



NORTHEAST AREA SPECIFIC PLAN

COMMUNITY WORKSHOP #1 & ONLINE SURVEY SUMMARY

This document provides a summary of the first Community Workshop for the Northeast Area Specific Plan, held on Wednesday, March 15, 2023. An Appendix is provided at the end of the document which includes the live poll responses from the Community Workshop, and the verbal and chat comments from the breakout rooms.

The document also provides an overview of the responses to the online survey which was open from March 15 – April 30, 2023. The survey had 110 respondents.

For questions, please contact the City's Advance Planning Division at advanceplanning@cityofsancarlos.org

PART 1: COMMUNITY WORKSHOP #1 | MEETING SUMMARY

Wednesday, March 15, 2023, 7:00-8:30pm

Virtual Meeting via ZOOM

Workshop Agenda

1. Welcome and Introductions
2. Presentation: Project Overview, District Context, Next Steps
3. Open House: Small Group Discussion on Major Topics
 - a. Mobility and Parking
 - b. Placemaking and Land Use
 - c. Infrastructure and Flooding

Participants

Members of the public: 75

City of San Carlos Team

- Al Savay, Community & Economic Development Director
- Lisa Porras, Advance Planning Manager
- Lisa Costa Sanders, Principal Planner
- Megan Wooley-Ousdahl, Principal Planner, City Project Manager
- Akanksha Chopra, Associate Planner
- Cristian Padilla, Economic Development Coordinator
- Eliza Bailey, Assistant Planner

Consultant Team

- Perkins&Will - Geeti Silwal, Marc Asnis, Yao Lu, Ivy Cao
- Plan to Place - Dave Javid, Paul Kronser, Rachael Sharkland, Julie Flynn
- Nelson\Nygaard - Phil Olmstead, Alex Mercuri
- BKF - Patrick Connors

MEETING SUMMARY

The main purpose of the first Northeast Area Specific Plan virtual community workshop was to provide an overview of the district context, project timeline and objectives, and gather input on key Plan components including mobility and parking, placemaking and land use, infrastructure and flooding. Feedback received during the workshop will guide the project team in refining the Plan's goals and objectives and in developing the draft options for land use, placemaking, transportation, parking, and resiliency.

The questions asked during the community workshop are replicated in an online survey that will be available on the project website from March 16th - April 30th. The full results of the online survey are available in the Appendix. The following is a brief overview of major agenda items and a summary of key themes captured during the small group discussions during the workshop.

Main Room: Presentation and Live Poll

Mayor Adam Rak opened the meeting and welcomed all participants. City Project Manager Megan Wooley-Ousdahl introduced the project team and offered a brief overview of the Plan Area extents, planning goals, and project schedule. During this initial part of the meeting the chat function was available for participants to submit questions and comments. The chat transcript for the main room is provided in the Appendix.

The consultant team then conducted a live poll to get a sense of participant demographics. Key takeaways from the live poll are included below and complete poll results are provided in the Appendix.

- Approximately 44% of the meeting participants were between the ages of 35-54 and 42% were between the ages of 55-74
- Approximately 60% of participants identified as Non-Hispanic White
- Approximately 48% of participants were residents of San Carlos

After the live poll, Consultant Team Project Manager Marc Asnis continued the project presentation, reviewing the district context and key topics that would guide discussion in the small groups. Following the presentation, Dave gave a brief overview of next steps and how to stay in touch before inviting meeting participants to visit the various breakout rooms covering three key topics: A: Mobility and Parking; B: Placemaking and Land Use; C: Infrastructure and Flooding.

In each breakout room, members of the project team facilitated a topic-focused conversation and participants shared their feedback verbally or via chat. The project team recorded all comments onto a virtual white board (see below for Miro activity board images). The chat transcript for the main room is provided in the Appendix of this document.

Breakout Rooms

Discussion prompts for each breakout room and key themes that emerged during conversation are provided below. The complete verbal and chat comments are available in the appendix.



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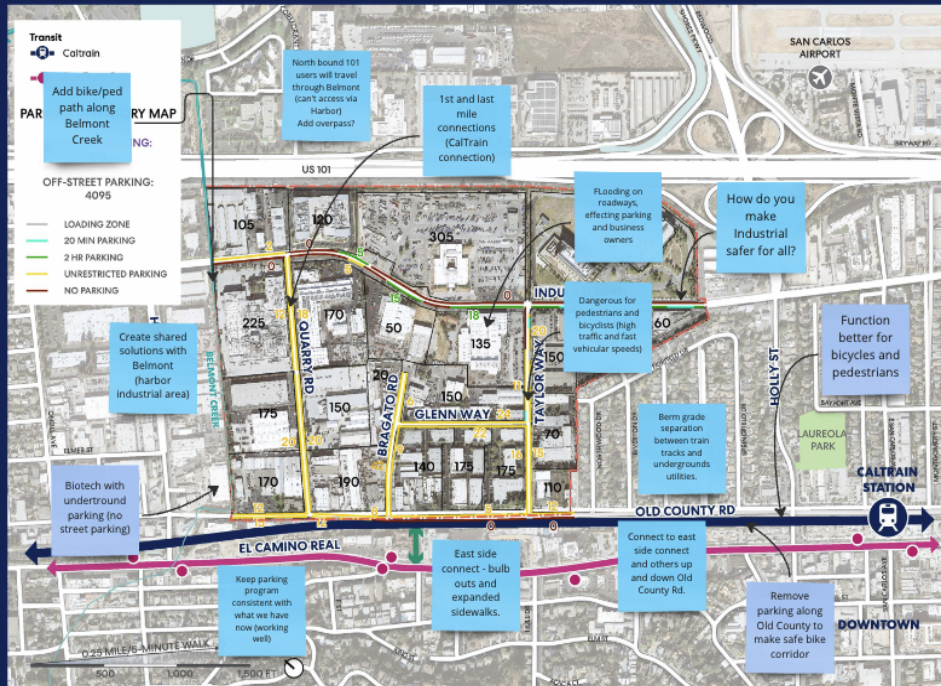
Group A: Mobility and Parking

MOBILITY + PARKING

Activity Questions:

What are the current transportation issues in the district?

How would you like the streets to function in the future?



Potential Examples



A Multi-Modal Streets



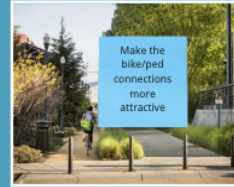
E Improved Crossings



B Green Streets



F On-Street Parking / Designated Loading Zones
Great parking techniques that make parking and biking safer



C Non-Vehicular Connections



G Shared Mobility Services



D District Shuttle from Caltrain
CTAG shuttle ran, but stopped during pandemic - create linkage between caltrain and this community



H What are we missing?

Discussion Prompts

- What are the current transportation issues in the district?
- How would you like the streets to function in the future?

Key Themes

- **Improve street connectivity**
 - Re-establish a grid like pattern
 - Improve connection to other parts of Belmont and San Carlos
 - Connect to Bay Trail
 - Think regionally, holistically, and consider anticipated land use changes in unincorporated Harbor Industrial Area and City of Belmont
- **Enhance bike & pedestrian connectivity**
 - Add bike and pedestrian path along Belmont Creek
 - Complete EastSide Connect Project
 - Enhance bicycle safety along Old County Road; i.e. create bulbouts, widen sidewalks, remove parking
 - Consider safety issues along Industrial Road and other streets with high travel speed and volume
 - Invest in traffic calming
- **Manage existing and provide adequate additional parking**
 - Maintain current capacity for existing businesses
 - Propose a shared parking strategy across business types (with different active hours)
 - Right-size parking for new development
 - Manage and enforce restrictions to prevent using streets for vehicle storage
- **Consider district-wide alternative transit modalities and strategies**
 - Consider a shared shuttle service sponsored by businesses to connect workers to Caltrain



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- Develop a network of pedestrian and bike paths that support non-vehicular transportation

- **Improve landscape and greenery**
 - Complete the landscaping of the Berm / Eastside Connect down to Belmont on Old County Road
 - Use landscape buffers to manage transition to existing residential neighborhoods
 - Clean up existing contamination

Group B: Placemaking and Land Use

PLACEMAKING + LAND USE

Activity Questions:

What types of land use/activities bring you to the Northeast Area today?

What types of land use/activities would you like to see in the district in the future?

Transit:
 Caltrain
 SamTrans Bus

Walkshed:
 5 min Walkshed
 10 min Walkshed

Housing Element Sites

Potential Examples

	A Life Science and R&D		E Food Cart Pod
	B Industrial / Production Spaces		F Outdoor Recreation
	C Housing		G Belmont Creek Open Space
	D Retail, Restaurants, and other Amenities	?	H What are we missing?

Discussion Prompts

- What types of land use/ activities bring you to the Northeast Area today?
- What types of land use/ activities would you like to see in the district in the future?

Key Themes

- **Preserve diversity of existing businesses**
 - Protect and celebrate unique mix of small, diverse and co-dependent businesses (e.g. GW Williams) that benefit local residents
 - Propose anti-displacement strategy; there is nowhere for these smaller-scale industrial and light industrial businesses to go on Peninsula; 1-3k sf warehouse space is becoming increasingly scarce
 - Do not restrict existing businesses as they try to adapt/thrive (allow flexible use and improvements)
 - Use zoning policy to prevent biotech from outcompeting small businesses
 - Don't let big money interests overrule local control and the good of the overall community
- **Limit the scale and square footage of life science / biotech**
 - Offset competition through equitable zoning (biotech will always outprice small business)
 - Consider safety incompatibilities of certain biotech operations, especially BSL-3 labs
 - Limit height, especially in areas near existing residential
- **Support for housing, especially affordable housing**
 - Set expectations for new residents that this is a mixed-use district, so don't invite sensitive receptors that then force displacement of existing businesses
 - Prioritize multi-family housing
 - Concentrate housing on ECR
 - Leverage proximity to transit
 - Require height transitions and buffers between non-residential and residential uses
- **Enhance amenities and open space for employees and residents**
 - Add restaurants and amenities for employees during the day



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- Enhance family recreational opportunities
- Create a trail along Belmont Creek that connects into residential neighborhoods
- Consider adding a multi-use facility with access to the east side

- **Clean and remediate contaminated sites, especially if proposing housing**
 - Assess sites for which legacy uses have left land and water contaminated; some properties have land-use covenants due to contamination from former use
 - Conduct adequate studies to understand the impact of sea level rise and increased creek flooding on ground contamination and other environmental issues

Group C: Infrastructure and Flooding


INFRASTRUCTURE + FLOODING

Activity Questions:


What improvement would you like to see in the Northeast Area to support greater resiliency?

Potential Examples


A Rainwater Capture Infrastructure along Streets




E Tree Canopies along Streets



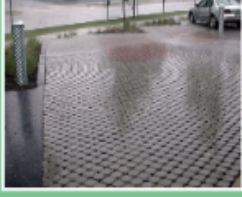
B On-Site Stormwater Management




F Belmont Creek Improvements




C Pervious Pavement and Surface



G District Energy System



D Elevated Sites and Buildings



H What are we missing?

?

The map displays FEMA Flood Hazard Zones (0.2% and 1% Annual Chance Flood Hazard Areas) and 2100 Projected Sea Level Rise (0-2 to 12+ feet). It highlights key streets like Harbor Blvd, Quarry Rd, Bragato Rd, Glenn Way, Industrial Rd, Old County Rd, and El Camino Real. Activity questions are placed throughout the map, such as 'water backed up from need to work with Caltrans', 'collaboration with city or Redwood City', 'future approach to protect property from flood', 'in support long-term strategies, what's the path to get there?', 'immediate measures needed', 'OneShoreline infra strategy', 'capture flood water when drought happens', 'Green Infrastructure', 'risk Bio-safety issue', 'elevate the lab buildings', 'ground floor use for parking?', 'what's responsibility to clean the water properly coming along the creek?', 'what should have been done to consider permeability to accommodate sea level rise', and 'what's responsibility to clean the water properly coming along the creek?'. A scale bar indicates 1,500 FT.

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Discussion Prompts

- What improvement would you like to see in the Northeast Area to support greater resiliency?

Key Themes

- Plan for district resilience to extreme weather events (flooding) and sea level rise
 - Identify and assess areas most impacted by flooding
 - Improve street-level green infrastructure to manage stormwater
 - Enhance Belmont Creek and its capacity to absorb stormwater
 - Initiate interagency dialogue to find solutions (San Carlos, Belmont, Redwood City, County of San Mateo, and Caltrans, One Shoreline, PG&E etc.)
 - Consider geological conditions (existing bedrock, where permeable etc.)
 - Require improvements at a site/property scale (e.g. elevate assets and generators, no underground parking)
- Assess and remediate existing land and groundwater contamination
 - Collaborate with specialists to assess legacy of pollutants (including PCBs) in water, soil, and air
 - Protect groundwater and the San Francisco Bay
- Plan for environmental resilience, which is directly linked to economic resilience
 - Assess and enhance stormwater management that is currently negatively impacting local businesses
 - Manage risk associated with life science and biotech labs
- Improve district-scale sewer and water infrastructure
 - Consider impact on feasibility of new development as well as existing local businesses
 - Coordinate efforts to capture and recycle water
- Improve Belmont Creek
 - Coordinate efforts with Belmont
 - Increase creek setback to enhance capacity to manage flooding, which can double as open space



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- Create detention opportunities upstream

PART 2: ONLINE SURVEY #1 | SUMMARY

Open March 15 – April 30, 2023

Google Survey linked from Northeast Area Specific Plan website – sancarlosnortheastplan.com

The survey had 110 respondents, and responses to the survey questions, including demographics, top preferences from multiple choice questions, and high-level takeaways are listed below.

DEMOGRAPHICS

Which category best describes you?

Hispanic, Latino/a/x or Spanish Origin: 7.5%

Black or African American: 0%

Asian: 6.5%

American Indian or Alaska Native: 0%

Middle Eastern or North African: 1.1%

Native Hawaiian or Other Pacific Islander: 0%

Non-Hispanic White: 74.2%

Other: 9.7%

What is your age?

18-24: 0%

25-34: 9%

35-54: 35%

55-74: 48%

75+: 8%

How do you travel to the Northeast Area?

Caltrain: 0%

Bus: 0%

Car: 89%

Bike: 7%

Walk: 4.0%

Other: 0%

Which best describes your connection to the Northeast Area?

Property owner within the Northeast Area: 16%

Business owner within the Northeast Area: 6%

Employed by a business/ company in the Northeast Area: 3%

Customer of businesses/ services in the Northeast Area: 15%

Resident of Greater East San Carlos Neighborhood: 14%

Resident of San Carlos: 41%

Other: 5%

MULTIPLE CHOICE PREFERENCE QUESTIONS

What are your most preferred land uses for the area?

Selected land uses in order of preference:

- Walking and bicycling trail along Belmont Creek.
- Housing at select sites.
- More small-scale industrial spaces.
- Everyday needs like restaurants, healthcare services, banks, markets, or daycares.
- Commercial uses like life sciences and biotechnology.
- More large-scale industrial spaces.

What are the most important transportation improvements for the area?

Selected transportation improvements in order of preference:

- Better pedestrian experience such as wider sidewalks, protected crosswalks, and street furnishings (e.g. lighting, planting, furniture).
- Designated bikeways to the San Carlos and Belmont Caltrain stations and Downtown San Carlos.
- Improved parking management.
- Shuttle service to Caltrain stations.
- Designated loading zones for freight and passenger pickup.

What are the most important investments to support greater resiliency in the area?

Selected investments to support greater resiliency in order of preference:

- Belmont Creek channel improvements.
- Redesign streets to better manage stormwater (e.g. street trees and stormwater swales).
- Pervious pavement in parking lots and green roofs.

OPEN RESPONSE QUESTIONS

What do you value most about the Northeast Area?

- Variety of small and local businesses
- PAMF
- Convenience, accessibility, density
- 101 access
- Not much, it's difficult to park and dangerous to walk or bike
- Convenient storage
- Low-cost rents
- Proximity to transit and downtown

What's not working in the Northeast Area?

- Traffic and parking
- Creek and flooding
- Not walkable or family friendly
- Air, soil, and water pollution
- Underutilized space
- Proximity of tall, industrial buildings near residential
- Lack of infrastructure, especially to support growth
- Too much rapid growth
- Lack of personality or heart
- Coordination between Belmont and San Carlos

What are you most excited about the Northeast Area Specific Plan addressing?

- More housing
- Infrastructure improvements



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- Improved pedestrian experience (more trees, green space, sidewalks etc)
- Traffic improvements and increased connectivity
- Adding to the City's economy
- Preserving businesses
- Well balanced neighborhood with community benefits (place to gather, everyday amenities)
- Cleaning it up
- I'm not excited

Is there anything else you would like to add?

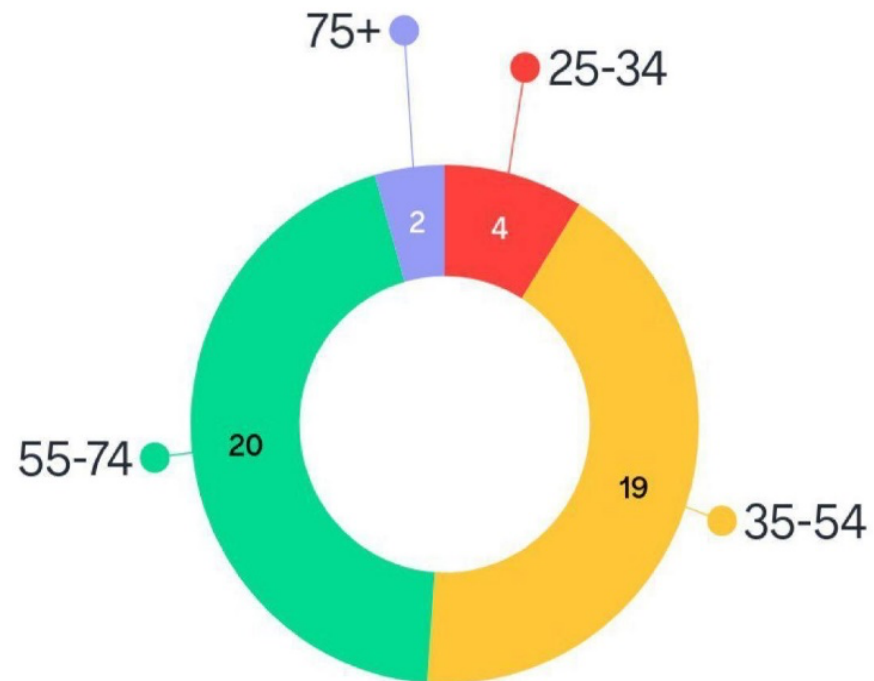
- Plan for a balance of uses (don't lose the industrial use and permit too much housing or Life science)
- Do not displace existing businesses, this neighborhood serves San Carlos and beyond
- Concern over the height, high-resource use, toxicity, and traffic that Biolabs will bring
- Coordinate with Belmont, CalTrans for joint funding and infrastructure improvements
- Encourage more variety of architecture (not just monolithic and boxy facades)
- Please survey community about what kinds of benefits they would like to see and collect fees from developers to fund
- Would be great to see a community center here
- Create a plan for the long term, moderate growth in the short term rather than too much too fast
- Consciously design for and prioritize multiple modes of transport

APPENDIX

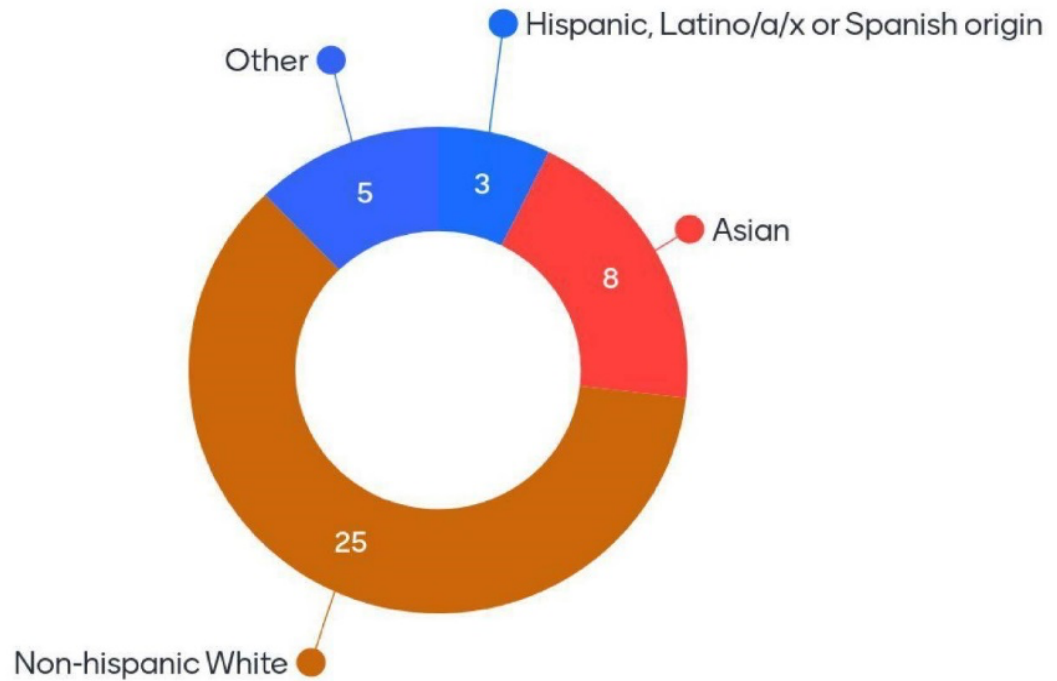
Section 1: March 15, 2023 Community Workshop – Live Poll Responses

The following are the responses to the live poll held during the first Community Workshop on March 15, 2023.

What is your age?

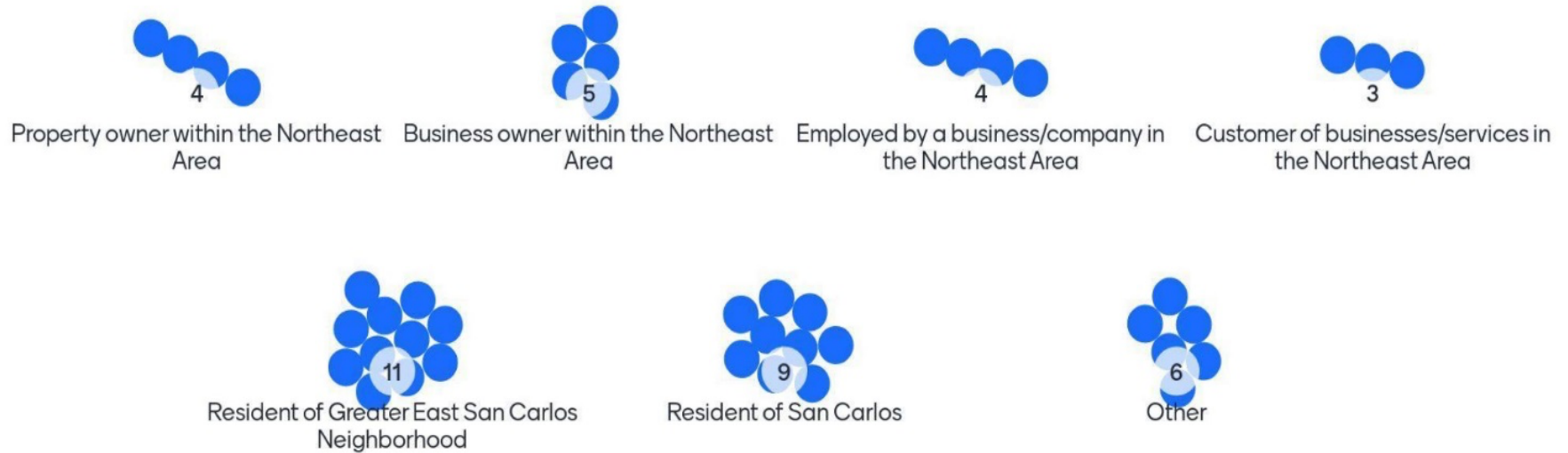


Which category best describes you?



Which best describes your connection to the Northeast Area?

 Mentimeter



What's the name of the neighborhood where you live?

Corded south	San Francisco	Quarry rd
East San Carlis	Devonshire canyon	GESC
San Carlos	San Carlos	GES
Greater East San Carlos	Highlands	Devonshire Canyon
Laureola	White Oaks	GESC
East San Carlos	East San Carlos	Laureola

Brittan Heights	Redwood shores	Greater East San Carlos
Downtown	Highlands park	San Mateo
San Carlos	Clearfield	Quarry Rd
East San Carlos	Menlo Park	White oaks
Sterling Downs, Belmont	Devonshire Canyon	Downtown
Clearfield	Leoreola	Club drive

Section 2: March 15, 2023 Community Workshop – Transcript of Comments & Questions from the Chat in the Main Room

What about the businesses that are here now?



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What is the big purpose for the plan...to concentrate on certain types of businesses or what?

You cant just kick us out and off the land

Do bicycle concerns fall under "Mobility and Parking"? I don't see anything here about bike access, safety, bike parking, etc.

I have 2 buildings in the area that we are renting and we are thriving. If we have to close and move, I will have no place for my business that services San Carlos and the surrounding areas on the peninsula. San Carlos has always been a Blue Collar city. Hardworking Trade people who service the area. Where do we go? Where do the plumbers, carpenters, electricians, builders go?

We dont need more Bio Tech in this area. BioTech can go to Hayward where there is more land. We need this land for the companies who service the home owners of the peninsula

The issue with the creek is a lack of maintenance - it's clogged

We need diversity of businesses - Carpenters, plumbers, interior landscapers. While it is economically more conducive to have life science buildings that will provide more tax revenues community diversity is very critical in terms of people who work

As a resident of San Carlos, I agree with Shawnon and other small business owners. We don't need more biotech or high containment biolabs that research potential pandemic pathogens. 642 Quarry road developer proposed a high containment lab on Belmont creek

Section 3: March 15, 2023 Community Workshop – Verbal and Chat Comments from the Breakout Rooms

Group A: Mobility and Parking Breakout Room

MOBILITY + PARKING


Activity Questions:

- What are the current transportation issues in the district?
- How would you like the streets to function in the future?

Potential Examples




A
Multi-Modal Streets



E
Improved Crossings



B
Green Streets



F
On-Street Parking / Designated Loading Zones



C
Non-Vehicular Connections



G
Shared Mobility Services



D
District Shuttle from Caltrain



H
What are we missing?

Verbal Comments

Greater San Carlos neighborhood - finish the Berm (part of transit village)
Will affect this project as well.
Incredible project of east side connect, improve that berm (fix current eye-soar).
Belmont could be hugely impacted with additional users.
San Mateo County call for projects - potentially something City could apply for (improvements to transit system)
Parking: New developments are right sizing parking needs.
Consider shared parking - mixes of business types (various parking needs throughout the day)
Mobility: Great to connect other parts of Belmont and San Carlos.
Thru-put makes more cars go through, but faster - event playing field with pedestrians and cars. (Old County is not bike friendly)
Paths to Bay Trail - add connections in neighborhood
Most of land is owned by one group/family - have ability to do special projects.
Parking being done on the street and affecting business owners.
Working hours can affect parking and availability
Workers come from all over, so parking is necessary
Cross company shuttle/bus that does a few stops in the area.
Streets that don't necessary connect, could we reestablish a grid like pattern (deep properties vs. street frontage)

Comments in the Chat Box

Agree with Ben - the train underpass / grade separation areas in Belmont and San Mateo are also sites of major flooding (@Harbor, @42nd, a bit less at Ralston thankfully)



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<p>This neighborhood would be well served by a c/cat shuttle - I believe there used to be one.</p>
<p>Interested to see development of people and eco-environment friendly, community vibe, so incorporate potential examples listed: A, B, C & D (more walkability).</p>
<p>I agree that this neighborhood would be well served by a shuttle. Makes it easier for folks to get to their business from Caltrain. I'd like to see the businesses contribute to fund this shuttle.</p>
<p>Hard to think there can ever be a feeling of connection with a single small tunnel. The berm is a large separator that is hard to overcome. Best to think of this area on its own and incorporate all aspects if possible.</p>
<p>Can Belmont extend industrial to ralston? Is housing planned for the area between Belmont creek and ralston?</p>
<p>From Ben Fuller: Thanks to everyone. This is a really good start to this process. The idea of looking at this as a region and including Belmont was a good idea.</p>
<p>Appreciate the thought but not San Carlos job to build parks for Belmont. If Belmont wants to create nice neighborhoods they need to set aside land for parks.</p>
<p>If caltrans agrees to an onramp to 101N, then there should be one at Brittan first</p>
<p>@Patty -- yes there is housing already planned for certain parcels along Harbor Blvd. But there is also plans for biotech. Belmont is just kicking off their planning process for the entire unincorporated Harbor Industrial Area, which they plan to annex from San Mateo County. I don't know if putting Industrial through to Ralston is possible -- since there is no road there now, presumably land would have to be seized by eminent domain? Seems unlikely to happen. Also the way that 101 curves, Industrial could not go straight</p>
<p>Here are a few comments:</p>
<p>Finishing the landscaping of the Berm / Eastside Connect and extending it down to Belmont on Old County Road.</p>
<p>- Connectivity to San Carlos / Belmont should be a focus here to expand access through the Berm.</p>
<p>Interspersing additional greenery, trees, and open spaces throughout the neighborhood. This area was developed with ZERO interest in greenspace. It's an abomination. Let's not pull any punches. What a joke...Let's change that.</p>
<p>Closely managing the zoning around GESC existing homes</p>
<p>Making sure that buffers and landscaping exist between new developments and our homes</p>
<p>Making sure that new development also has a sloping buffer so that height and density is moved away from existing homes</p>
<p>Toxic cleanup - a once in a generation opportunity to develop this area while cleaning it up at the same time.</p>



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Belmont has plans for a pedestrian/bike tunnel under the tracks at Oneill Ave (approx. 1300 Old County Rd). I don't know if they have identified a funding source, though; there is no timeline I have seen.

Joanne, if Belmont annexes the county property, the road could go there. I would hope Belmont appropriately scales any development next to the existing homes by o'neill. And doesn't keep biotech as far as it can be from residential.

Agree with Daniel. OCR is a laughable bike path and pedestrian zone. Love that we are working on this and see this as a huge opportunity!

Sorry I wasn't clear! I meant that the unincorporated land called "Harbor Industrial Area" which belongs to the county (not currently inside the boundaries of either Belmont or SC) will be added to the Belmont city limits. Belmont will not take over any land in terms of city ownership. Just expand the city limits. So the original owners will still own their land. Hope that helps.

When Al Savay went to Sac and got the MTC to give us 2.3m for Eastside Connect and then Jeff negotiated with Humboldt and Foster City to get Rule 20A money. This is high end negotiating. Let's bring this back to raise money for pedestrians for the whole area!

Let's go for the public money to support great concepts!

Need to change your thinking. Don't think of this as many individual parcels. Think of it as a campus. Incorporate things that can be shared. Incorporate some housing along with a mix of business and include things for basic needs like food, convenience items etc. Make many walkways between all areas. Think more like a college campus and how that is done to incorporate large buildings, housing, food, convenience etc.

The Developers will fund these projects too. WE need to know what we want,...

Looking at the district as a campus lends itself to thinking about non vehicular transportation, like scooters and bikes. These modes make it easier to get around, and don't require a parking space. They can be used in conjunction with a shuttle to get to Caltrain.

I think when discussing similar items for the southern side of the area they showed that some streets might be wide but have zig-zag-esq configuration which allows for larger vehicles but reduces their speed. That is an interesting approach that could make for unique streets which also allow for the larger vehicles needed in this area

Good comments on business owner parking

For parking... having more walkable streets could make it more comfortable for folks at companies like delta star to park on the street and walk slightly further

Delta Star should be an important contributor to this conversation as a long-term tenant and business in the area.

It's just painfully obvious we need to have GW Williams as a huge part of this process. They are essential to this whole plan. If we haven't reached out to them carefully, let's do so. This is an opportunity to work with them, so let's try it.

You might think about working with Redwood Shores office buildings (Oracle etc) that are now fairly empty and will always be going forward. Arrange use



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of those lots and use shuttles. Be thinking about how work has changed and how that is and will continue to effect the existing office buildings that are within 1-2 miles. Take advantage of the changes that are happening

Thanks very much for facilitating this session. I appreciate the chance to give input, and hear from others.

It is an advantage as far as the economics of the city that the types of work being done, and considered, for this area can never be done remote. Industrial workers must be present, biotech workers are lab folks and must be present. This creates an active area that can be attractive to business's that provide services for those workers. Thinking basic food options etc at least. This is the opposite of the problem downtown SF is facing. Really hope SC can take advantage of the revenue opportunity

I think that GW williams has great parking on premise

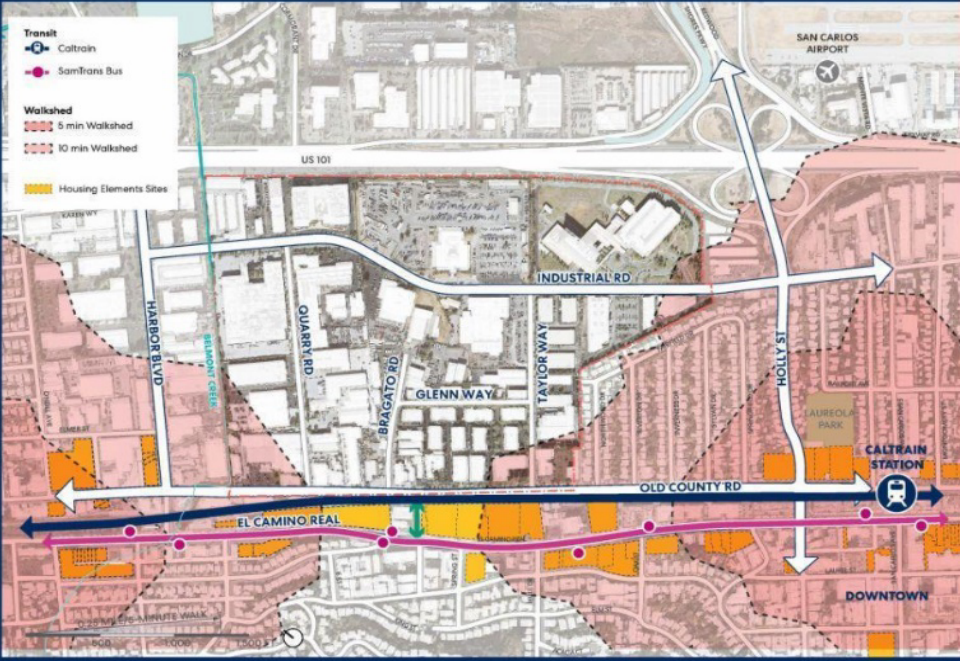
Group B: Placemaking and Land Use Breakout Room

PLACEMAKING + LAND USE






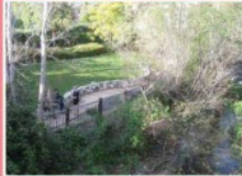

Activity Questions:

What types of land use/activities bring you to the Northeast Area today?

What types of land use/activities would you like to see in the district in the future?



Potential Examples

	A Life Science and R&D		E Food Cart Pod
	B Industrial / Production Spaces		F Outdoor Recreation
	C Housing		G Belmont Cree Open Space
	D Retail, Restaurants, and other Amenities	?	H What are we missing?

Verbal Comments

Buffer residential and industrial uses. Do not place them next to each other. That is why Planning and Building regulations were created for public health, safety and welfare. Look at the East Side General Plan and Zoning regulations and follow similar guidelines.



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<p>I would prefer to see needed housing and less biotech with buffers in height and use res. and industrial. and if you put in housing, or even if you don't, this is an area that needs recreational space."</p>
<p>Agreed that we need to ensure any construction remediates the pollution"</p>
<p>We've seen with sea level rise and flooding, the soil and groundwater needs to be remediated. When clean up is possible it is a once in a lifetime type of clean up opportunity to protect groundwater contaminating the San Francisco Bay. Capping the toxic land should not be considered.</p>
<p>"Having a great mix of large and small businesses is the key to a great community. The GW Williams complex is literally the only one like it in the Bay Area with small square footage light industrial warehouses that seed startups, entrepreneurs, and hobbyists"</p>
<p>"Park with trail along Belmont Creek is certainly an opportunity"</p>
<p>"Life sciences brings a strong and consistent tax base that supports programs citywide and should not be excluded. Additionally, education is needed about the work of these companies - they aren't as dangerous as people suggest"</p>
<p>It would be great if recreation space can serve both the businesses during the day and residents at nights and weekends.</p>
<p>There should be improved connectivity to businesses on El Camino Real, along Old County Road and Industrial.</p>
<p>Joint shared parking was discussed in the East Side Innovation District and should be considered for multiple uses if needed.</p>
<p>Higher density and mixed use is encouraged</p>
<p>Higher density should be away from residential neighborhood.</p>
<p>So buildings on Taylor way need to be less high and maybe not include rooftop decks as they are next to residential. What is happening to the drainage system/creek between taylor and northwood? Any improvements done to Belmont Creek are probably also appropriate for this drainage system.</p>
<p>I agree with Tim that Biotech is going to just eat up this space. Maybe provide a benefit for the Biotech workers and surrounding residents to have restaurants and retail to keep people around. That said, we'll need parking</p>
<p>The only way to preserve the small businesses from being replaced by biotech is to rezone the area from broad industrial to small business industrial / retail, We do not need more large biotech and office buildings in this area. Don't let the big money interests to overrule local control and the good of the overall community . Ut this rezoning needs to happen fast or biotech will overwhelm every property.</p>
<p>Diversify business and use cases. Biotech may be a cash cow but diversity of use is key to vibrancy</p>
<p>I think redoing the Belmont creek is a good idea, maybe like San Antonio's Riverwalk where we can place to eat and walk.</p>
<p>We should coordinate with Belmont on Parks, on the Belmont Creek watershed, on parking and mobility. Companies with fleet vehicles park all over the streets because they lease or own property without adequate parking.GESC Hopes</p>

Closely managing the zoning around our homes
Making sure that buffers and green landscaping exist between new developments and our homes
Making sure that new development also has a sloping buffer so that height and density is moved tiered away from existing homes
I am a housing advocate, but I am not sure this district is the right location because of ground pollution, sea level rise, creek flooding and other environmental issues. A Lot of study is needed if housing is actually proposed.
Also agree that if there is a problem with car and RVs parking illegally that needs to be addressed ASAP. Vehicles need to monitored per current regulations and forcibly moved if needed.
Interested in seeing Potential examples: D, E, F, and G to make this people, community and eco friendly space.

Comments in the Chat Box

We need this area for the trades (electricians, plumbers, auto shops); I love the industrial park, has character.
131 Glen Way, interior planscaper, I work with multiple trades within the community.
Pride and joy of San Carlos to have a diversity of businesses like this. It's an asset not a liability. Unique in the Bay Area. We need 1-3k sf of space, and that's what this industrial park provides. If services have to move our costs will go up and businesses may have to close. Folks have been here for a long time and have invested
Protect small businesses, better for climate change (asphalt needs to be available locally) and viability of co-dependent businesses.
Concerned about height and safety of Biotech.
Where are these small businesses going to go, 1-3k sf warehouses are becoming extinct and will have to move further out. This will impact residents that need these services. These are mom and pop places, not huge corporations. They keep fabric of San Carlos and San Mateo County alive. Service whole peninsula area, we are an animation/design company, we have two buildings in GW Williams Office Park.
I have invested so I can grow our company; shocked by rumors of potential displacement. How do I move forward as a business owner? If a biotech company comes to offer GW Williams a large sum, they will make a business decision, they won't necessarily think about all the businesses.
I like the small businesses, I go to the area for construction items, I don't want to see Biotech here, we've got it elsewhere. I don't want to see the big buildings, I like the small grain fabric. It's great for San Carlos homeowners.
Let's rezone so that it's maintained for small businesses.



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Former registered nurse, BSL-3 lab, those should not be placed near childcare facilities or recreational facilities. If flooding and prolonged power outages you risk endangerment.
Consider setbacks. Adding some retail and amenities for folks that are working here would be a benefit.
Alleviate traffic and support micro-mobility.
We should pay attention to the generations of toxins that are in this area in soil, water, and air, we should consider remediation to improve the safety.
"Urban" and "housing" in the project collateral. 5-6 story buildings, not a NIMBY, but we don't have dense housing or industry and this has drawn folks to live here. How does the view of the City align with the view of the residents?
Appreciate this forum, my colleague is also on the call, both part of self-storage and we would like to keep small businesses as core character and we want to improve our businesses. We can't do this with the moratorium. With the SP and GP, these small businesses want to be able to grow and expand, we don't want to be restricted or displaced. No one is making more of this type of land use for small businesses.
If housing is brought in you have sensitive receptors and land costs go up, which will push out existing businesses.
I live on the east side, to the extent that we want recreational uses, housing etc. we need to recognize that this land is toxic and would need to be remediated. The City paved over a Nissan dealership that was contaminated and when it flooded it washed into the Bay. If we want housing and other types of uses here we have to make it safe. Some of the sites have land use covenants because of contamination.
I am in support of amenities that would support residents and employees. I live very close to the area, am a new resident, the Belmont Creek could use some open space, and would be nice to see rooftop restaurants.
What's happening with small businesses on the other side of Holly? We should support and keep these.
Are we limiting the amount of square footage that we are allocating for life sciences? If we can cap and limit the areas where this use is allowed.
Thank you, we did this with the Southeast Side, recommend that you review those comments, open space, creeks, this should be looked at in concert with what's being proposed in southeast side.
I have a family here, I would like to see balanced development, biotech companies are buying up everything they can, 401 industrial we asked to bring down from 6 to 5 stories, we asked for terrace to be removed. City Council did not listen to residents requests.

Group C: Infrastructure and Flooding Breakout Room


INFRASTRUCTURE + FLOODING

Activity Questions:

What improvement would you like to see in the Northeast Area to support greater resiliency?


Potential Examples

A




Rainwater Capture Infrastructure along Streets

B




On-Site Stormwater Management

C




Pervious Pavement and Surface

D




Elevated Sites and Buildings

E




Tree Canopies along Streets

F



Belmont Creek Improvements

G

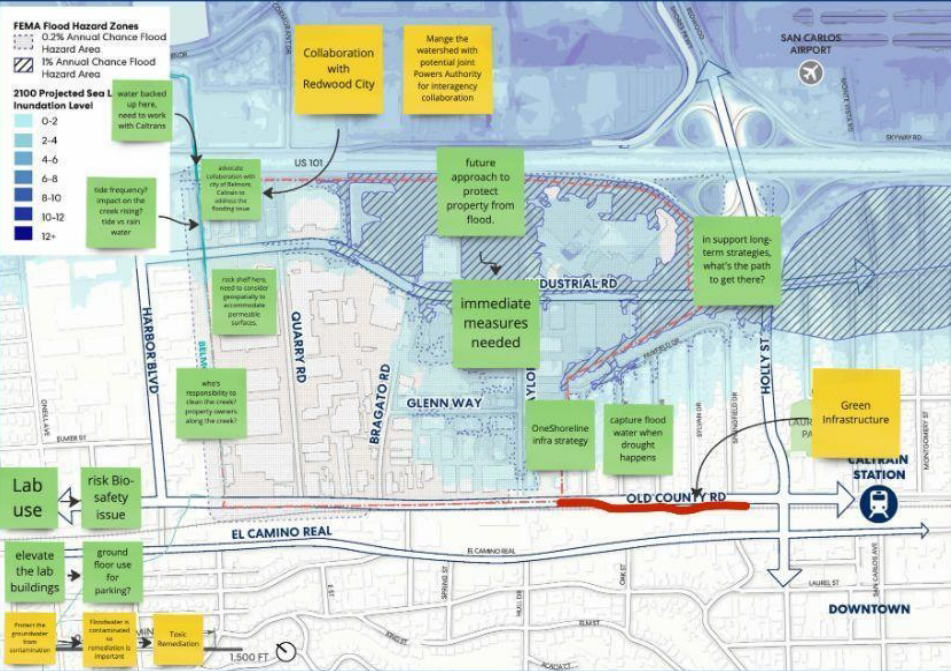


District Energy System

H

?

What are we missing?



Verbal Comments

need to accelerate collaboration with Redwood city, Foster city etc to work on the flood problem.

Need more treatment for the drainage system.

GP, ZONING to provide green infra in easter San Carlos

would like to see toxic remediation.

Learn from One Shoreline, their grates strategy

shallow height mix underground water and sea water

I'm a 25 year resident, the Greater East San Carlos. I live on Sylvan drive. I'm also a member of the Greater East San Carlos board. And I'm also a former county planner who used to administrate this area before it came to St. Carlos. So I have a lot of knowledge of the area. Just wanted to relay a couple of things to number one, it's really important that San Carlos is actively playing a communicative role with the city of Redwood City and the county to solve the flood problems and address sea level rise. I would say San Carlos is very, very slow to the discussion. San Mateo and Foster City have already made improvements. And St. Carlos and wood city and the county are still like in the beginning stages of talking. And I think that the discussions really need to step up. We have a legacy of pollutants. This was Silicon Valley before Silicon Valley down south or north. And we at the PAMP site, we had a lot of toxins there. There's a legacy of PCBs in the drainage along Taylor way between the PG&E site and the PAMF site, from probably possibly leaking from PG&E or possibly leaking from the delta star site, which used to make transformers that had PCBs and they don't do that anymore. But in any case, there's a legacy there. We really like to see the drainage is treated with a bit more respect than may have been in the past. And restoration may involve some cleanup before floodplains are widens and native plants are planted. Our vision integrator in the Greater East San Carlos, East Side general plan and rezoning was to green provide green greening around our neighborhood. And so street trees were encouraged as well as there were setbacks and landscaping requirements of other uses so that they're not industrial uses right next to residential is why planning and building codes were created in the first place to separate please take a look at those documents. Do encourage green infrastructure we've had it installed as part of the San Carlos it connects San Carlos all along old Holly Road from the Northwood to Northern to the southern part of the neighborhood. Not finished yet. But there was green infrastructure installed along County Road and the city has done a great job of maintaining it. And it really does help with the flooding issues. And providing a means for drainage to a state. So I just want to mention trees, sea level rise toxic, would really like to see toxic remediation, and not capping of sites because of sea level rise and all that toxic comes up. And we've seen that at the landmark hotel site where we had toxics emerging and some of these sites are really contaminated. This is a once in a lifetime chance to to address them before. They're we used and so I would really like to make sure that that cleanup is thorough and protects the groundwater that's flowing into the San Francisco Bay. Thank you very much.

Yeah, and just to give you a little perspective on that, I was on a creek Policy Committee, established by the city 20 something years ago with Linda Masterman. Lead measurement then became I was involved in the watershed planning for the county in the San Francisquito Creek amongst other watersheds, which is a highly urbanized watershed involving two counties and three cities and different flood control districts. Len, became they created a joint powers authority to manage that watershed in a way that did flood control that was sensitive to the Salmaan. And fisheries that were also there. Len is now leading the sea level rise effort with CTA, you know, to address sea level rise across jurisdictions in the county. So, you know, I have a relationship working with Len for many years. But he's really keyed into the San Carlos issues. He's also a resident of San Carlos. So you know, he's



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can help facilitate that interagency dialogue to come up with some comprehensive solutions that address the flooding before it gets to St. Carlos.

Hi, I'm Paul Maggini also GSC. Um, yeah, I echo everything that Sam just said, I want to point out, whenever it floods, like, it just has all of that flood water is contaminated with PCBs, TCE, all kinds of organic solvents. So not allowing that flooding in the first place. And remediation is far preferable. And I'll just state the obvious Belmont Creek needs to be opened up so it can handle that. And I'm wondering if anybody has thought of putting in a cistern. So when we get flood events like this, we can capture that flood water and maybe reuse it later on, when we get dry weather. Thank you.

Hello, thank you. First of all, introduce myself I am the general manager for the delta star location that Sam alluded, that makes transformers we're on the corner of industrial road and Taylor on the east side, right in front of the PG&E facility. And needless to say, right, I know everybody got affected, we were severely affected. And part of the issue is the drainage capacity. Right now every time it rains I have to call the city and hope for the best for dispatching trucks to clear the rain drain, so we don't get flooded. This past Sunday. We had water almost all the way cover covered the complete sidewalk started to cover the property and we're starting to creeping into getting close to the building. So that is one of our biggest concern. Same Sam alluded that yes, the property is had some manufacturing before we acquired it that had that PCB, which also brings that encapsulating question mark of, Hey, what is the right path on the future. But for now, the rain drain two days not enough, it happens to flood right exactly on the front of our property. So all the water goes in there, and we just get flooded. It also does not help the rain drains inside our property because they discharge into that exact location. And when it's flooded, we get flooded all over the place in the property. And it's a large property. So that is a big concern of ours today, right? And it's not, it's not we don't have time to wait for a three year plan. To fix this. We need something to remediate in a short term. And yes, there's going to be a long term plan, but immediately, what is what is going to be done because we lost millions of dollars. And in in this rain, not just a few millions. So that is a big concern of ours. We've been there for 75 years. So it is an unplanned growth, to be honest with you of the area, right, the streets were done in a certain way the buildings that were only was done without necessarily considering all the the future and where we are today. And please invite me to anything around the planning have signed up, but I want to participate.

Hi, um, I represent the owner at 150 industrial Road, there's a big shelf of rock there that prevents permeable paving. And we're adjacent to the creek and actually severed suffered some great damage like millions of dollars of damage in that in that flood. So I think as you consider this area, you need to look at the geo logics and understand where that rock shelf is, because essentially what happens when it rains is all that rain comes down from the hills and there's nowhere for it to be absorbed into the land. And then the creek is clogged on the other side of the freeway. And as I understand it, there's an argument right now about who's going to fix that clog but that needs to be addressed. So it's, it's not as easy as just inputting permeable paving or adding plants. It's the underlying raw material that makes it difficult. I don't know how extensive that rock shelf is. So you're right. I mean, there could be areas where those things will work. But it's pretty, as I understood, it was pretty extensive. So just wanted to be sure you knew about it.

You asked about long term, right? I think that all the proposals there are very rational and all of those makes sense. Right? Definitely having the options of encapsulating or capturing water and the storm management system is the way to go and more trees in the area. Definitely. We we would propose and support those. But again, the best interest is also to look at, okay, what is the road together? And how would the immediate get solved? Yeah.

Comments in the Chat Box

May also consider overflow channels, but widening the flood plain may involve acquisition of adjacent lands and enforcing riparian buffers.
Need to anticipate king tides in addition to 100 year flood events from upstream. Ensure drainage infrastructure for the area is adequate. Likely involves substantial upgrades.
Interagency should include San Carlos, Belmont, Redwood City, County of San Mateo, and Caltrans.
An assessment of drainage infrastructure, age, capacity, and upgrade opportunities.
Detention opportunities upstream should also be considered.
Is this team aware of PG&E development plan for the service center area that includes site improvements, storm water runoff management, environmental compliance scope and new buildings?
Ensure removal of pcbs in drainage between PG&E and PAMF occurs...
The East Side Innovation District Plan advocated for purple pipe for reuse of reclaimed water for landscaping should be considered in this plan as well.
Streets like Taylor rd become rivers and there is no capacity on street rain drains on Industrial Rd to capture the amount of water coming down from these perpendicular streets to Industrial Rd
There has been extensive flooding near Belmont creek for many years. King tides cause water to back flow west. There should be greater than 25 feet creek setbacks, no underground parking should be allowed. Biolabs cannot use recycled water.
Belmont has a Belmont creek restoration plan that won't be completed until at least 2024.
Please include PG&E into all inter-agency coordination efforts and discussions. The PG&E Service Center in the North-East District serves over 1M customers in the large territory of the San Mateo County. This is a major hub for storm preparedness and response, like we are seeing this winter season.
Biolabs have diesel generators. They are usually ground level. Should be on elevated platforms.
Don't allow basements, underground parking because that displaces ground water and increases flooding. Derek, see the 642 Quarry Road plans on City website. Send me your email and I will email you my 54-page letter in opposition to their Mitigated Negative Declaration.
Belmont is doing a creek restoration program. Derek is right about needing a cohesive plan. Big problem is that creek goes under Hwy 101 and that is Caltrans
Consider a type of grate near Hwy 101 to trap debris before it goes under 101. OneShoreline has ideas for these.



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Agree with Nina about hazards of live biological agents and enhances potential pandemic pathogens. If flooding, a loss of containment or lab accident could have catastrophic consequences on species and people.

In light of sea level rise and climate change causing atmospheric rivers, droughts, etc. has the city considered the most important alternative, managed retreat?

You can check king tide schedules. We took photos on Christmas day and saw pumping stations pipes were partially submerged on Pulgas creek. King tides alone may not cause flooding near Industrial, but freeways and lower lying areas do get street flooding.

Agree that creek maintenance should be city responsibility bc too hard for individual property owners. Also need to keep clear under Caltrain track and Old County