES operates under a Joint Powers Agreement with the 20 incorporated cities in the county. The Emergency Services Council, which consists of a representative from each of the 20 incorporated cities and a member of the County Board of Supervisors, governs the OES.

SMC Alert

SMC Alert is a software application used to send emergency alerts, notifications, and updates to cell phones, mobile devices, home phones, work, and/or e-mail accounts. In the event of an emergency, public safety agencies such as the City of San Carlos are able to provide emergency information directly to the community. These messages provide the community with instructions, orders, and updates.

8 ENVIRONMENTAL SAFETY AND PUBLIC SERVICES

ELEMENT

The SMC Alert system is managed by the San Mateo County Department of Emergency Management (DEM). The service is free to all and is available to all cities, towns, and special districts within San Mateo County. Alerts may also be sent by local fire, police, and emergency operations managers from other cities within San Mateo County. Alert types may include life safety, fire, weather, accidents involving utilities, or roadway or disaster notifications.

Zonehaven

Zonehaven is an application that provides a common operating framework for mutual aid and evacuation planning. Zonehaven's evacuation management platform assists emergency services and increases efficiency with seamless collaboration between fire agencies, law enforcement, Office of Emergency Services, and the community. Zonehaven's community evacuation interface promotes safety and security by providing community members with their zone and an up-to-date evacuation status.

Zonehaven incorporates local weather conditions, geographic data, and local knowledge into simulations to provide an accurate emergency situation scenario. Using local traffic data, zones network analysis algorithms identify key intersections and choke points so emergency management agencies can define zones to reduce gridlock and enable fire and law enforcement to support evacuations more easily. In the event of an evacuation, models can be generated to enable fire and law enforcement to look ahead at what may come in the

system and the application can be switched over to training mode to run a rapid simulation that provides 1-, 3- and 5-hour predictions to provide recommendations for evacuation zone sequencing.



GOAL ESPS-7

Continue effective emergency response procedures to ensure public safety in the event of natural or man-made disasters.

Goals, Policies, and Actions

Policy ESPS-7.1 Display leadership in the preparation for natural and human-made disasters by taking a proactive rather than a reactive approach.

Policy ESPS-7.2 Preserve a Basic Emergency Operation Plan consistent with the National Incident Management System (NIMS).

POLICIES

Policy ESPS-7.3 Maintain City Hall as the Emergency Operations Center (EOC) in San Carlos and

8 ENVIRONMENTAL SAFETY AND PUBLIC SERVICES



ELEMENT

provide for fully functional back up EOC for City staff.

- Policy ESPS-7.4** Coordinate the preparation for natural and man-made disasters with the San Mateo County Office of Emergency Services, neighboring jurisdictions, and other governmental agencies.
- Policy ESPS-7.5** Inform the public about disaster preparedness by providing information on supplies, training, evacuation routes, communication systems, and shelter locations.
- Policy ESPS-7.6** Make available to the community, programs and resources relating to disaster preparedness.
- Policy ESPS-7.7** Support the efforts of neighborhood and civic organizations to prepare for disasters if City resources are not available.
- Policy ESPS-7.8** Identify and develop communication systems, evacuation methods, shelter locations and other services for special needs populations.
- Policy ESPS-7.9** Evaluate safety service limitations on an annual basis to provide for adequate levels of service.

Policy ESPS-7.10 Identify potential emergency routes and suggest methods for operational needs for first responders.

Policy ESPS-7.11 Establish the capability to re-locate critical emergency response facilities such as fire, police, and essential services facilities, if needed, in areas that minimize their exposure to flooding, seismic effects, fire, or explosion.

Policy ESPS-7.12 Develop a procedure to quantify community

ACTIONS

emergency preparedness levels.

- Action ESPS-7.1** Evaluate the Emergency Operation Plan on an annual basis and revise as needed to promote disaster preparedness.
- Action ESPS-7.2** Coordinate emergency response procedures with acute care medical facilities in San Mateo County to ensure adequate preparedness for hospital patients and staff.
- Action ESPS-7.3** Participate in regional disaster event simulations semi-annually by using the primary EOC and methods for implementing a back-up EOC.

ELEMENT

Action ESPS-7.4 Create a back-up EOC for City staff. Enter into a shared EOC agreement with a neighboring jurisdiction or County in the event City Hall is rendered inoperable as an EOC.

Action ESPS-7.5 Participate in San Mateo County OES preparedness exercises and disaster simulations.

Action ESPS-7.6 Encourage City employees through a volunteer program to obtain training in disaster preparedness and basic first aid skills.

Action ESPS-7.7 Maintain and enhance the community disaster preparedness programs.

Action ESPS-7.8 Identify the need for community awareness and education programs for residents. Develop programs to respond to identified needs.

Action ESPS-7.9 Disseminate semi-annually, disaster preparedness information to residents through the city web site, newsletters, e-notify, newspaper articles, or other methods.

Action ESPS-7.10 Make available multi-language disaster preparedness information.

Action ESPS-7.11 Identify and program for emergency supplies through the EOC program in public parks.

Climate Change Resilience

This section is based on the Safety Element's accompanying Vulnerability Assessment, the San Carlos Climate Mitigation and Adaptation Plan, and the San Mateo County Multijurisdictional Local Hazard Mitigation Plan, which are incorporated by reference.

Background Information

Climate change is a long-term change in the average meteorological conditions in an area. Currently, the global climate is changing due to a human-induced increase in greenhouse gas (GHG) emissions that trap heat near the Earth's surface. In San Carlos, climate change is expected to intensify existing hazards, such as sea level rise, wildfire, and drought, and increase the frequency and severity of storms and extreme heat events.

8 ENVIRONMENTAL SAFETY AND PUBLIC SERVICES



ELEMENT

Increasing resilience involves planning and investment to address changing climate conditions and building adaptability and flexibility into systems and infrastructure. Resilience planning requires considering how plans and investments affect people, communities, economic conditions, and natural systems – all of which work together to build resilience. Increasingly, San Carlos is viewing land use policies and tools through the lens of climate resilience to protect public health and safety.

Resilience

Resilience is the capacity of an individual, community, organization, or natural system to prepare for disruptions, to recover from shocks and stresses, and to adapt and grow from a disruptive experience.

Source: California Adaptation Planning Guide (2020)

Drought

A drought occurs when conditions are drier than normal for an extended period, making less water available for people and ecosystems. As of the summer of 2022, San Carlos, as with California as a whole, is experiencing extreme drought according to the National Oceanic and Atmospheric Administration (NOAA).

Climate change is expected to cause more frequent and more intense droughts statewide. Overall, annual average precipitation levels are expected to remain similar, with more years of extreme precipitation events and droughts that last longer and are more intense.

All people, property and environments in the City would be exposed to some degree the impacts of moderate to extreme drought conditions. Drought can affect people’s health and safety, by creating health problems related to low water flows, poor water quality, or dust and prolonged heat. Water shortages or price hikes during extended drought conditions could increase economic instability of low-income residents. Drought conditions can also dry out vegetation and increase wildfire conditions, which could strain firefighting equipment and personnel and present increased hazard to the City’s western neighborhoods located in the VHFHS.

No structures will be directly affected by drought conditions. Drought causes the most significant economic impacts on industries that use water or depend on water for their business, most notably agriculture and related sectors (forestry, fisheries, and waterborne activities), power plants, and oil refineries. The aquatic habitat, wetlands, and riparian habitats that depend on water from the Pulgas, Brittan, Belmont, and Cordilleras Creeks are vulnerable to drought, which can lead to lower baseflows in streams, lower water quality, higher water temperatures, and potential wetland and riparian habitat degradation.

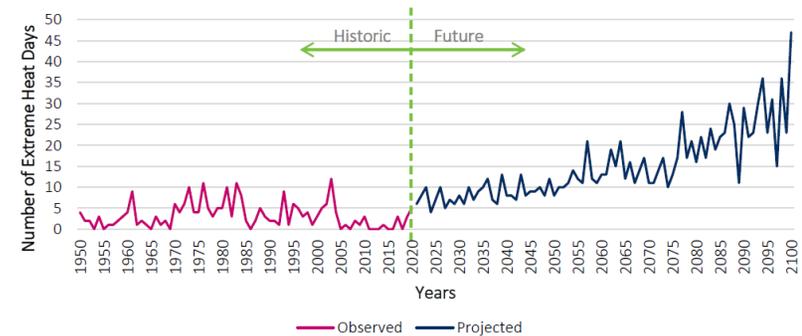
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The County of San Mateo, Bay Area Water Supply & Conservation Agency (BAWSCA), regional water purveyors, and other regional stakeholders have devoted considerable time and effort to protect life, safety, and health during times of consecutive dry years. Steps have been taken to analyze and account for anticipated water shortages. San Carlos coordinates with San Mateo County and water purveyors to minimize and reduce drought impacts on community members and water consumers. No significant life or health effects are anticipated because of drought in San Carlos.

Extreme Heat

An extreme heat day in San Carlos occurs when air temperatures reach 94.7°F. The number of extreme heat days in San Carlos is projected to increase from 4 days per year to an average of 11 extreme heat days per year by mid-century and 22 extreme heat days per year by the end of the century (see Figure 8-14).

Figure 8-14 Projected Extreme Heat Days in San Carlos



Sources: Cal-Adapt, 2020, and National Oceanic and Atmospheric Administration, 2020.

Extreme heat can also occur in the form of warmer nights, as temperatures do not cool down overnight and provide relief from the heat. In San Carlos, a warm night occurs when the temperature stays above 59.5°F.

People may develop heat-related illnesses, such as heat stress, exhaustion, heat stroke, and respiratory problems, in response to a hot environment. The most vulnerable populations are those that spend a disproportionately high amount of time outside, such as children, outdoor workers, and persons experiencing homelessness, as well as those with sensitive or compromised immune systems, persons with chronic illnesses, and seniors. Households in poverty are also highly vulnerable due to a lack of financial resources to prepare for or respond to extreme heat conditions.

ELEMENT

Vulnerability

Vulnerability is the exposure of human life and property to damage from natural and human-made hazards. Climate vulnerability describes the degree to which natural, built, and human systems are at risk of exposure to climate change impacts.

Differences in exposure, sensitivity, and capacity to adapt affect an individual's or community's vulnerability to climate change. Vulnerability can increase because of physical (built and environmental), social, political, and/or economic factor(s).

Vulnerability is considered a function of exposure, sensitivity, and adaptive capacity.

Source: California Adaptation Planning Guide (2020)

Energy delivery services and associated infrastructure are highly vulnerable to extreme heat, as high temperatures can stress and overload the grid, causing power outages and damage to the transmission lines. Additional vulnerabilities include outdoor recreation, as people may be deterred from recreating outdoors in high temperatures, and aquatic and

wetland habitats, which can experience decreases in water quality as temperatures increase.

Adaptation solutions to heat include community sites serving as cooling centers, urban forestry programs, adding tree cover to transit stations, adopting building codes to address rising heat, and battery backups to address power shutoffs.

Severe Weather

Severe weather includes windstorms, hail, lightning, thunderstorms, and heavy rainfall. Severe weather is usually caused by intense storm systems, although types of strong winds can occur without a storm. New evidence suggests that severe storms may occur more often and become more intense than in the past because of climate change. Severe winds can damage or destroy buildings and infrastructure. Hail can damage buildings and plants, and lightning can spark fires, injure people, or cause fatalities. Heavy rainfall can lead to flooding in both the eastern and western portions of San Carlos. Strong winds and heavy rainfall are the most common types of severe weather in the San Carlos.

The most vulnerable to severe weather are persons experiencing homelessness; those who may live in less structurally resilient buildings, such as households in poverty and undocumented persons; and those who may have difficulty preparing or responding to severe weather due to mobility or language barriers. These populations include linguistically isolated populations, persons living on single-

8 ENVIRONMENTAL SAFETY AND PUBLIC SERVICES



ELEMENT

access roads, persons with chronic illnesses, and seniors living alone.

The energy delivery system is especially vulnerable to windstorms, which can damage transmission lines or cause public safety power shutoffs (PSPS). Windstorms can also damage warehouses that hold harmful materials and prevent people from traveling to work, which can harm important economic drivers within the city.

Severe local storms are likely the most common widespread hazard in the city. They affect large numbers of residents when they occur and could overwhelm City and County resources.

Measures can be taken to mitigate the effects of severe weather. Critical facilities can be hardened to prevent damage during an event. The secondary effect of flooding can be addressed through decreasing runoff and water velocity. Debris, including downed trees, can be removed promptly and forested areas can be managed to reduce debris impacts. Public education can inform community members how to prepare for severe weather events.

Sea Level Rise

As global temperatures heat up, glaciers and other land ice near the north and south poles melt. The water flows into the ocean, increasing sea levels across the globe. Higher temperatures also cause water to expand in oceans, causing further rising of sea levels. Sea level rise is a gradual process,

taking place over years or decades. In California, guidance suggests that sea levels will increase in most places by 6 to 10 inches by 2030, 13 to 23 inches by 2050, and 41 to 83 inches by 2100. However, it is possible that sea levels could rise faster than these projections. Along the San Carlos Bay shoreline, sea levels are projected to rise approximately 24 inches by 2050 and 84 inches by 2100. Figures 8-15 and 8-16 show projected sea level rise along the Bayshore in San Carlos in 2050 and 2100.

Eventually, sea level may increase enough to permanently flood low-lying areas in the eastern part of San Carlos along the bayshore. Sea level rise threatens important buildings and key pieces of infrastructure that support the main economic drivers in San Carlos, such as Highway 101, the San Carlos Airport, the Hiller Aviation Museum, the Shoreway Environmental Center (solid waste transfer station), and the Silicon Valley Clean Water Wastewater Treatment Plant in Redwood City.

Flooding from sea level rise can damage building foundations, cause bridges and roadways to become impassable, flood control infrastructures to not work effectively, and hazardous material facilities to increase the risk of accidentally releasing harmful substances.

Natural systems, such as wetlands and tidal marshes, will be disrupted by higher tide levels. Many of the tidal marshes in eastern San Carlos are expected to convert to another habitat

8 ENVIRONMENTAL SAFETY AND PUBLIC SERVICES



ELEMENT

type, a process called "downshifting," which will lead to different plant and animal species, and some features of wetlands may be altered or lost. The current sea level rise projections would result in much of the existing wetlands along the San Carlos Bay shoreline being completely underwater and lost as habitat for wetland plants and animals sometime between 2050 and 2100.

Rising sea levels can also cause the bay shoreline to flood more frequently and severely, particularly during storm events when creeks and sloughs are discharging stormwater into the Bay. Because ocean levels are higher during normal conditions due to sea level rise, shoreline floods from king tides and storm surges, can reach further onto land. For example, a storm that has a 1 in 10 chance of occurring in a given year (known as a 10-year storm), can create a temporary increase in sea levels of approximately 28 to 30 inches. This means that if sea levels rise by 24 inches during normal conditions, a 10-year storm event would create a temporary sea level rise of around 52 inches. Sea level rise and bayshore flooding in 2050 and 2100 is shown in Figures 8-15 and 8-16. Higher sea levels can also give a "boost" to smaller floods that would not have been large enough to flood dry land during normal conditions, making shoreline flooding more frequent.

In addition to contributing to increased overland flooding, sea level rise can lead to the intrusion of salt water into groundwater aquifers, causing shallow groundwater tables to rise. This phenomenon can in turn cause ponding of water or

flooding in low lying areas with little to no past flooding occurrences; infiltrate underground water, sanitary sewer, and storm drain pipelines; increase soil liquefaction risk during seismic events; and remobilize old soil contaminants. This effect of sea level rise has been studied less in coastal communities compared to increased overland flooding.

Several populations and assets face particularly high risks from flooding events exacerbated by sea level rise. Persons experiencing homelessness, households in poverty, and linguistically isolated persons are more vulnerable to the effects of flooding, as they may live in or near flood hazard areas, lack financial resources to protect their homes, or have difficulty receiving adequate evacuation notices because of language barriers. Persons with limited mobility and those without access to lifelines (persons without access to a car, transit, or communication systems) may have difficulty evacuating prior to a flooding event, and therefore are also highly vulnerable.

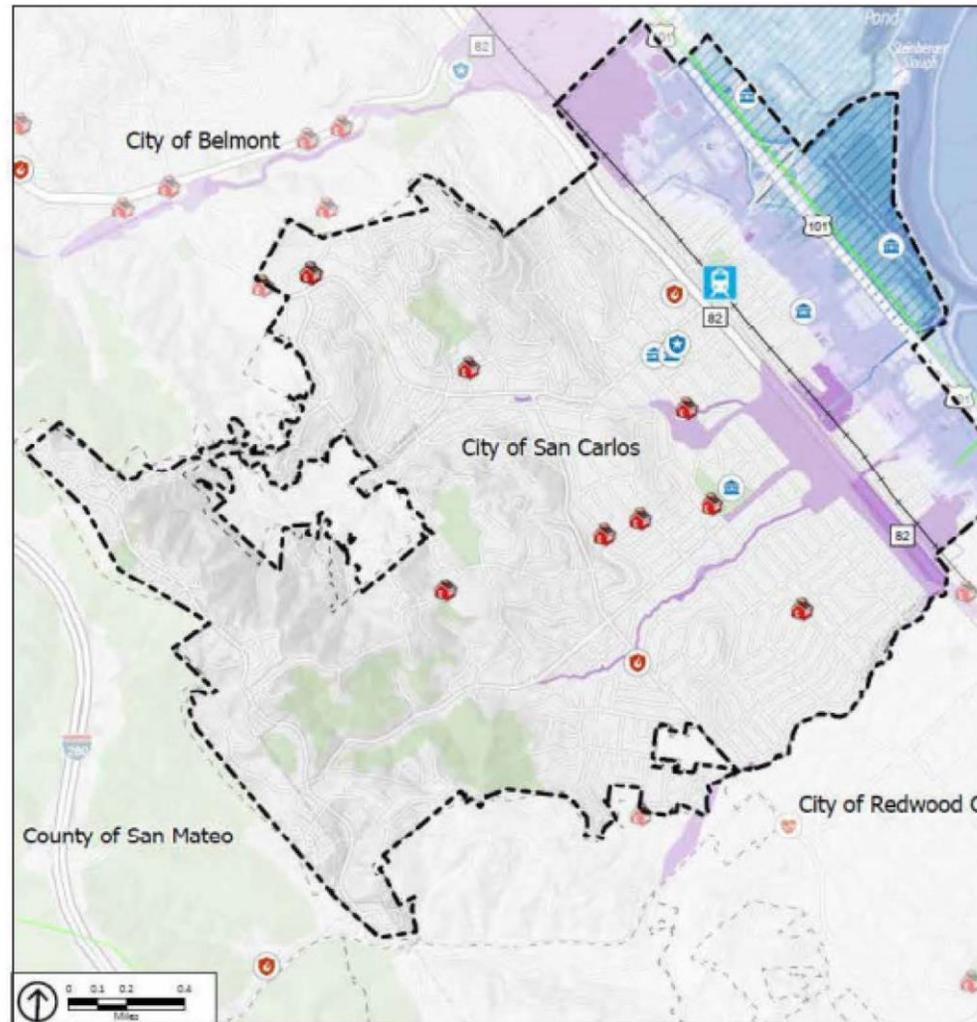
Buildings and facilities at risk of damage from sea level rise and increased flooding are shown in Figure 8-17.

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FIGURE 8-15

Sea Level Rise
2050

- City Boundary
- Parks and Open Space
- Caltrain Line
- Electrical Transmission Lines
- Caltrain Station
- Schools
- Community Facilities
- Fire Stations
- Police Stations
- Hospitals
- Bayshore Flooding 2050**
- Depth in Feet
- 0 - 2
- 2 - 4
- 4 - 6
- 6 - 8
- 8 - 10
- 10 - 12
- 12+
- FEMA Flood Hazard Zones**
- 100 year
- 500 year
- Levee Protected



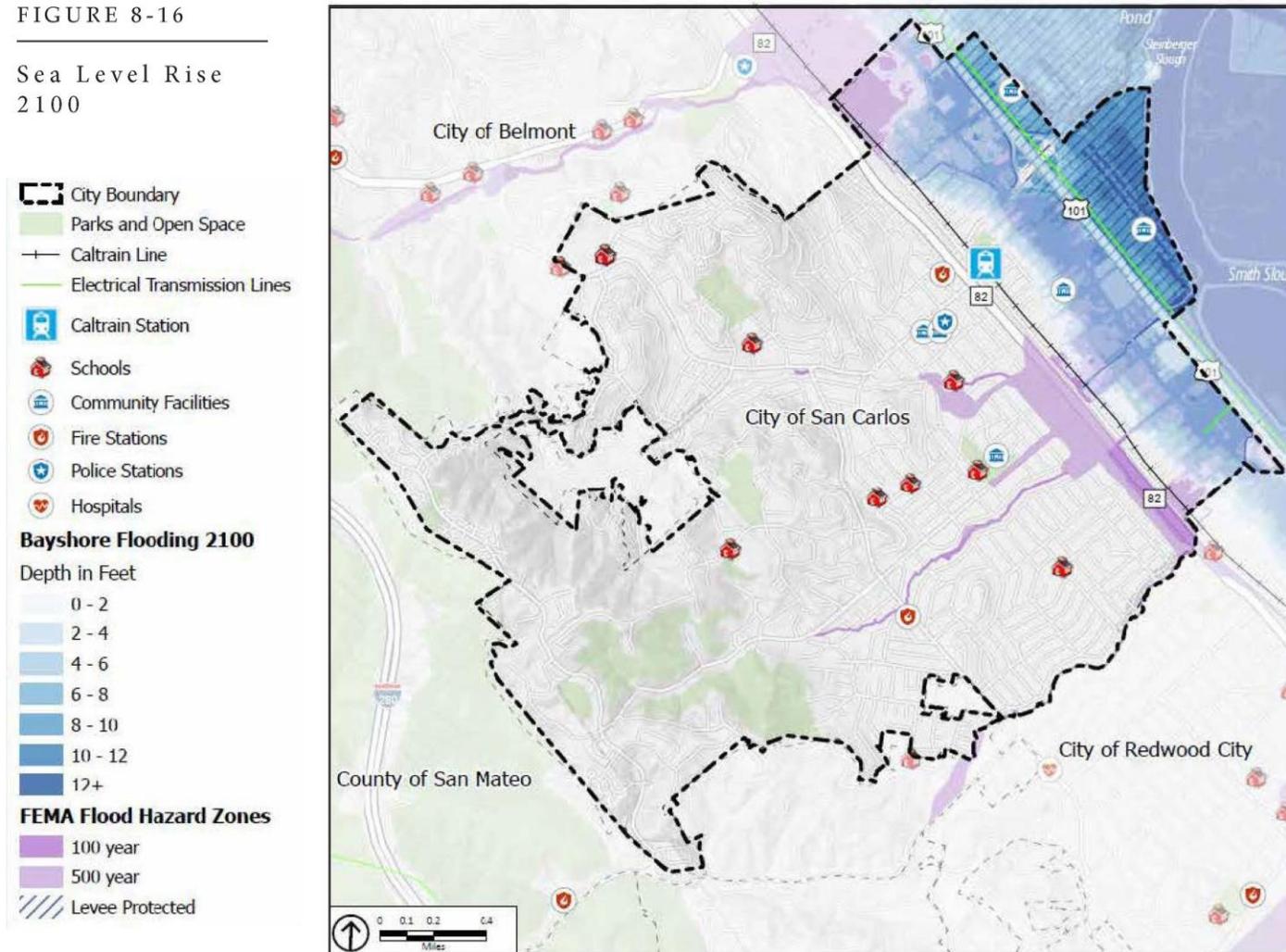
Source: San Francisco Bay Conservation and Development Commission, 2017; Federal Emergency Management Agency, 2018; San Carlos Climate Mitigation and Adaptation Plan (CMAP) (2021)

8 ENVIRONMENTAL SAFETY AND PUBLIC SERVICES

ELEMENT

FIGURE 8-16

Sea Level Rise
2100



Source: San Francisco Bay Conservation and Development Commission, 2017; Federal Emergency Management Agency, 2018;

ELEMENT

FIGURE 8-17

At Risk due to Sea Level Rise

Risks

- 1% Annual Chance (100-year flood)
- 0.2% Annual Chance (500-year flood)
- 24" Sea Level Rise +5-year Storm

Infrastructure

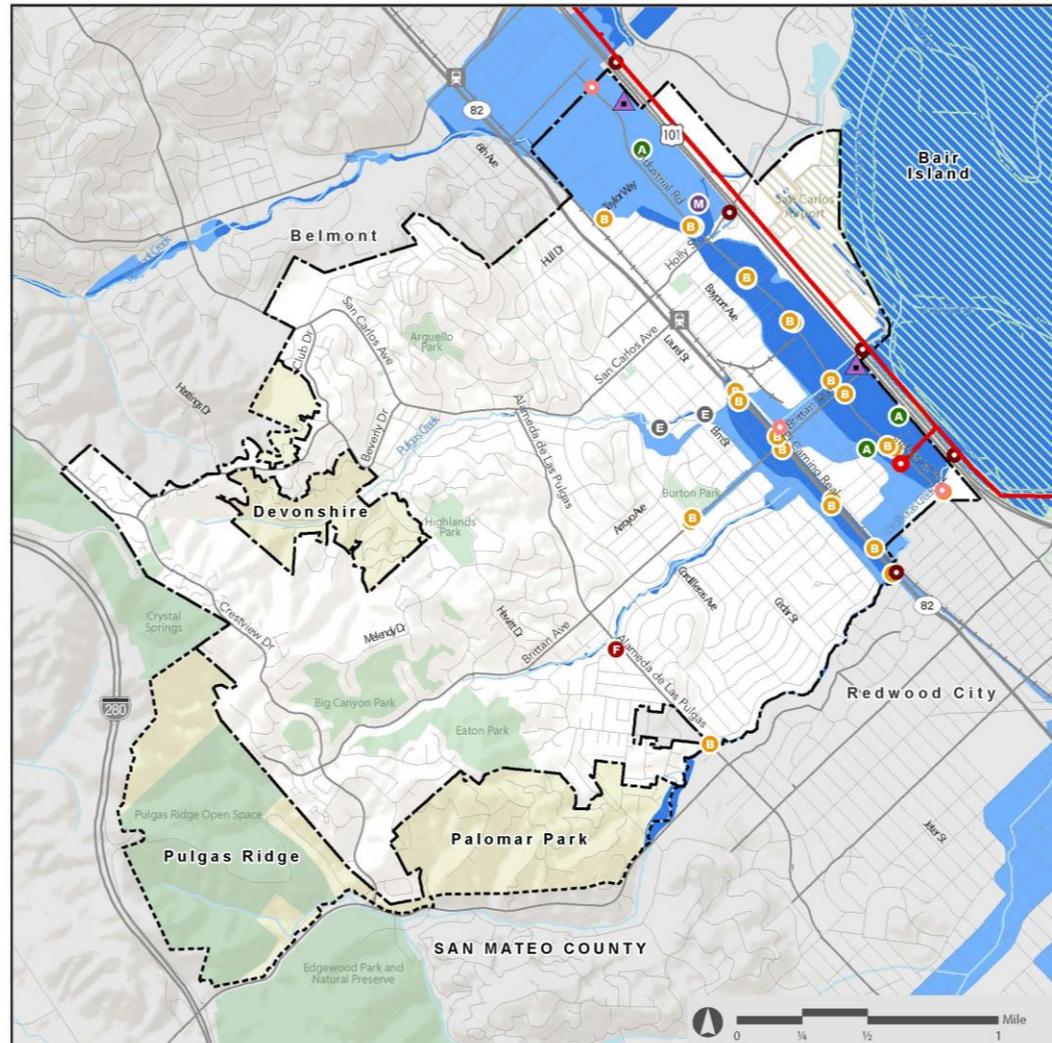
- Railway Stops
- Microwave Tower
- Electrical Substation
- Transmission Line

Transportation Facilities and Infrastructure

- Local Bridges
- Highway Bridges
- Alternative Energy Fueling Stations
-

At Risk Buildings and Facilities

- Fire Station
- Medical Facility
- Emergency Shelter



8 ENVIRONMENTAL SAFETY AND PUBLIC SERVICES

ELEMENT

Goals, Policies, and Actions



GOAL ESPS-8

A community that is resilient against changing climate conditions.

POLICIES

- Policy ESPS-8.1** Ensure that new structures and substantial retrofits are planned and designed to accommodate extreme weather events.
- Policy ESPS-8.2** Facilitate retrofitting existing structures to accommodate extreme weather events.
- Policy ESPS-8.3** Ensure consistent climate change resilience strategies between City of San Carlos' plans and across department implementation programs; other public agencies; and through local and regional partnerships.
- Policy ESPS-8.4** Continuously improve resilience planning and stay up to date on best practices, including outreach efforts, emphasizing

outreach to non-English speaking, lower-income, and other vulnerable populations.

- Policy ESPS-8.5** Support emergency service providers and critical facilities' operations and adequate response times should hazard events increase in frequency and severity.

ACTIONS

- Action ESPS-8.1** Evaluate and amend, if necessary, City of San Carlos building codes, zoning ordinance, and other development standards to ensure site planning, building design, and construction materials for new development and substantial retrofits accommodate extreme weather events. Regularly review and update the City's codes, zoning ordinance, and development standards to align with best practices.
- Action ESPS-8.2** Share information about existing energy efficiency and weatherization programs, including BayREN, San Mateo County Energy Watch, HomeIntel, and CaliforniaFIRST, to encourage private home and business retrofits to reduce energy demand, make buildings safer to shelter in,

8 ENVIRONMENTAL SAFETY AND PUBLIC SERVICES



ELEMENT

and make buildings more resilient during power outages.

Action ESPS-8.3 Develop and share a building retrofit guide for extreme heat that includes guidance on:

- Adaptive measures, such as shading, adequate ventilation and green or white roofs.
- Insulating and improving the air tightness of buildings to increase resilience against extreme cold and heat.
- Using passive cooling and energy efficiency design requirements or allowing manual overrides (e.g., openable windows) when mechanical elements are in place to increase resilience, especially in the event of power outages.

Action ESPS-8.4 Work with providers of existing weatherization programs to identify opportunities for additional funding and other support services that could help provide assistance and resources for economically disadvantaged residents to adapt their properties to climate change hazards.

Action ESPS-8.5 Review and update as necessary the Climate Mitigation and Adaptation Plan and the Safety Element concurrently, in tandem with the Housing Element Update, to increase efficiency and improve implementation.

Action ESPS-8.6 Periodically, review and update the General Plan as necessary to incorporate new or revised climate change resilience strategies.

Action ESPS-8.7 Develop a climate change-specific outreach program to inform community members how to prepare for, withstand, and recover after climate hazard events. Incorporate methods to overcome language, technological, and other barriers in reaching vulnerable communities.

Action ESPS-8.8 Develop and maintain an emergency notification system (e.g., SMC Alert) for the most vulnerable community members before, during, and after a climate hazard event and assist in their evacuation, if needed. This includes coordination with the San Mateo County OneShoreline program on its early flood warning notification system.

8 ENVIRONMENTAL SAFETY AND PUBLIC SERVICES

ELEMENT

Action ESPS-8.9 Regularly update and supply the latest technical information to emergency service providers and critical facility operators to assist in their planning for and provision of services.

Action ESPS-8.10 Collaborate with communication providers to promote the installation of additional or upgraded facilities, if needed, to reduce the occurrence of coverage gaps and service outages, especially for facilities providing essential services.



GOAL ESPS-9

The City of San Carlos has a sustainable and resilient water supply despite the potential for more frequent and severe drought conditions.

POLICIES

Policy ESPS-9.1 Support Cal Water’s efforts to increase water storage capacity and water supply reliability, including meeting fire flow requirements.

Policy ESPS-9.2 Support and partner with Cal Water’s efforts to achieve water demand reductions of 10 percent below State requirements to reduce future constraints during droughts.

ACTIONS

Action ESPS-9.1 Support Cal Water’s efforts to construct additional water storage tanks within City limits, if needed.

Action ESPS-9.2 Upgrade City waste and wastewater systems to accommodate projected drought-induced changes in water quality and availability and insure long-term integrity of water supplies.

Action ESPS-9.3 Partner with Cal Water to increase customer participation in water conservation programs to reduce water use throughout San Carlos.

Action ESPS-9.4 Require all new development, reconstruction, and remodel projects to install water saving infrastructure and systems minimizing water use.

Action ESPS-9.5 Require public and private development projects to design sites, buildings, and

8 ENVIRONMENTAL SAFETY AND PUBLIC SERVICES

ELEMENT

structures that minimize water use and increase water recycling.

Action ESPS-9.6 Develop a San Carlos' Recycled Water program to nonresidential users.

Action ESPS-9.7 Consider extending the recycled water pipes from Redwood City into East San Carlos.

Action ESPS-9.8 Determine best methods to use recycled water to irrigate San Carlos public parks, medians, and other publicly owned landscaped areas.



GOAL ESPS-10

A community that is resilient during and after extreme heat and severe weather events.

POLICIES

Policy ESPS-10.1 Provide San Carlos residents and businesses with information about climate change hazards, extreme heat, and severe weather events. Information should include technical information, preparation guidance, and public service availability.

Policy ESPS-10.2 Ensure the provision of emergency shelter or cooling centers/hubs for the San Carlos community.

Policy ESPS-10.3 The City of San Carlos will take steps to ensure that all residents can access emergency centers.

Policy ESPS-10.4 Improve utility and transportation infrastructure, if needed, to ensure functionality during and following extreme heat and severe weather events, which may bring extreme precipitation and flooding.

ACTIONS

Action ESPS-10.1 Consider establishing resilience cooling centers/hubs where community members can obtain information on how to prepare for

8 ENVIRONMENTAL SAFETY AND PUBLIC SERVICES



ELEMENT

climate change hazards and/or receive services (e.g., water, food, bed, charging stations, and clean air) during extreme heat and severe weather events. This includes:

- Identifying public facilities, such as community centers, libraries, and schools where cooling centers and resilience hubs can be co-located to support vulnerable communities;
- Identifying possible partners, including business owners, property owners, religious and civic organizations, emergency service agencies, and others who may be able to contribute privately-owned space to create pop-up cooling centers to cover gaps in coverage of public-owned cooling centers. Update the contact lists annually.
- Setting and publishing standardized temperature or air quality triggers for when cooling centers and resilience hubs will open; and
- Tracking and monitoring cooling center and locations' usage related to extreme heat events, power loss, and public safety power

shutoff events; and install back-up power prioritizing solar and batteries.

Action ESPS-10.2 Consider publishing emergency supply lists and other preparation information and distribute to local civic and social organizations, service providers, and via City information outlets.

Action ESPS-10.3 Identify ways for individuals with limited mobility to reach cooling centers and resilience hubs prior to or during hazard events. Work with transportation providers to ensure public transportation is provided during the hazard events.

Action ESPS-10.4 Establish an environmental reverse calling center or continue to participate in the San Mateo County (SMC) ALERT emergency alert system. If participating in the SMC ALERT system, ensure that the system will provide information to all residents, including those who have not registered, and ensure that the alerts include fire, flooding, temperature (excessive cold or heat), earthquake, and severe weather events. Ensure the SMC ALERT system provides information regarding the locations of emergency shelters, cooling

8 ENVIRONMENTAL SAFETY AND PUBLIC SERVICES



ELEMENT

centers, and emergency services. Develop outreach strategies to reach individuals not registered with the SMC ALERT system.

Action ESPS-10.5 Work with responsible agencies to ensure the design and construction of utility infrastructure, including water supply, wastewater, and storm drain lines, and transportation infrastructure, including streets, trails, shared-use paths, and rail lines, can withstand projected increases in extreme precipitation and storm events.

Action ESPS-10.6 Identify and address deficiencies in existing utility and transportation infrastructure that may fail or suffer severe damage during extreme precipitation, flooding, and storm events.



GOAL ESPS-11

A community that is protected against sea level rise and safeguards the natural and built environment from inundation due to rising sea levels

POLICIES

Policy ESPS-11.1 Coordinate with State, regional, and local agencies, including the City/County Association of Governments of San Mateo County, the Bay Conservation and Development Commission, and the San Mateo County Flood and Sea Level Rise Resiliency District (OneShoreline) on planning for sea level rise and developing response options, including a regionally coordinated sea level rise adaptation plan. Consider participating in partnerships that can provide technical assistance and potential funding for sea level rise resiliency planning.

Policy ESPS-11.2 Continue to work with appropriate local, State, and federal agencies (such as FEMA, San Mateo County OneShoreline Program, City/County Association of Governments (CCAG) of San Mateo County, and San Francisco Bay Conservation and Development Commission (BCDC) to maintain the most recent sea level rise mapping and information and use it as a basis for project review.

8 ENVIRONMENTAL SAFETY AND PUBLIC SERVICES



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Policy ESPS-11.3 Encourage the use of environmentally sensitive sea level rise adaptation strategies through the recognition of long-term habitat and biodiversity values.

Policy ESPS-11.4 Provide protection to or relocate critical facilities in the sea level rise zone to prevent damage from inundation.

Policy ESPS-11.5 Integrate sea level rise planning into City processes.

Policy ESPS-11.6 Ensure all new development and substantial retrofit projects are planned and designed to accommodate increases in sea level rise.

ACTIONS

Action ESPS-11.1 Consistent with State recommendations and OneShoreline, identify mid-century and end of century sea level rise projections that would be consistently used by the city in planning efforts and to evaluate all private and public development applications to ensure projects in sea level rise inundation zones are protected from inundation over the life of the project. OneShoreline's standard for its shoreline project is to

protect against the FEMA 100-year storm, plus six feet of sea level rise.

Action ESPS-11.2 Continue to review and use current and best available sea level rise science and projections and regularly identify natural resources, development, infrastructure, and communities that are vulnerable to sea level rise impacts. Use this information to continue to develop or adjust planning and adaptation strategies.

Action ESPS-11.3 Seek funding sources and collaborate with local and regional public and private entities that can assist communities and businesses with technical assistance and potential funding for sea level rise resiliency planning. Technical assistance may include supporting business resiliency through preparedness education, trainings, and resources to protect properties from the effects of sea level rise.

Action ESPS-11.4 Identify City staff who will be responsible for leading the City's sea level rise planning efforts, coordinating with outside agencies, and coordinating with City departments on preparing and planning for sea level rise.

ELEMENT

Action ESPS-11.5 Cooperate with FEMA in its efforts to incorporate predictions of sea level rise in its Flood Insurance Studies and Flood Insurance Rate Maps (FIRM).

Action ESPS-11.6 Incorporate the most current sea level rise mapping into the City's geographic information system to identify areas at risk of increased flooding from sea level rise.

Action ESPS-11.7 In coordination with OneShoreline, regional planning efforts, and State guidance, sea level rise adaptation strategies should use or restore natural features and ecosystem processes where feasible and appropriate as a preferred approach to the placement of hard shoreline protection. This includes systems and practices that use or mimic natural processes, such as permeable pavements, bioswales, and other engineered systems, such as levees that are combined with restored natural systems, to provide clean water, conserve ecosystem values and functions, and provide a wide array of benefits to people and wildlife.

Action ESPS-11.8 Existing shoreline or creek bank protective devices should be removed when the structure(s) requiring protection are

redeveloped, removed, or no longer require a protective device.

Action ESPS-11.9 Incorporate sea level rise in the development of watershed management plans and flood control infrastructure with a focus on nature based solutions.

Action ESPS-11.10 Advocate, with State and federal resource agencies, for new policies and implementation programs that make living shoreline projects more feasible.

Action ESPS-11.11 Identify critical facilities and City-owned buildings and infrastructure – including roads, trails, parks, and other public access and recreation facilities - in hazard-prone areas and work to site, design, and upgrade these facilities with consideration for hazards from sea level rise and storm surges that may occur over the anticipated life of the development. In cases where facilities cannot be substantially maintained, relocation should be evaluated. Where facilities can be safely sited for the near term, but future impacts are likely, require an adaptive management plan detailing steps for maintenance, retrofitting and/or relocation.

8 ENVIRONMENTAL SAFETY AND PUBLIC SERVICES

ELEMENT

Action ESPS-11.12 Include sea level rise and adaptation planning in other City planning documents. Coordinate future updates of the Safety Element with the Climate Mitigation Action Plan and the City’s Hazard Mitigation Action Plan as specified in the San Mateo County Multi-Jurisdictional Local Hazard Mitigation Plan, Volume II.

Action ESPS-11.13 Actively coordinate with San Mateo County and OneShoreline to implement proposed mitigation actions related to sea level rise outlined in the San Mateo County Multi-Jurisdictional Local Hazard Mitigation Plan (LHMP). Implement the City’s Hazard Mitigation Action Plan as specified in the LHMP, Volume II.

Action ESPS-11.14 Regularly review and update the City’s municipal code and building code requirements for projects in a sea level rise inundation zone to ensure projects adequately account for sea level projections.

Action ESPS-11.15 Ensure the development application process reflects the City’s sea level rise planning requirements.

Action ESPS-11.16 Actively promote public education, research, information dissemination, and mitigation options on flooding hazards to the community including neighborhood associations, realtors, community-based organizations, and property owners in areas subject to increased flooding due to sea level rise.



GOAL
ESPS-12

A community protected against rising groundwater levels caused by sea level rise.

POLICIES

Policy ESPS-12.1 Study the effects of rising groundwater on people and the built environment.

Policy ESPS-12.2 Ensure the San Carlos municipal code protects development from rising

ELEMENT

groundwater levels. This may include measures to protect underground utilities from constant submersion, the construction of building foundations and roadbeds in saturated soils, the protection of underground structures, and the management of groundwater dewatered during construction.

ACTIONS

Action ESPS-12.1 Coordinate with OneShoreline local jurisdictions, regional, and state agencies to study sea level rise's potential impacts on rising groundwater levels. The study could consider the impacts of rising groundwater levels on:

- Saltwater intrusion into near shore groundwater aquifers
- Overland flooding
- Underground utility infrastructure and underground structures
- Increased soil liquefaction and subsidence risk; and

- Movement or transport of toxic or hazardous materials at old contamination sites

Action ESPS-12.2 Continue to enforce the San Carlos Municipal Code requirements for development in areas of rising groundwater. Regularly update San Carlos' policies and codes to reflect the most recent technical and building/safety studies' findings regarding groundwater levels.

Public Services

Existing Public Services

Background Information

This section addresses schools, police service, fire service and libraries in San Carlos.

Adult Community and Youth Center

The Adult Community Center (ACC)/Senior Services provides a wide variety of classes, programs, activities, and services to promote healthy lifestyles, lifelong learning, and independence for adults 50 and over. The ACC is also available for private rental. The Youth Center is a recreation facility at Burton Park. Primarily used for youth and teen activities, the Youth Center is also programmed for adult use when not in use by youth. The facility includes a full-size

8 ENVIRONMENTAL SAFETY AND PUBLIC SERVICES



ELEMENT

Gymnasium, Game Room, lounge room, Learning Kitchen, Multi-use Studio and computer-equipped Homework Center.

Schools

Two school districts serve San Carlos students, the San Carlos School District and the Sequoia Union High School District (Figure 8-18).

San Carlos School District. The San Carlos School District (SCSD) administers elementary and middle school services within the City of San Carlos. There are four elementary schools, two upper elementary schools, two middle schools and a charter school within the city limit. The schools include:

- Arundel School (K-3)
- Brittan Acres School (K-3)
- Heather School (K-3)
- White Oaks School (K-3)
- Arroyo School (4-5)
- Mariposa School (4-5)
- Central Middle School (6-8)
- Tierra Linda Middle School (6-8)
- San Carlos Charter Learning Center (K-8)

Revenues for public schools are provided from Local Control funding formula, federal and state funds and the remainder from local funding such as parcel tax funds and other monies donated by the San Carlos Education Foundation and PTAs.

Sequoia Union High School District. San Carlos high school students attend schools in Belmont and Redwood City; these schools are under the jurisdiction of the Sequoia Union High School District (SUHSD). Students attend either the Carlmont High School or Sequoia High School. The Sequoia Union High School District serves about 8,000 Midpeninsula students in four comprehensive high schools and one continuation high school, and in other specialized services and programs. Funding for the SUHSD comes from the Revenue Limit funding, federal funds, and from State and local funds.

Private Schools. There are two private schools in San Carlos. St. Charles School is a K-8 Catholic school located at 850 Tamarack Avenue. West Bay High School is a non-profit high school for transitional students. The high school is based on an independent study program with the option of weekly personalized class time.

Adult Education. The City Parks and Recreation Department offers a variety of arts, fitness and sports, music, cooking, language, computer, and gardening classes for adult residents. The San Mateo Community College District also offers adult education courses. The district includes three community colleges: Cañada College in Redwood City, College of San Mateo in San Mateo and Skyline College in San Bruno. Students can obtain an Associate in Arts or Sciences, participate in vocational programs, or receive a Certificate of Proficiency in a chosen field.

8 ENVIRONMENTAL SAFETY AND PUBLIC SERVICES



ELEMENT

Police

On November 1, 2010, the City of San Carlos began contracting Police Services with the San Mateo County Sheriff's Office. Under the direction of the Chief of Police (a Sheriff's Captain), Police Services consists of 26 employees of the San Mateo County Sheriff's Office and 6 Communications Officers from the San Mateo County Public Safety Communications Office. In addition, the full resources of the San Mateo County Sheriff's Office support all aspects of police operations in San Carlos. San Carlos is one of the safest cities in the Bay Area, with the Police Services preventing and suppressing crime, providing timely and effective services to the community, and coordinating important community outreach activities to enhance safety and security. The Sheriff's Office service areas are shown in Figure 8-19.

Fire

The San Carlos/Redwood City Fire Department provides fire and emergency response services to the cities of San Carlos and Redwood City, the unincorporated portion of the Harbor Industrial Area and unincorporated portions within San Carlos. The San Carlos and Redwood City Fire Department is responsible for fire response, advanced life support (ALS) and paramedic response and hazardous material response for San Carlos. In addition, the Fire Department is also responsible for other services such as plan checks, fire prevention and fire hydrant testing. The transportation component of ALS

services is contracted out to American Medical Response (AMR) through the County of San Mateo.

As shown in Figure 8-20, there are two fire stations within the city. Fire Station 13, located on Laurel Street, was built in 1995. A new fire station was constructed to replace Fire Station #16, located on Alameda de las Pulgas, in 2023. Together, these two fire stations provide emergency response services to San Carlos residents.

Library

The San Carlos branch of the San Mateo County library system is located at 610 Elm Street. In addition to book circulation, the library offers child, adult, and family programming and also has computer work stations that are available for public use. The library also has conference rooms that may be reserved. Funding for the library comes from the County Library Joint Powers Authority, which is comprised of the cities of Atherton, Belmont, Brisbane, East Palo Alto, Foster City, Half Moon Bay, Millbrae, Pacifica, Portola Valley, San Carlos, and Woodside, as well as unincorporated areas of the County of San Mateo. San Mateo County provides staffing and materials, and the individual cities are responsible for the buildings and maintenance.

Childcare Facilities

There are 24 registered childcare facilities in San Carlos, and 12 family childcare homes. These childcare facilities offer

8 ENVIRONMENTAL SAFETY AND PUBLIC SERVICES



ELEMENT

services for a range of ages starting with infants and continuing through grade school..

Community Building Activities

Numerous civic organizations sponsor events that help to build community in San Carlos. Some of these organizations and events are described below.

Sister Cities. San Carlos currently has two sister cities: Okotoks, Canada; and Metepec, Mexico. The purpose of a sister city relationship is to encourage a global perspective among the people, institutions and businesses of San Carlos and to create a forum for fellowship between San Carlos residents and the residents of sister cities.

Week of the Family. The city celebrates the annual Week of the Family during the first week of January. Hundreds of families take part in a number of free activities to celebrate and strengthen the values of a family centered community. The goals of the Week of the Family are to strengthen family relationships, provide families with tools that help families function, promote family life, educate families on the roles and responsibilities of family members and honor and pay tribute to families in San Carlos.

Non-Profits and Volunteerism. San Carlos residents support community in a broad array of associations, community groups, service clubs, faith based organizations, neighborhood associations and through other means. This community

support and volunteerism significantly enhances the City's sense of community.

Community Theater. There are several community theater activities to promote local involvement in the arts. The Kiwanis Show and Chicken's Ball are Bi-annual events that are developed, created and cast by local community members for local fundraising charters. The San Carlos Children's Theater conducts classes and workshops throughout the year, with local youth participating as actors, crew members and creative teams. The Children's Theater performs four or five major productions at local schools sites each year.

Summer Concert Series. Summer Concert Series is held in Burton Park each summer. These concerts help to build community by providing a family-friendly environment where San Carlos residents can congregate and enjoy music in a public setting. Local businesses and interest groups can demonstrate their civic commitment by sponsoring concerts.

San Carlos Together. San Carlos Together is a citizens' group dedicated to building community by bringing people who live and work in San Carlos together to socialize, share ideas and volunteer their services for a better community.

San Carlos Villagers. The San Carlos Villagers were formed in April 1949 to preserve the history of San Carlos. The goal was to collect documents, photos and memorabilia that reflected San Carlos' rich background and safeguard it for the future. The City Council appointed the Villagers as docents for the

8 ENVIRONMENTAL SAFETY AND PUBLIC SERVICES



ELEMENT

Museum of San Carlos in 1981, after the San Carlos Lions Club gifted the renovated Museum Building to the city. The Villagers compile, collect and assemble letters, photographs, personal articles, and relics of historical interest detailing the city's heritage.

Hometown Days. Hometown Days was originally sponsored by a group of dedicated volunteers to promote a sense of community spirit in San Carlos. The City of San Carlos took on even operations and management in 2022. This event brings the community together and provides an opportunity for schools, service clubs, local businesses, and other organizations to connect with residents. Hometown Days typically includes a parade through downtown San Carlos followed by a festival, pancake breakfast and fun run at Burton Park, where families enjoy games, food, local arts and crafts, and entertainment.

Art and Wine Faire. The City of San Carlos hosts the Art and Wine Faire one weekend every October. Held in the central core of downtown Laurel Street and San Carlos Avenue, the event features juried art and crafts by Pacific Fine Arts Association. San Carlos residents, business owners, vendors, and sponsors participate in the two-day event, typically attended by more than 75,000 people. A variety of gourmet food, beverages, family activities and music adds to the festive atmosphere.

Sunday Farmers' Market. The San Carlos Farmers' Market occurs weekly on Laurel Street in Downtown San Carlos. In 2021 the City took on the operations and management of the market and features a variety of produce, flowers and specialty food vendors set up on Laurel Street, which is closed to traffic. Visitors also can enjoy live music during the Farmers' Market.

Goblin Walk. The City hosted the first Goblin Walk in 2009 to provide a safe location for young children to trick-or-treat down Laurel Street. A success from its launch, the Goblin Walk turned into a community-wide event where San Carlans and neighboring community members would dress in costume and parade up and down Laurel Street. Businesses generously hand out candy to the children while residents dine on outdoor tables to witness the parade of costumes. Goblin Walk occurs on the last Friday of October.

Night of Holiday Lights. Night of Holiday Lights evolved from the City's annual tree lighting ceremony to a downtown event extravaganza. More than 5,000 community members stroll downtown listening to festive carolers, watch the engaging holiday stage show and wait for snow to fall on Laurel Street. Located on the 600 & 700 blocks of Laurel Street, there are craft booths, carnival rides and holiday entertainment. Many residents dine and shop downtown during extended holiday hours.

8 ENVIRONMENTAL SAFETY AND PUBLIC SERVICES



ELEMENT

Movies in the Park. Warm summer nights are best when spent with friends and family, and Movies in the Park give residents the perfect way to gather in a casual setting for a movie under the stars. Attendees bring picnic blankets and snacks, then settle in at Burton Park's Flanagan Field to wait for the evening's film to begin at sundown.

Block Party. What better way to gather with neighbors than by hosting a community block party? The San Carlos Block Party brings the feel of a neighborhood get-together downtown. San Carlans pick up takeout from their favorite downtown restaurants, dine al fresco at tables along Laurel Street, and listen to music while playing lawn games and sipping beer and wine served by the Parks & Recreation Foundation of San Carlos.

Community Pride Event. In celebration of the city's commitment to unity and diversity, San Carlos residents fill Burton Park to listen to music and hear from speakers during the Pride in the Park event in June. LGBTQ+ vendors and inclusive community organizations host informational booths, and attendees play lawn games and contribute to communal art projects during this afternoon event.

ELEMENT

FIGURE 8-18

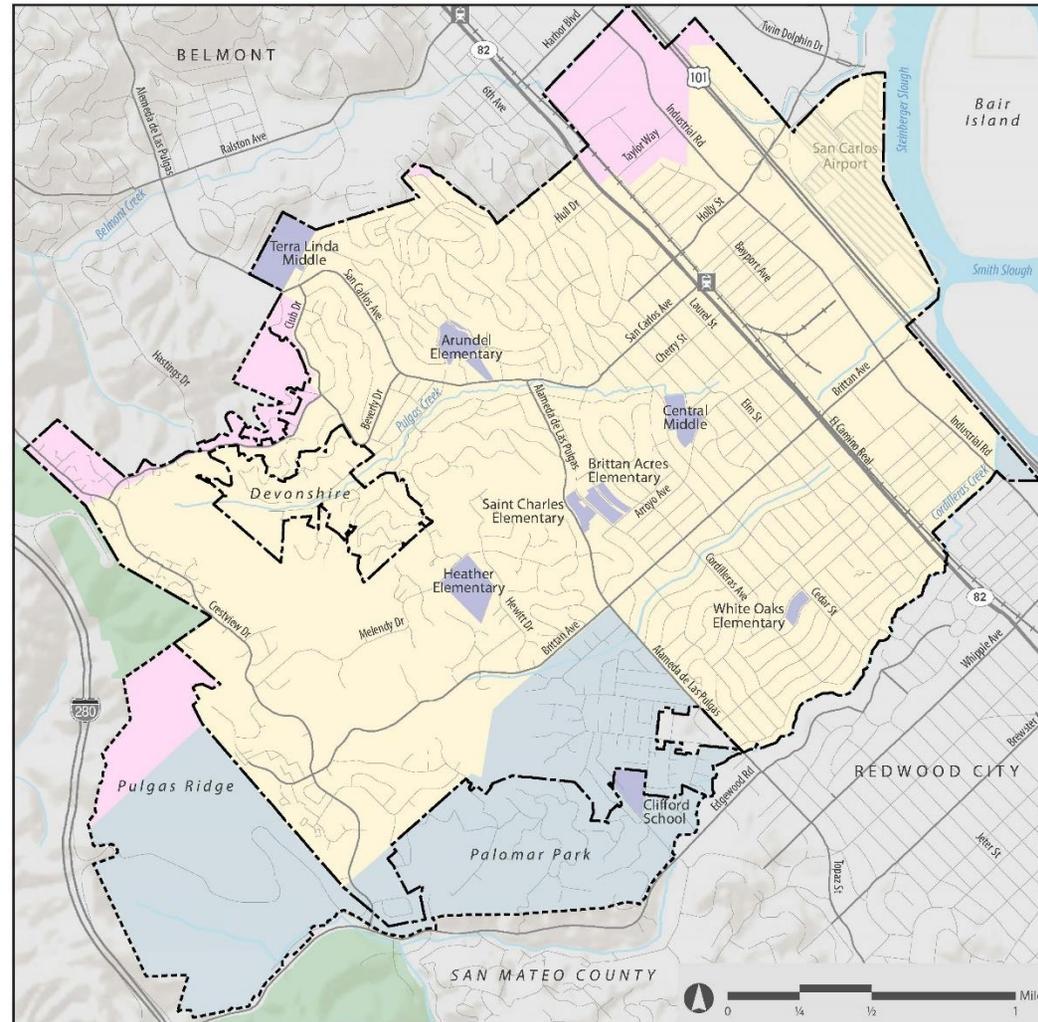
Elementary School Districts

Elementary School Districts

- Belmont-Redwood Shores
- Redwood City
- San Carlos
- Schools (K-8)

Base Map Features

- City of San Carlos Boundary
- Sphere of Influence
- Major Streets
- Streets
- Caltrain Railroad and Stations
- Surrounding Jurisdictions
- Parks and Open Space
- Waterbodies
- San Carlos Airport



August 2020
 Sources: FEMA, 2016; United States Census Bureau, 2019; City of San Carlos, County of San Mateo, Urban Footprint, 2020.

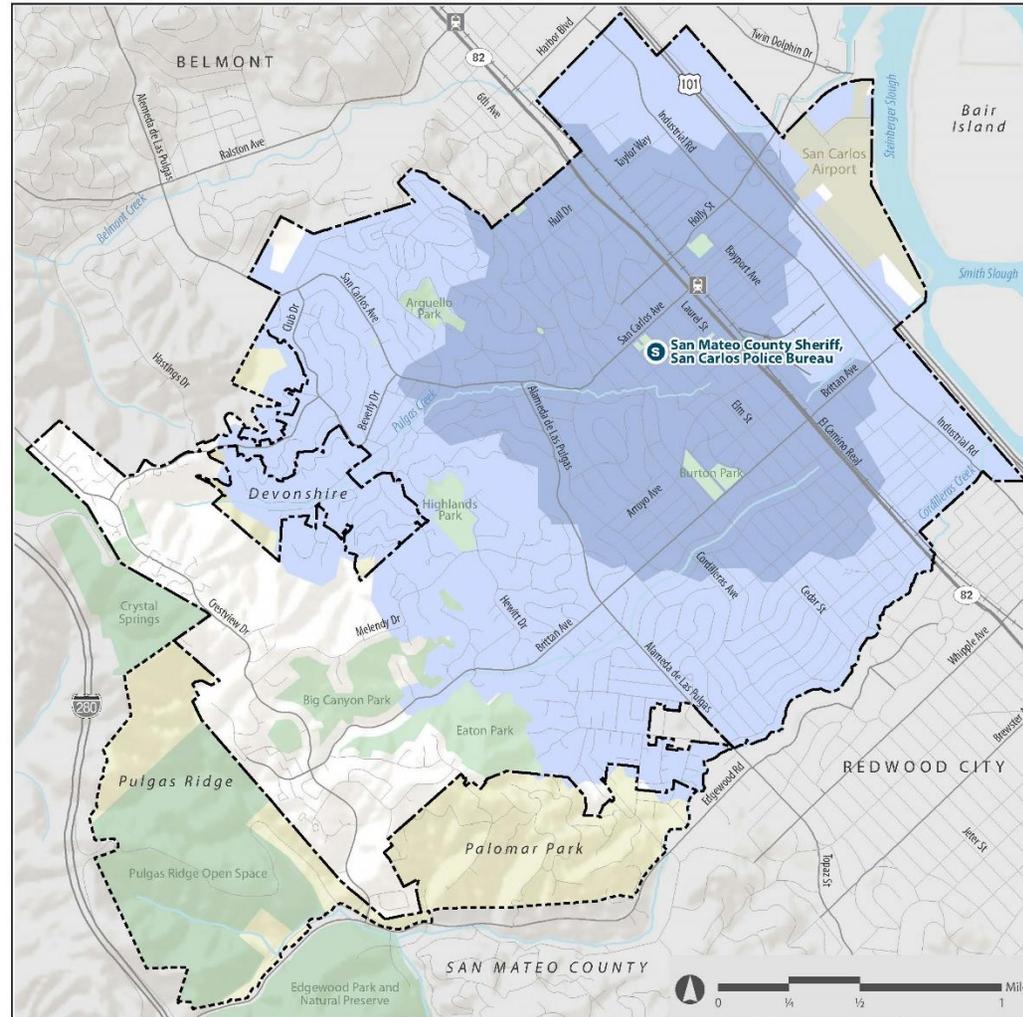
8 ENVIRONMENTAL SAFETY AND PUBLIC SERVICES

ELEMENT

FIGURE 8-19

Sheriff Station Service Areas

- Sheriff Service Areas**
- Within One-Mile Driving Distance
 - Within Two-Mile Driving Distance
 - S Sheriff Station
- Base Map Features**
- City of San Carlos Boundary
 - Sphere of Influence
 - Major Streets
 - Streets
 - Caltrain Railroad and Stations
 - Surrounding Jurisdictions
 - Parks and Open Space
 - Waterbodies
 - San Carlos Airport



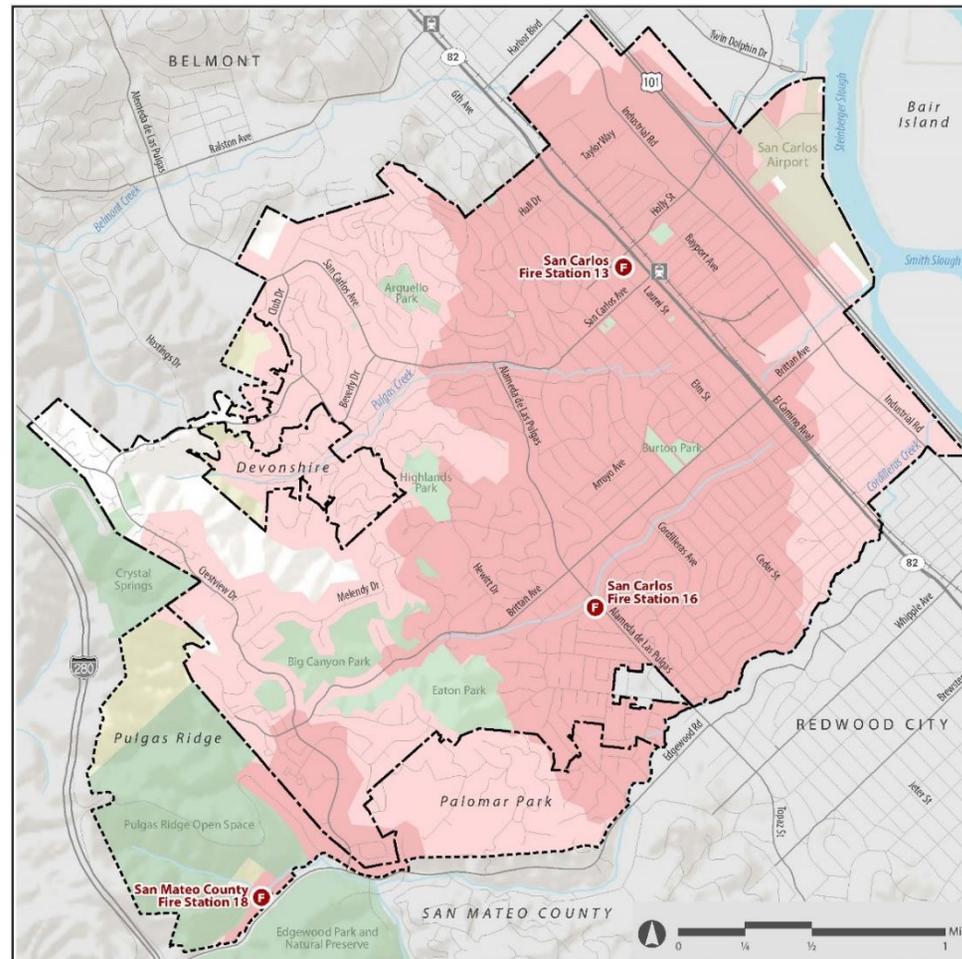
August 2020
Sources: United States Census Bureau, 2019.
City of San Carlos, County of San Mateo, Urban Footprint, 2020.

ELEMENT

FIGURE 8-20

Fire Station Service Areas

- Fire Service Areas**
- Within One-Mile Driving Distance
 - Within Two-Mile Driving Distance
 - F Fire Station
- Base Map Features**
- City of San Carlos Boundary
 - Sphere of Influence
 - Major Streets
 - Streets
 - Caltrain Railroad and Stations
 - Surrounding Jurisdictions
 - Parks and Open Space
 - Waterbodies
 - San Carlos Airport



All areas are served; however, some may be outside of the two-mile driving distance.

August 2020
 Sources: United States Census Bureau, 2019;
 City of San Carlos, County of San Mateo, Urban Footprint, 2020.

8 ENVIRONMENTAL SAFETY AND PUBLIC SERVICES

ELEMENT

Goals, Policies, and Actions



GOAL
ESPS-13 Ensure adequate public services and high-quality design of public facilities to make San Carlos a safe, enjoyable, and quality community in which to live, work and shop.

POLICIES

Policy ESPS-13.1 Provide efficient and timely processing of development review and building permit applications, while maintaining quality standards in accordance with City Ordinances. Look for solutions to problems, be responsive to community concerns, promote positive communications at all levels of review and provide analysis and advice to decisionmakers to help them make informed decisions. Encourage early public input.

Policy ESPS-13.2 Establish and regularly monitor levels of service of San Carlos' public facilities and services.

Policy ESPS-13.3 Adopt public improvement standards to achieve high-quality public facilities. Excellence in the appearance of public facilities shall be of utmost importance and consideration. New development and redevelopment shall be designed with complementary public and private amenities. Streetlights, benches, accessory structures, public art and public and private spaces shall be designed in a complementary fashion. Landscaping shall be an important and significant design component of development and landscaping of areas visible from public streets and nearby residences shall be part of the initial development. The City's design guidelines and standards shall establish the objectives, techniques and programs to implement the location, amount and type of landscaping material appropriate to these objectives. Encourage native plants and trees.

Policy ESPS-13.4 Work with all special districts, including the school districts, to ensure that development within the city is coordinated with provision of services.

Policy ESPS-13.5 Maintain neighborhood schools wherever possible. Evaluate City potential to acquire any surplus school sites. If redeveloped, sites

ELEMENT

shall be used for purposes which are compatible with the surrounding neighborhood and consistent with the General Plan Land Use Map and shall strive to retain school recreation facilities for neighborhood use.

Policy ESPS-13.6 Maintain existing library facilities as an important activity center within the community.

Policy ESPS-13.7 Continue to locate City administrative functions in the Elm Street Civic Center area and consider joining other service providers for administrative functions when presented.

Policy ESPS-13.8 Approve rezoning and development permits only when adequate services are available, or when a program to provide services has been approved by the applicable district and the City.

Policy ESPS-13.9 Ensure that adequate public services and facilities are planned and constructed to accommodate the population of the city.

Policy ESPS-13.10 Require existing overhead utility lines be placed underground in new development and redevelopment through a phased

program of conversion in existing overhead areas.

Policy ESPS-13.11 Retain a City Corporation Yard.

Policy ESPS-13.12 Support the dedication and preservation of rights-of-way for future transit service along the rail corridor.

ACTIONS

Action ESPS-13.1 Define acceptable service levels for San Carlos' public facilities and services.

Action ESPS-13.2 Annually update the City's long-range Capital Improvements Program. The Program shall continue to address all City facilities that are included in the development impact fee program, facilities needed to solve existing deficiencies and to accommodate projected growth and shall include a funding and phasing program for provision of facilities in not less than five-year increments through the end of the updated planning period. Encourage all special districts serving San Carlos to do the same.

Action ESPS-13.3 Create and implement a planting and beautification program for public facilities.

8 ENVIRONMENTAL SAFETY AND PUBLIC SERVICES



ELEMENT

Action ESPS-13.4 Provide online access, as well as a hard copy on reserve in the San Carlos Library, of the complete General Plan and all its amendments.

Action ESPS-13.5 Establish a network of equitably located community resilience hubs at community facilities to make San Carlos a safe, enjoyable, equitable, and quality community in which to live work and shop.



GOAL ESPS-14

Provide educational opportunities for all ages.

POLICIES

Policy ESPS-14.1 Support schools and educational institutions as a key component of San Carlos' identity.

Policy ESPS-14.2 Support the availability of all types of educational opportunities, both formal and

informal, for residents of all ages and abilities.

Policy ESPS-14.3 Ensure that all residents have access to library services including access to computers and other technology.

Policy ESPS-14.4 Evaluate through the California Environmental Quality Act (CEQA) process how new development impacts schools, as the quality of San Carlos schools is a primary asset of the city.

Policy ESPS-14.5 Participate in the long-range planning activities with San Carlos Unified School District and Sequoia Union High School District.

ACTIONS

Action ESPS-14.1 Study establishing additional educational uses in the Civic Center area.

Action ESPS-14.2 Advocate for reestablishing a high school within San Carlos for San Carlos residents.

Action ESPS-14.3 Maintain and enhance City Council collaboration with the San Carlos School District and other appropriate educational entities.

8 ENVIRONMENTAL SAFETY AND PUBLIC SERVICES



ELEMENT



GOAL ESPS-15

Establish San Carlos' position as a community cultural and arts center.

POLICIES

- Policy ESPS-15.1** Provide diverse, high-quality experiences for cultural activities and the arts.
- Policy ESPS-15.2** Provide functionally well-designed, conveniently-located facilities for cultural activities and the arts, both indoors and outdoors.
- Policy ESPS-15.3** Encourage galleries and artists' studios to locate in San Carlos.
- Policy ESPS-15.4** Continue and enhance alternative funding strategies for providing additional cultural and arts facilities including naming rights and sponsorships, grants and endowments.

ACTIONS

- Action ESPS-15.1** Provide for temporary and permanent public art displays and cultural programs on City properties and facilities, in accordance with a Public Art Master Plan.
- Action ESPS-15.2** Encourage voluntary installation of easily viewable public art on private properties in accordance with a Public Art Master Plan.
- Action ESPS-15.3** Encourage art fairs and other cultural events Downtown and elsewhere in the community.
- Action ESPS-15.4** Prepare a feasibility study, including program needs and site identification, for a performing arts center.
- Action ESPS-15.5** Work collaboratively with local schools and the community to build on the availability of performing arts facilities at local schools.
- Action ESPS-15.6** Identify sites for and study the feasibility of outdoor performing arts spaces.
- Action ESPS-15.7** Maximize the accessibility of all arts facilities with convenient access, dropoff, pickup, parking, and delivery.
- Action ESPS-15.8** Look for opportunities to develop a work center for artists. Study alternatives for

8 ENVIRONMENTAL SAFETY AND PUBLIC SERVICES

ELEMENT

providing gallery spaces capable of hosting exhibitions and display space for artists.



GOAL ESPS-16

Promote Community Building activities in San Carlos.

POLICIES

Policy ESPS-16.1 Continue to support and recognize the role of community groups and organizations.

San Carlos Focused General Plan Update Project

Appendix C: Air Quality, Energy and Greenhouse Gas Analysis Modeling Results

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San Carlos GPU 2040 Proposed - San Mateo County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

**San Carlos GPU 2040 Proposed
San Mateo County, Annual**

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments High Rise	276.00	Dwelling Unit	4.45	276,000.00	1011
Apartments Mid Rise	2,598.00	Dwelling Unit	68.37	2,598,000.00	8562
Condo/Townhouse	813.00	Dwelling Unit	50.81	813,000.00	2973

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	70
Climate Zone	5			Operational Year	2040
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

- Project Characteristics -
- Land Use - Per Proposed Build Out Model
- Construction Phase - No construction analysis
- Off-road Equipment -
- Vehicle Trips - Per traffic analysis
- Woodstoves - No woodstoves
- Area Coating -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	200.00	0.00

San Carlos GPU 2040 Proposed - San Mateo County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblLandUse	Population	789.00	1,011.00
tblLandUse	Population	7,430.00	8,562.00
tblLandUse	Population	2,325.00	2,973.00
tblVehicleTrips	ST_TR	4.53	104.92
tblVehicleTrips	ST_TR	4.91	0.00
tblVehicleTrips	ST_TR	8.14	0.00
tblVehicleTrips	SU_TR	3.59	104.92
tblVehicleTrips	SU_TR	4.09	0.00
tblVehicleTrips	SU_TR	6.28	0.00
tblVehicleTrips	WD_TR	4.45	104.92
tblVehicleTrips	WD_TR	5.44	0.00
tblVehicleTrips	WD_TR	7.32	0.00

2.0 Emissions Summary

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
		Highest		

San Carlos GPU 2040 Proposed - San Mateo County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	26.3173	0.5104	38.9704	0.0248		1.8266	1.8266		1.8266	1.8266	168.0892	113.7612	281.8505	0.3127	0.0110	292.9532
Energy	0.2222	1.8984	0.8078	0.0121		0.1535	0.1535		0.1535	0.1535	0.0000	3,596.0034	3,596.0034	0.2682	0.0677	3,622.8866
Mobile	9.2705	7.7532	90.5801	0.1766	24.5476	0.0814	24.6290	6.5602	0.0760	6.6362	0.0000	16,297.3782	16,297.3782	1.1253	0.7514	16,549.4266
Waste						0.0000	0.0000		0.0000	0.0000	344.2767	0.0000	344.2767	20.3462	0.0000	852.9310
Water						0.0000	0.0000		0.0000	0.0000	76.2116	169.3095	245.5212	7.8551	0.1882	497.9658
Total	35.8100	10.1620	130.3584	0.2135	24.5476	2.0615	26.6090	6.5602	2.0560	8.6163	588.5776	20,176.4524	20,765.0300	29.9074	1.0183	21,816.1632

San Carlos GPU 2040 Proposed - San Mateo County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	26.3173	0.5104	38.9704	0.0248		1.8266	1.8266		1.8266	1.8266	168.0892	113.7612	281.8505	0.3127	0.0110	292.9532
Energy	0.2222	1.8984	0.8078	0.0121		0.1535	0.1535		0.1535	0.1535	0.0000	3,596.0034	3,596.0034	0.2682	0.0677	3,622.8866
Mobile	9.2705	7.7532	90.5801	0.1766	24.5476	0.0814	24.6290	6.5602	0.0760	6.6362	0.0000	16,297.3782	16,297.3782	1.1253	0.7514	16,549.4266
Waste						0.0000	0.0000		0.0000	0.0000	344.2767	0.0000	344.2767	20.3462	0.0000	852.9310
Water						0.0000	0.0000		0.0000	0.0000	76.2116	169.3095	245.5212	7.8551	0.1882	497.9658
Total	35.8100	10.1620	130.3584	0.2135	24.5476	2.0615	26.6090	6.5602	2.0560	8.6163	588.5776	20,176.4524	20,765.0300	29.9074	1.0183	21,816.1632

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/2/2011	12/31/2010	5	0	

Acres of Grading (Site Preparation Phase): 0

San Carlos GPU 2040 Proposed - San Mateo County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
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Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	:	:	0.00	0.00	10.80	7.30	:	:	:	:

3.1 Mitigation Measures Construction

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

San Carlos GPU 2040 Proposed - San Mateo County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	9.2705	7.7532	90.5801	0.1766	24.5476	0.0814	24.6290	6.5602	0.0760	6.6362	0.0000	16,297.3782	16,297.3782	1.1253	0.7514	16,549.4266
Unmitigated	9.2705	7.7532	90.5801	0.1766	24.5476	0.0814	24.6290	6.5602	0.0760	6.6362	0.0000	16,297.3782	16,297.3782	1.1253	0.7514	16,549.4266

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments High Rise	28,957.92	28,957.92	28,957.92	66,881,423	66,881,423
Apartments Mid Rise	0.00	0.00	0.00		
Condo/Townhouse	0.00	0.00	0.00		
Total	28,957.92	28,957.92	28,957.92	66,881,423	66,881,423

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments High Rise	10.80	4.80	5.70	31.00	15.00	54.00	86	11	3
Apartments Mid Rise	10.80	4.80	5.70	31.00	15.00	54.00	86	11	3
Condo/Townhouse	10.80	4.80	5.70	31.00	15.00	54.00	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments High Rise	0.407207	0.082720	0.254324	0.166402	0.029435	0.008110	0.011734	0.001479	0.001216	0.000418	0.033069	0.000452	0.003436
Apartments Mid Rise	0.407207	0.082720	0.254324	0.166402	0.029435	0.008110	0.011734	0.001479	0.001216	0.000418	0.033069	0.000452	0.003436

San Carlos GPU 2040 Proposed - San Mateo County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Condo/Townhouse	0.407207	0.082720	0.254324	0.166402	0.029435	0.008110	0.011734	0.001479	0.001216	0.000418	0.033069	0.000452	0.003436
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5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	1,397.4405	1,397.4405	0.2261	0.0274	1,411.2587
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	1,397.4405	1,397.4405	0.2261	0.0274	1,411.2587
Natural Gas Mitigated	0.2222	1.8984	0.8078	0.0121		0.1535	0.1535		0.1535	0.1535	0.0000	2,198.5629	2,198.5629	0.0421	0.0403	2,211.6279
Natural Gas Unmitigated	0.2222	1.8984	0.8078	0.0121		0.1535	0.1535		0.1535	0.1535	0.0000	2,198.5629	2,198.5629	0.0421	0.0403	2,211.6279

San Carlos GPU 2040 Proposed - San Mateo County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments High Rise	2.33027e+006	0.0126	0.1074	0.0457	6.9000e-004		8.6800e-003	8.6800e-003		8.6800e-003	8.6800e-003	0.0000	124.3521	124.3521	2.3800e-003	2.2800e-003	125.0911
Apartments Mid Rise	2.19349e+007	0.1183	1.0107	0.4301	6.4500e-003		0.0817	0.0817		0.0817	0.0817	0.0000	1,170.5319	1,170.5319	0.0224	0.0215	1,177.4878
Condo/Townhouse	1.69343e+007	0.0913	0.7803	0.3321	4.9800e-003		0.0631	0.0631		0.0631	0.0631	0.0000	903.6789	903.6789	0.0173	0.0166	909.0490
Total		0.2222	1.8984	0.8078	0.0121		0.1535	0.1535		0.1535	0.1535	0.0000	2,198.5629	2,198.5629	0.0421	0.0403	2,211.6279

San Carlos GPU 2040 Proposed - San Mateo County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments High Rise	2.33027e+006	0.0126	0.1074	0.0457	6.9000e-004		8.6800e-003	8.6800e-003		8.6800e-003	8.6800e-003	0.0000	124.3521	124.3521	2.3800e-003	2.2800e-003	125.0911
Apartments Mid Rise	2.19349e+007	0.1183	1.0107	0.4301	6.4500e-003		0.0817	0.0817		0.0817	0.0817	0.0000	1,170.5319	1,170.5319	0.0224	0.0215	1,177.4878
Condo/Townhouse	1.69343e+007	0.0913	0.7803	0.3321	4.9800e-003		0.0631	0.0631		0.0631	0.0631	0.0000	903.6789	903.6789	0.0173	0.0166	909.0490
Total		0.2222	1.8984	0.8078	0.0121		0.1535	0.1535		0.1535	0.1535	0.0000	2,198.5629	2,198.5629	0.0421	0.0403	2,211.6279

San Carlos GPU 2040 Proposed - San Mateo County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments High Rise	1.07264e+006	99.2445	0.0161	1.9500e-003	100.2259
Apartments Mid Rise	1.00968e+007	934.1930	0.1511	0.0183	943.4305
Condo/Townhouse	3.93416e+006	364.0029	0.0589	7.1400e-003	367.6023
Total		1,397.4405	0.2261	0.0274	1,411.2587

San Carlos GPU 2040 Proposed - San Mateo County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments High Rise	1.07264e+006	99.2445	0.0161	1.9500e-003	100.2259
Apartments Mid Rise	1.00968e+007	934.1930	0.1511	0.0183	943.4305
Condo/Townhouse	3.93416e+006	364.0029	0.0589	7.1400e-003	367.6023
Total		1,397.4405	0.2261	0.0274	1,411.2587

6.0 Area Detail

6.1 Mitigation Measures Area

San Carlos GPU 2040 Proposed - San Mateo County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	26.3173	0.5104	38.9704	0.0248		1.8266	1.8266		1.8266	1.8266	168.0892	113.7612	281.8505	0.3127	0.0110	292.9532
Unmitigated	26.3173	0.5104	38.9704	0.0248		1.8266	1.8266		1.8266	1.8266	168.0892	113.7612	281.8505	0.3127	0.0110	292.9532

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	2.5954					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	14.3996					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	8.5071	0.1958	11.7143	0.0233		1.6748	1.6748		1.6748	1.6748	168.0892	69.0424	237.1316	0.2702	0.0110	247.1702
Landscaping	0.8152	0.3146	27.2561	1.4500e-003		0.1518	0.1518		0.1518	0.1518	0.0000	44.7189	44.7189	0.0426	0.0000	45.7830
Total	26.3173	0.5104	38.9704	0.0248		1.8266	1.8266		1.8266	1.8266	168.0892	113.7612	281.8505	0.3127	0.0110	292.9532

San Carlos GPU 2040 Proposed - San Mateo County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	2.5954					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	14.3996					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	8.5071	0.1958	11.7143	0.0233		1.6748	1.6748		1.6748	1.6748	168.0892	69.0424	237.1316	0.2702	0.0110	247.1702
Landscaping	0.8152	0.3146	27.2561	1.4500e-003		0.1518	0.1518		0.1518	0.1518	0.0000	44.7189	44.7189	0.0426	0.0000	45.7830
Total	26.3173	0.5104	38.9704	0.0248		1.8266	1.8266		1.8266	1.8266	168.0892	113.7612	281.8505	0.3127	0.0110	292.9532

7.0 Water Detail

7.1 Mitigation Measures Water

San Carlos GPU 2040 Proposed - San Mateo County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	245.5212	7.8551	0.1882	497.9658
Unmitigated	245.5212	7.8551	0.1882	497.9658

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments High Rise	17.9825 / 11.3368	18.3791	0.5880	0.0141	37.2765
Apartments Mid Rise	169.27 / 106.714	173.0035	5.5350	0.1326	350.8856
Condo/Townhouse	52.9702 / 33.3943	54.1385	1.7321	0.0415	109.8037
Total		245.5212	7.8551	0.1882	497.9658

San Carlos GPU 2040 Proposed - San Mateo County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments High Rise	17.9825 / 11.3368	18.3791	0.5880	0.0141	37.2765
Apartments Mid Rise	169.27 / 106.714	173.0035	5.5350	0.1326	350.8856
Condo/Townhouse	52.9702 / 33.3943	54.1385	1.7321	0.0415	109.8037
Total		245.5212	7.8551	0.1882	497.9658

8.0 Waste Detail

8.1 Mitigation Measures Waste

San Carlos GPU 2040 Proposed - San Mateo County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	344.2767	20.3462	0.0000	852.9310
Unmitigated	344.2767	20.3462	0.0000	852.9310

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments High Rise	126.96	25.7717	1.5231	0.0000	63.8484
Apartments Mid Rise	1195.08	242.5904	14.3367	0.0000	601.0076
Condo/Townhouse	373.98	75.9146	4.4864	0.0000	188.0751
Total		344.2767	20.3462	0.0000	852.9310

San Carlos GPU 2040 Proposed - San Mateo County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments High Rise	126.96	25.7717	1.5231	0.0000	63.8484
Apartments Mid Rise	1195.08	242.5904	14.3367	0.0000	601.0076
Condo/Townhouse	373.98	75.9146	4.4864	0.0000	188.0751
Total		344.2767	20.3462	0.0000	852.9310

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	-----------	-------------	-------------	-----------

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	------------	-------------	-------------	-----------

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
----------------	--------	----------------	-----------------	---------------	-----------

User Defined Equipment

Equipment Type	Number
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San Carlos GPU 2040 Proposed - San Mateo County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

11.0 Vegetation

San Carlos GPU 2040 Proposed - San Mateo County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

**San Carlos GPU 2040 Proposed
San Mateo County, Summer**

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments High Rise	276.00	Dwelling Unit	4.45	276,000.00	1011
Apartments Mid Rise	2,598.00	Dwelling Unit	68.37	2,598,000.00	8562
Condo/Townhouse	813.00	Dwelling Unit	50.81	813,000.00	2973

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	70
Climate Zone	5			Operational Year	2040
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MW hr)	203.98	CH4 Intensity (lb/MW hr)	0.033	N2O Intensity (lb/MW hr)	0.004

1.3 User Entered Comments & Non-Default Data

- Project Characteristics -
- Land Use - Per Proposed Build Out Model
- Construction Phase - No construction analysis
- Off-road Equipment -
- Vehicle Trips - Per traffic analysis
- Woodstoves - No woodstoves
- Area Coating -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	200.00	0.00

San Carlos GPU 2040 Proposed - San Mateo County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1,618.497 2	37.0172	2,306.199 1	3.8757		286.0921	286.0921		286.0921	286.0921	30,863.31 01	14,211.30 06	45,074.61 06	42.7561	2.1815	46,793.60 26
Energy	1.2173	10.4022	4.4265	0.0664		0.8410	0.8410		0.8410	0.8410		13,279.45 62	13,279.45 62	0.2545	0.2435	13,358.36 94
Mobile	55.0477	38.7954	480.0963	1.0097	140.7002	0.4477	141.1479	37.4746	0.4178	37.8924		102,660.7 981	102,660.7 981	6.4919	4.3115	104,107.9 351
Total	1,674.762 2	86.2149	2,790.721 9	4.9517	140.7002	287.3809	428.0811	37.4746	287.3510	324.8255	30,863.31 01	130,151.5 549	161,014.8 650	49.5025	6.7365	164,259.9 070

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1,618.497 2	37.0172	2,306.199 1	3.8757		286.0921	286.0921		286.0921	286.0921	30,863.31 01	14,211.30 06	45,074.61 06	42.7561	2.1815	46,793.60 26
Energy	1.2173	10.4022	4.4265	0.0664		0.8410	0.8410		0.8410	0.8410		13,279.45 62	13,279.45 62	0.2545	0.2435	13,358.36 94
Mobile	55.0477	38.7954	480.0963	1.0097	140.7002	0.4477	141.1479	37.4746	0.4178	37.8924		102,660.7 981	102,660.7 981	6.4919	4.3115	104,107.9 351
Total	1,674.762 2	86.2149	2,790.721 9	4.9517	140.7002	287.3809	428.0811	37.4746	287.3510	324.8255	30,863.31 01	130,151.5 549	161,014.8 650	49.5025	6.7365	164,259.9 070

San Carlos GPU 2040 Proposed - San Mateo County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/2/2011	12/31/2010	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition			0.00	0.00	10.80	7.30				

3.1 Mitigation Measures Construction

4.0 Operational Detail - Mobile

San Carlos GPU 2040 Proposed - San Mateo County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	55.0477	38.7954	480.0963	1.0097	140.7002	0.4477	141.1479	37.4746	0.4178	37.8924		102,660.7981	102,660.7981	6.4919	4.3115	104,107.9351
Unmitigated	55.0477	38.7954	480.0963	1.0097	140.7002	0.4477	141.1479	37.4746	0.4178	37.8924		102,660.7981	102,660.7981	6.4919	4.3115	104,107.9351

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments High Rise	28,957.92	28,957.92	28,957.92	66,881,423	66,881,423
Apartments Mid Rise	0.00	0.00	0.00		
Condo/Townhouse	0.00	0.00	0.00		
Total	28,957.92	28,957.92	28,957.92	66,881,423	66,881,423

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments High Rise	10.80	4.80	5.70	31.00	15.00	54.00	86	11	3
Apartments Mid Rise	10.80	4.80	5.70	31.00	15.00	54.00	86	11	3
Condo/Townhouse	10.80	4.80	5.70	31.00	15.00	54.00	86	11	3

4.4 Fleet Mix

San Carlos GPU 2040 Proposed - San Mateo County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments High Rise	0.407207	0.082720	0.254324	0.166402	0.029435	0.008110	0.011734	0.001479	0.001216	0.000418	0.033069	0.000452	0.003436
Apartments Mid Rise	0.407207	0.082720	0.254324	0.166402	0.029435	0.008110	0.011734	0.001479	0.001216	0.000418	0.033069	0.000452	0.003436
Condo/Townhouse	0.407207	0.082720	0.254324	0.166402	0.029435	0.008110	0.011734	0.001479	0.001216	0.000418	0.033069	0.000452	0.003436

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	1.2173	10.4022	4.4265	0.0664		0.8410	0.8410		0.8410	0.8410		13,279.4562	13,279.4562	0.2545	0.2435	13,358.3694
NaturalGas Unmitigated	1.2173	10.4022	4.4265	0.0664		0.8410	0.8410		0.8410	0.8410		13,279.4562	13,279.4562	0.2545	0.2435	13,358.3694

San Carlos GPU 2040 Proposed - San Mateo County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - Natural Gas

Unmitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments High Rise	6384.3	0.0689	0.5884	0.2504	3.7600e-003		0.0476	0.0476		0.0476	0.0476		751.0945	751.0945	0.0144	0.0138	755.5579
Apartments Mid Rise	60095.7	0.6481	5.5382	2.3567	0.0354		0.4478	0.4478		0.4478	0.4478		7,070.0854	7,070.0854	0.1355	0.1296	7,112.0994
Condo/Townhouse	46395.3	0.5003	4.2757	1.8194	0.0273		0.3457	0.3457		0.3457	0.3457		5,458.2763	5,458.2763	0.1046	0.1001	5,490.7121
Total		1.2173	10.4022	4.4265	0.0664		0.8410	0.8410		0.8410	0.8410		13,279.4562	13,279.4562	0.2545	0.2435	13,358.3694

San Carlos GPU 2040 Proposed - San Mateo County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments High Rise	6.3843	0.0689	0.5884	0.2504	3.7600e-003		0.0476	0.0476		0.0476	0.0476		751.0945	751.0945	0.0144	0.0138	755.5579
Apartments Mid Rise	60.0957	0.6481	5.5382	2.3567	0.0354		0.4478	0.4478		0.4478	0.4478		7,070.0854	7,070.0854	0.1355	0.1296	7,112.0994
Condo/Townhouse	46.3953	0.5003	4.2757	1.8194	0.0273		0.3457	0.3457		0.3457	0.3457		5,458.2763	5,458.2763	0.1046	0.1001	5,490.7121
Total		1.2173	10.4022	4.4265	0.0664		0.8410	0.8410		0.8410	0.8410		13,279.4562	13,279.4562	0.2545	0.2435	13,358.3694

6.0 Area Detail

6.1 Mitigation Measures Area

San Carlos GPU 2040 Proposed - San Mateo County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1,618.497 2	37.0172	2,306.199 1	3.8757		286.0921	286.0921		286.0921	286.0921	30,863.31 01	14,211.30 06	45,074.61 06	42.7561	2.1815	46,793.60 26
Unmitigated	1,618.497 2	37.0172	2,306.199 1	3.8757		286.0921	286.0921		286.0921	286.0921	30,863.31 01	14,211.30 06	45,074.61 06	42.7561	2.1815	46,793.60 26

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	14.2215					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	78.9018					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1,516.316 0	33.5216	2,003.353 2	3.8596		284.4053	284.4053		284.4053	284.4053	30,863.31 01	13,663.58 82	44,526.89 83	42.2348	2.1815	46,232.85 69
Landscaping	9.0579	3.4956	302.8459	0.0161		1.6869	1.6869		1.6869	1.6869		547.7123	547.7123	0.5213		560.7457
Total	1,618.497 2	37.0172	2,306.199 1	3.8757		286.0921	286.0921		286.0921	286.0921	30,863.31 01	14,211.30 06	45,074.61 06	42.7561	2.1815	46,793.60 26

San Carlos GPU 2040 Proposed - San Mateo County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	14.2215					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	78.9018					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1,516.3160	33.5216	2,003.3532	3.8596		284.4053	284.4053		284.4053	284.4053	30,863.3101	13,663.5882	44,526.8983	42.2348	2.1815	46,232.8569
Landscaping	9.0579	3.4956	302.8459	0.0161		1.6869	1.6869		1.6869	1.6869		547.7123	547.7123	0.5213		560.7457
Total	1,618.4972	37.0172	2,306.1991	3.8757		286.0921	286.0921		286.0921	286.0921	30,863.3101	14,211.3006	45,074.6106	42.7561	2.1815	46,793.6026

7.0 Water Detail

7.1 Mitigation Measures Water

San Carlos GPU 2040 Proposed - San Mateo County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

San Carlos GPU 2040 Proposed - San Mateo County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

**San Carlos GPU 2040 Proposed
San Mateo County, Winter**

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments High Rise	276.00	Dwelling Unit	4.45	276,000.00	1011
Apartments Mid Rise	2,598.00	Dwelling Unit	68.37	2,598,000.00	8562
Condo/Townhouse	813.00	Dwelling Unit	50.81	813,000.00	2973

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	70
Climate Zone	5			Operational Year	2040
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

- Project Characteristics -
- Land Use - Per Proposed Build Out Model
- Construction Phase - No construction analysis
- Off-road Equipment -
- Vehicle Trips - Per traffic analysis
- Woodstoves - No woodstoves
- Area Coating -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	200.00	0.00

San Carlos GPU 2040 Proposed - San Mateo County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1,618.497 2	37.0172	2,306.199 1	3.8757		286.0921	286.0921		286.0921	286.0921	30,863.31 01	14,211.30 06	45,074.61 06	42.7561	2.1815	46,793.60 26
Energy	1.2173	10.4022	4.4265	0.0664		0.8410	0.8410		0.8410	0.8410		13,279.45 62	13,279.45 62	0.2545	0.2435	13,358.36 94
Mobile	51.3272	44.9746	530.1799	0.9698	140.7002	0.4478	141.1480	37.4746	0.4179	37.8925		98,645.82 12	98,645.82 12	7.0930	4.7123	100,227.3 974
Total	1,671.041 6	92.3941	2,840.805 4	4.9119	140.7002	287.3809	428.0812	37.4746	287.3511	324.8256	30,863.31 01	126,136.5 780	156,999.8 881	50.1036	7.1372	160,379.3 694

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1,618.497 2	37.0172	2,306.199 1	3.8757		286.0921	286.0921		286.0921	286.0921	30,863.31 01	14,211.30 06	45,074.61 06	42.7561	2.1815	46,793.60 26
Energy	1.2173	10.4022	4.4265	0.0664		0.8410	0.8410		0.8410	0.8410		13,279.45 62	13,279.45 62	0.2545	0.2435	13,358.36 94
Mobile	51.3272	44.9746	530.1799	0.9698	140.7002	0.4478	141.1480	37.4746	0.4179	37.8925		98,645.82 12	98,645.82 12	7.0930	4.7123	100,227.3 974
Total	1,671.041 6	92.3941	2,840.805 4	4.9119	140.7002	287.3809	428.0812	37.4746	287.3511	324.8256	30,863.31 01	126,136.5 780	156,999.8 881	50.1036	7.1372	160,379.3 694

San Carlos GPU 2040 Proposed - San Mateo County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/2/2011	12/31/2010	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition			0.00	0.00	10.80	7.30				

3.1 Mitigation Measures Construction

4.0 Operational Detail - Mobile

San Carlos GPU 2040 Proposed - San Mateo County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	51.3272	44.9746	530.1799	0.9698	140.7002	0.4478	141.1480	37.4746	0.4179	37.8925		98,645.82 12	98,645.82 12	7.0930	4.7123	100,227.3 974
Unmitigated	51.3272	44.9746	530.1799	0.9698	140.7002	0.4478	141.1480	37.4746	0.4179	37.8925		98,645.82 12	98,645.82 12	7.0930	4.7123	100,227.3 974

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments High Rise	28,957.92	28,957.92	28,957.92	66,881,423	66,881,423
Apartments Mid Rise	0.00	0.00	0.00		
Condo/Townhouse	0.00	0.00	0.00		
Total	28,957.92	28,957.92	28,957.92	66,881,423	66,881,423

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments High Rise	10.80	4.80	5.70	31.00	15.00	54.00	86	11	3
Apartments Mid Rise	10.80	4.80	5.70	31.00	15.00	54.00	86	11	3
Condo/Townhouse	10.80	4.80	5.70	31.00	15.00	54.00	86	11	3

4.4 Fleet Mix

San Carlos GPU 2040 Proposed - San Mateo County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments High Rise	0.407207	0.082720	0.254324	0.166402	0.029435	0.008110	0.011734	0.001479	0.001216	0.000418	0.033069	0.000452	0.003436
Apartments Mid Rise	0.407207	0.082720	0.254324	0.166402	0.029435	0.008110	0.011734	0.001479	0.001216	0.000418	0.033069	0.000452	0.003436
Condo/Townhouse	0.407207	0.082720	0.254324	0.166402	0.029435	0.008110	0.011734	0.001479	0.001216	0.000418	0.033069	0.000452	0.003436

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	1.2173	10.4022	4.4265	0.0664		0.8410	0.8410		0.8410	0.8410		13,279.4562	13,279.4562	0.2545	0.2435	13,358.3694
NaturalGas Unmitigated	1.2173	10.4022	4.4265	0.0664		0.8410	0.8410		0.8410	0.8410		13,279.4562	13,279.4562	0.2545	0.2435	13,358.3694

San Carlos GPU 2040 Proposed - San Mateo County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - Natural Gas

Unmitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments High Rise	6384.3	0.0689	0.5884	0.2504	3.7600e-003		0.0476	0.0476		0.0476	0.0476		751.0945	751.0945	0.0144	0.0138	755.5579
Apartments Mid Rise	60095.7	0.6481	5.5382	2.3567	0.0354		0.4478	0.4478		0.4478	0.4478		7,070.0854	7,070.0854	0.1355	0.1296	7,112.0994
Condo/Townhouse	46395.3	0.5003	4.2757	1.8194	0.0273		0.3457	0.3457		0.3457	0.3457		5,458.2763	5,458.2763	0.1046	0.1001	5,490.7121
Total		1.2173	10.4022	4.4265	0.0664		0.8410	0.8410		0.8410	0.8410		13,279.4562	13,279.4562	0.2545	0.2435	13,358.3694

San Carlos GPU 2040 Proposed - San Mateo County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments High Rise	6.3843	0.0689	0.5884	0.2504	3.7600e-003		0.0476	0.0476		0.0476	0.0476		751.0945	751.0945	0.0144	0.0138	755.5579
Apartments Mid Rise	60.0957	0.6481	5.5382	2.3567	0.0354		0.4478	0.4478		0.4478	0.4478		7,070.0854	7,070.0854	0.1355	0.1296	7,112.0994
Condo/Townhouse	46.3953	0.5003	4.2757	1.8194	0.0273		0.3457	0.3457		0.3457	0.3457		5,458.2763	5,458.2763	0.1046	0.1001	5,490.7121
Total		1.2173	10.4022	4.4265	0.0664		0.8410	0.8410		0.8410	0.8410		13,279.4562	13,279.4562	0.2545	0.2435	13,358.3694

6.0 Area Detail

6.1 Mitigation Measures Area

San Carlos GPU 2040 Proposed - San Mateo County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1,618.497 2	37.0172	2,306.199 1	3.8757		286.0921	286.0921		286.0921	286.0921	30,863.31 01	14,211.30 06	45,074.61 06	42.7561	2.1815	46,793.60 26
Unmitigated	1,618.497 2	37.0172	2,306.199 1	3.8757		286.0921	286.0921		286.0921	286.0921	30,863.31 01	14,211.30 06	45,074.61 06	42.7561	2.1815	46,793.60 26

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	14.2215					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	78.9018					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1,516.316 0	33.5216	2,003.353 2	3.8596		284.4053	284.4053		284.4053	284.4053	30,863.31 01	13,663.58 82	44,526.89 83	42.2348	2.1815	46,232.85 69
Landscaping	9.0579	3.4956	302.8459	0.0161		1.6869	1.6869		1.6869	1.6869		547.7123	547.7123	0.5213		560.7457
Total	1,618.497 2	37.0172	2,306.199 1	3.8757		286.0921	286.0921		286.0921	286.0921	30,863.31 01	14,211.30 06	45,074.61 06	42.7561	2.1815	46,793.60 26

San Carlos GPU 2040 Proposed - San Mateo County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	14.2215					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	78.9018					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1,516.3160	33.5216	2,003.3532	3.8596		284.4053	284.4053		284.4053	284.4053	30,863.3101	13,663.5882	44,526.8983	42.2348	2.1815	46,232.8569
Landscaping	9.0579	3.4956	302.8459	0.0161		1.6869	1.6869		1.6869	1.6869		547.7123	547.7123	0.5213		560.7457
Total	1,618.4972	37.0172	2,306.1991	3.8757		286.0921	286.0921		286.0921	286.0921	30,863.3101	14,211.3006	45,074.6106	42.7561	2.1815	46,793.6026

7.0 Water Detail

7.1 Mitigation Measures Water

San Carlos GPU 2040 Proposed - San Mateo County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
----------------	--------

11.0 Vegetation

San Carlos Focused General Plan Update Project

Appendix D: Noise Analysis Technical Appendices

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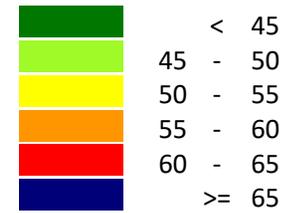
San Carlos City EIR Noise
Emission calculation road - 001 - San Carlos City - Existing: Outdoor GNM

Road	ADT Veh/24h	Gradient %
Cherry St - Laruel to Cedar St	12782	1.7
Hull Dr - El Camino Real to	6059	1.7
Laurel St - San Carlos to Cherry	14378	-0.7
Industrial - San Carlos to Cherry	3368	0.0
San Carlos - Larel to Walnut St	17878	1.2
San Carlos - El Camino to Laurel	22156	1.8
Industrial - Holly to San Carlos	16069	0.7
Laurel St - Cherry to Arroyo	10431	-0.7
San Carlos - Cedar to Cordilleras	15831	3.7
US Hwy 101 - Entire city limits	220220	-0.2
Arroyo Ave - El Camino Real to Laurel	9067	-1.1
Arroyo Ave - Laurel to Elm	1361	-0.8
San Carlos - Walnut St to Elm	18659	1.0
San Carlos - Elm to Cedar	18667	1.5
Industrial - Cherry to Terminal	3895	0.4
Industrial - Terminal to Bransten	3795	0.3
Holly St - Industrial to Old County	27343	-0.2
Holly St - Old County to El Camino Real	23859	0.1
Holly St - US 101 to Industrial	53473	1.1
El Camino Real (SR-82) - Harbor to Hull	18541	-1.9
El Camino Real (SR-82) - Hull Dr to Holl	19010	-0.5
El Camino Real (SR-82) - San Carlos to C	7433	-0.1
El Camino Real (SR-82) - Holly to San Ca	29487	1.0
El Camino Real (SR-82) - Arroyo Ave to B	16440	-0.6
El Camino Real (SR-82) - Brittan to Howa	20487	-0.1
El Camino Real (SR-82) - Cherry St to Ar	7373	-0.5
El Camino Real (SR-82) - Oak Way to Sain	17341	0.2
El Camino Real (SR-82) - Saint Francis t	19942	0.4
El Camino Real (SR-82) - Howard to Oak W	17574	0.7

MD Acoustics 1197 E Los Angeles Ave, Unit C 256 Simi Valley, CA 93065 USA

03142203_San Carlos City EIR Noise
CNEL Roadway Noise Level Contours
2019 Segments

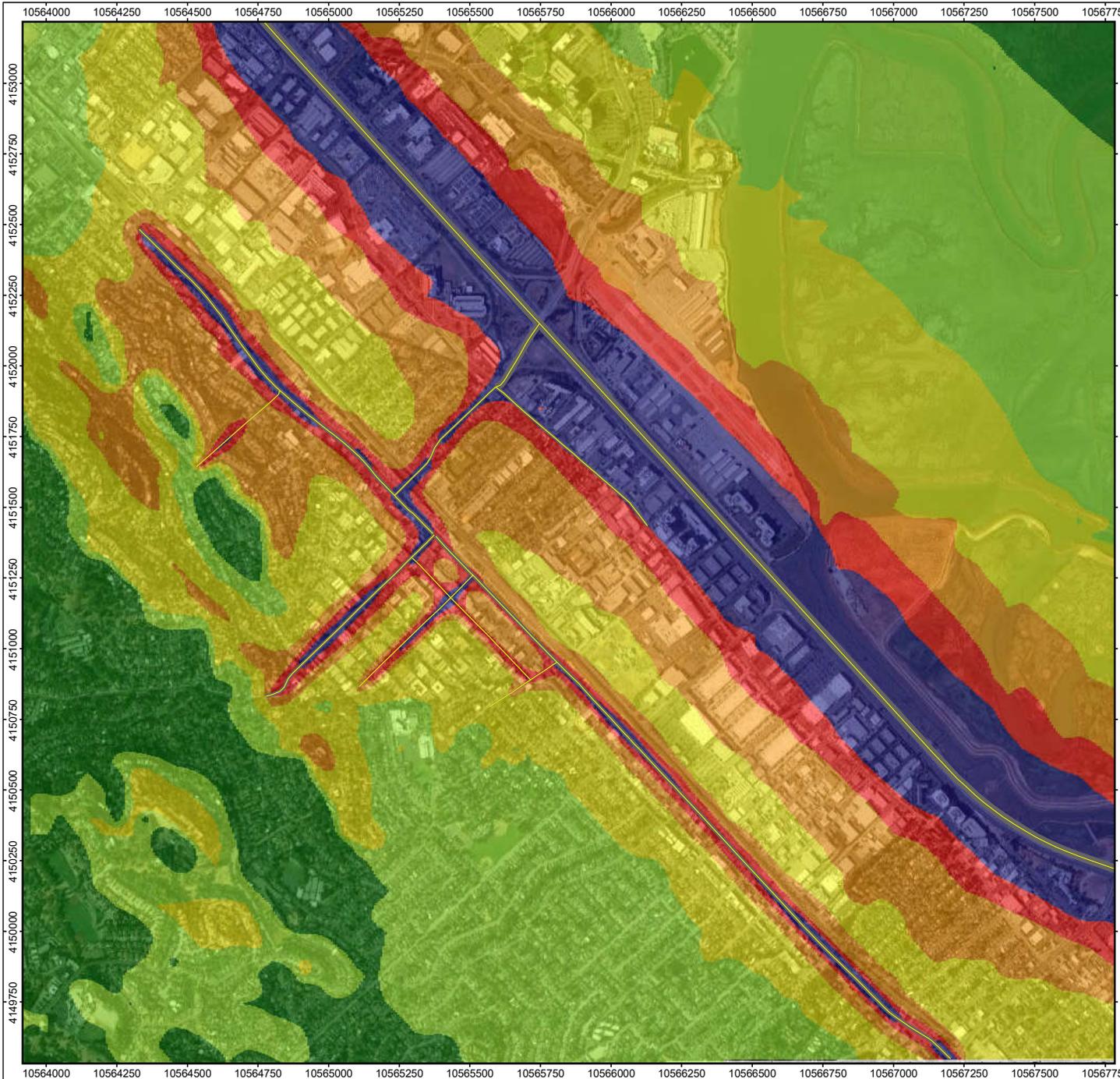
Levels in dB(A)



Signs and symbols



Length scale 1:1150



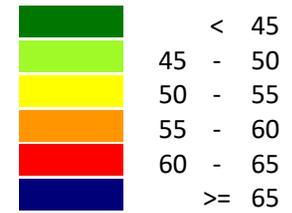
**San Carlos City EIR Noise
Emission calculation road - 002 - San Carlos City - 2040: Outdoor GNM**

Road	ADT Veh/24h	Gradient %
Cherry St - Laruel to Cedar St	13196	1.7
Hull Dr - El Camino Real to	6260	1.7
Laurel St - San Carlos to Cherry	15267	-0.4
Industrial - San Carlos to Cherry	10441	0.0
San Carlos - Larel to Walnut St	19810	1.2
San Carlos - El Camino to Laurel	22429	1.8
Industrial - Holly to San Carlos	22086	0.7
Laurel St - Cherry to Arroyo	11887	-0.7
San Carlos - Cedar to Cordilleras	17661	3.4
US Hwy 101 - Entire city limits	257675	-0.2
Arroyo Ave - El Camino Real to Laurel	10435	-1.1
Arroyo Ave - Laurel to Elm	1437	-0.8
San Carlos - Walnut St to Elm	20456	1.0
San Carlos - Elm to Cedar	20487	1.5
Industrial - Cherry to Terminal	11001	0.4
Industrial - Terminal to Bransten	11001	0.3
Holly St - Industrial to Old County	27236	-0.2
Holly St - Old County to El Camino Real	27831	0.1
Holly St - US 101 to Industrial	49906	1.1
El Camino Real (SR-82) - Harbor to Hull	30094	-1.9
El Camino Real (SR-82) - Hull Dr to Holl	30533	-0.5
El Camino Real (SR-82) - San Carlos to C	13932	-0.1
El Camino Real (SR-82) - Holly to San Ca	35788	1.0
El Camino Real (SR-82) - Arroyo Ave to B	23889	-0.6
El Camino Real (SR-82) - Brittan to Howa	30278	-0.1
El Camino Real (SR-82) - Cherry St to Ar	13455	-0.5
El Camino Real (SR-82) - Oak Way to Sain	26772	0.2
El Camino Real (SR-82) - Saint Francis t	29095	0.4
El Camino Real (SR-82) - Howard to Oak W	27247	0.7

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03142203_San Carlos City EIR Noise
CNEL Roadway Noise Level Contours
2040 Segments

Levels in dB(A)



Signs and symbols



Length scale 1:1150



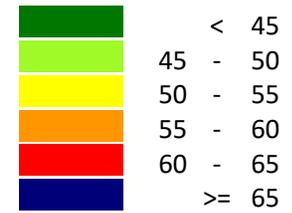
San Carlos City EIR Noise
Emission calculation road - 003 - San Carlos City - 2040 + Project: Outdoor GNM

Road	ADT Veh/24h	Gradient %
Cherry St - Laruel to Cedar St	16036	1.7
Hull Dr - El Camino Real to	7896	1.7
Laurel St - San Carlos to Cherry	16720	-0.4
Industrial - San Carlos to Cherry	10649	0.0
San Carlos - Larel to Walnut St	20613	1.2
San Carlos - El Camino to Laurel	24744	1.8
Industrial - Holly to San Carlos	22325	0.7
Laurel St - Cherry to Arroyo	12413	-0.7
San Carlos - Cedar to Cordilleras	18637	3.6
US Hwy 101 - Entire city limits	257515	-0.2
Arroyo Ave - El Camino Real to Laurel	11062	-1.1
Arroyo Ave - Laurel to Elm	1320	-0.8
San Carlos - Walnut St to Elm	19290	1.0
San Carlos - Elm to Cedar	21546	1.5
Industrial - Cherry to Terminal	11201	0.4
Industrial - Terminal to Bransten	11201	0.3
Holly St - Industrial to Old County	30931	-0.2
Holly St - Old County to El Camino Real	30856	0.1
Holly St - US 101 to Industrial	52612	1.1
El Camino Real (SR-82) - Harbor to Hull	32102	-1.9
El Camino Real (SR-82) - Hull Dr to Holl	19010	-0.5
El Camino Real (SR-82) - San Carlos to C	39446	-0.1
El Camino Real (SR-82) - Holly to San Ca	39446	1.0
El Camino Real (SR-82) - Arroyo Ave to B	25625	-0.6
El Camino Real (SR-82) - Brittan to Howa	32525	-0.1
El Camino Real (SR-82) - Cherry St to Ar	14561	-0.5
El Camino Real (SR-82) - Oak Way to Sain	28473	0.2
El Camino Real (SR-82) - Saint Francis t	31350	0.4
El Camino Real (SR-82) - Howard to Oak W	29257	0.7

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**03142203_San Carlos City EIR Noise
CNEL Roadway Noise Level Contours
2040 Segments + Project**

Levels in dB(A)



Signs and symbols



Length scale 1:1150



San Carlos Focused General Plan Update Project

Appendix E: VMT Memorandum

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Technical Memorandum

August 25, 2022

Project# 25447

To: Barry Bergman, AICP
Senior Planner
W-Trans
490 Mendocino Avenue, Suite 201
Santa Rosa, CA 95401

From: Sravya Kamalapuram; Anusha Musunuru, PhD

CC: Mark Spencer, PE

RE: City of San Carlos Housing Element – Vehicle Miles Traveled (VMT) Impact Assessment
Memorandum

INTRODUCTION

Kittelison and Associates (Kittelison) has prepared this vehicle miles traveled (VMT) impact assessment for the City of San Carlos (City) Housing Element Update. This VMT assessment is based on Regional Housing Needs Allocation (RHNA) housing units and employment additions recommended by the City of San Carlos. Kittelison conducted the travel demand modeling with the City/County Association of Governments of San Mateo County – Valley Transportation Authority (C/CAG – VTA) Model. The VMT assessment is based on the SB 743 requirements.

The 2023-2031 Draft RHNA estimates include a total of 5,057 housing units and 779 jobs located in the sites inventory within 16 selected traffic analysis zones (TAZs) in the city. Travel forecasts were prepared for both existing 2019 model year and future 2040 cumulative model year conditions. VMT results were extracted at the citywide level based on the efficiency metric, VMT per service population. The results were compared to the countywide average for VMT per service population to determine if the additional housing units and jobs added as part of the Housing Element Update contribute to a VMT impact under SB 743.

The overall effect of adding 5,057 housing units and 779 jobs in the City of San Carlos in the locations identified by the TAZs in the city, county and Bay Area region is to shorten trip lengths, promote mode choice to transit-related modes and reduce VMT per service population for the City under both 2019 plus project and cumulative 2040 plus project conditions. Kittelison evaluated the Housing Element Update at the programmatic level using an overall systemwide VMT assessment, i.e., considering all the TAZs within the city where there was an addition of housing and employment, for evaluating the VMT per service population impacts.

VMT THRESHOLDS

VMT thresholds are defined using recommendations from the California Office of Planning and Research (OPR) based on their final report, dated December 2018. Cities and counties could opt to develop their own methods, but CEQA impact criteria are generally consistent with OPR recommendations. According to OPR, a proposed project exceeding a level of 15 percent below existing regional VMT per capita or VMT per employee may indicate a significant transportation impact. The City of San Carlos has adopted VMT standards that follow the guidelines released by the State of California OPR. Consistent with the City policy, the C/CAG-VTA model was used to determine the VMT per Service Population. 'Service Population'

includes both employee and resident VMT estimates and allows for overall assessment of how a given project could impact the citywide VMT.

Based on OPR and City policy, for the City of San Carlos, any development that does not immediately screen out for a VMT impact assessment should produce VMT per service population of 15% less than the baseline San Mateo County average. The guideline also presumes projects within one-half mile of either an existing major transit stop or a stop along an existing high-quality corridor to cause a less than significant transportation impact.

VMT RESULTS

For San Carlos, VMT metrics are compared to the San Mateo County averages, and an impact is assessed if the project VMT per service population is higher than the established 15% below the county average thresholds. At the programmatic level, Table 1 and Table 2 indicate that the Housing Element Update project produces lower VMT per service population than 15% below the county average (13.07 vs 14.5 in 2019 and 13.08 vs.14.5 in 2040). Therefore, the housing element, i.e., project impact in aggregate is less than significant and does screen out from further VMT analysis and evaluation under CEQA.

Tables of the VMT analysis are summarized below.

- Table 1 provides a summary of 2019 VMT per service population at the project, City, County, and Bay Area regionwide level.
- Table 2 provides a summary of 2040 VMT per service population at the project, City, County, and Bay Area regionwide level.

Table 1. 2019 Daily VMT Summary – VMT per Service Population

Scenario	Households	Population	Jobs	ADT Trips	VMT Households	VMT Jobs	VMT/ Service Population
2019 No Project							
City of San Carlos	13,046	33,896	20,416	167,429	566,823	386,523	17.55
San Mateo County	271,610	782,585	383,066	3,592,118	12,478,042	7,385,584	17.04
Bay Area	2,766,914	7,740,411	3,848,081	31,021,369	124,970,549	66,795,404	16.55
2019 Plus Project							
Housing Element	5,057	12,927	779	29,487	174,365	4,727	13.07
City of San Carlos	18,103	46,823	21,195	196,910	741,262	391,113	16.65
San Mateo County	276,667	795,512	383,845	3,622,554	12,734,825	7,345,660	17.03
Bay Area	2,771,971	7,753,338	3,848,860	31,059,674	125,045,004	66,831,525	16.54
15% Below San Mateo County Average VMT: 14.5 per Service Population							

SOURCE: CCAG MODEL, KITTELSON & ASSOCIATES, INC., 2022

NOTE: NET CHANGE IN METRICS IS ASSOCIATED WITH HOUSING ELEMENT UPDATE

2019 PLUS PROJECT VMT PER SERVICE POPULATION IS LOWER THAN 15% BELOW SAN MATEO COUNTY AVERAGE

Table 2. 2040 Daily VMT Summary – VMT per Service Population

Scenario	Households	Population	Jobs	ADT Trips	VMT Households	VMT Jobs	VMT/ Service Population
2040 No Project							
City of San Carlos	13,046	33,896	26,452	184,791	562,267	494,834	17.52
San Mateo County	322,670	930,289	485,854	4,194,713	14,026,367	9,881,890	16.88
Bay Area	3,423,406	9,663,450	4,725,006	36,319,573	156,510,412	83,719,586	16.70
2040 Plus Project							
Housing Element	5,057	12,927	779	28,957	167,217	12,091	13.08
City of San Carlos	18,103	46,823	27,231	213,691	729,625	506,250	16.69
San Mateo County	327,727	943,216	486,633	4,224,846	14,239,276	9,860,833	16.86
Bay Area	3,428,463	9,676,377	4,725,785	36,360,865	156,881,584	83,922,042	16.72
15% Below San Mateo County Average VMT: 14.5 per Service Population							

SOURCE: CCAG MODEL, KITTELSON & ASSOCIATES, INC., 2022

NOTE: NET CHANGE IN METRICS IS ASSOCIATED WITH HOUSING ELEMENT UPDATE

2040 PLUS PROJECT VMT PER SERVICE POPULATION IS LOWER THAN 15% BELOW SAN MATEO COUNTY AVERAGE

CONCLUSION

The VMT assessment for the Housing Element Update was conducted using the CCAG – VTA model. The additional housing units and employment were added to the model in each TAZ that represent the sites inventory. VMT per service population was extracted at the systemwide (City, County, and Regionwide) level for 2019 and 2040. The results indicate that at the programmatic level, the VMT associated with the additional residential units and jobs is less than 15% below the existing San Mateo County average and thus the housing element project screens out from needing a detailed VMT analysis and evaluation under CEQA.