



NORTHEAST AREA SPECIFIC PLAN

COMMUNITY WORKSHOP #2 & ONLINE SURVEY SUMMARY

This document provides a summary of the second Community Workshop for the Northeast Area Specific Plan, held on Wednesday, August 30, 2023. An Appendix is provided at the end of the document which includes the live poll responses from the Community Workshop, and the chat comments from the breakout rooms.

The document also provides an overview of the responses to the online survey which was open from August 30 – September 13, 2023. The survey had 271 respondents.

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

PART 1: COMMUNITY WORKSHOP #2 | MEETING SUMMARY

Wednesday, August 30, 2023, 7:00-8:30pm

Virtual Meeting via ZOOM

Workshop Agenda

1. Welcome and Introductions
2. Presentation: What We've Heard, Design Frameworks and Draft Options
3. Open House: Small Group Discussion on Draft Options
 - a. All Employment
 - b. Employment + Housing
 - c. Employment + More Housing

Participants

Members of the public: 65

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
- Sajuti Haque, Senior Communications Specialist

Consultant Team

- Perkins&Will - Geeti Silwal, Marc Asnis, Dishaddra Poddar
- Plan to Place - Dave Javid, Rachael Sharkland, Quentin Freeman
- Nelson\Nygaard - Phil Olmstead, Alex Mercuri
- BKF - Patrick Connors

MEETING SUMMARY

The purpose of the second Northeast Area Specific Plan virtual community workshop was to 1) share what the project team has heard from the first community meeting and other outreach efforts and demonstrate how this feedback has guided the development of the draft concepts and land use options ; 2) share the three draft options; and 3) gather responses and preferences on land use, mobility, and infrastructure elements with respect to each option. Feedback received during the workshop will be shared with the Planning & Transportation Commission and the City Council. As a next step, the City Council will provide direction on the preferred option, which may be a combination or hybrid of the three presented.

The questions asked during the community workshop were replicated in an online survey that was available on the project website from August 30 - September 13, 2023. 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 in the breakout rooms 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 project vision and 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 42% of poll respondents were between the ages of 35-54, and 42% were between the ages of 55-74
- Approximately 66% of poll respondents identified as Non-Hispanic White
- Approximately 47% of poll respondents were property owners within the Northeast Area

After the live poll, Consultant Team Project Manager Marc Asnis and transportation consultant Phil Olmstead presented the draft concepts for resilience, transit and mobility, land use and placemaking for the district. Marc then presented the three draft options and introduced tradeoffs. Following the presentation, Dave Javid from Plan to Place, the community engagement firm, gave a brief overview of next steps and how to stay in touch, before sending meeting participants to one of three breakout rooms. Participants remained in these rooms for the duration of the meeting, while facilitators rotated through the breakout rooms, presenting on the draft concepts and options.

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



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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.

Flooding and Resilience

District Resilience

Discussion:

- How can the Northeast Area best address flooding and environmental risks and build community resiliency in the district?
 - prioritizing Belmont Creek improvement so it can better handle large rainstorms.
 - requiring street front setbacks for stormwater treatment along streets.
 - internal green channel strategy.

Key Takeaways:

- Widening channel / floodplain with 50ft setback along Belmont Creek for its restoration & access, creating a flood-able park / public space / pedestrian access
- Need regional connectivity to address flooding issues - don't stop our thinking just at the boundaries of the plan
- Capturing and recycling water to maintain green infrastructure / street trees
- Air quality as an aspect of resilience
- Implementation, phasing / feasibility assessment to address short-term needs

★ Move green channel to Bragato

★ Recycled Water

US 101

What about other ways to mitigate flooding along the creek and channels? Suggestions for large swales, ponds, or sunken gardens.

Will this plan be sufficient to address the flooding issues long term?

Capture the storm water to be reused

Pathways for the water/floodwater should be carefully treated as new development comes in. Maybe opportunities for bio-swales

English Ivy Trees

Need more trees to mitigate air quality

Recycled water from Redwood shores should be a capital project in this area; maintenance should be prioritized for green infrastructure ++

Water collection and distribution through the channels have been problematic in the past. Suggestion to expand to include more areas in neighboring cities to address the flooding issues

INDUSTRIAL ROAD

How will the green streets be maintained? Great idea otherwise.

★ Creek Restoration

What does the intermediate stages of development look like? Since the future vision will take decades to build.

★ Prioritization of CIP projects / Implementation / C3

How the green streets be maintained? Great idea otherwise.

GLENN WAY

COORDINATION WITH BELMONT AND HIA

Coordinate with the City of Belmont on development issues so the creek can better accommodate storms. The increased set backs from the creek are a good idea.

★ Ped/Bike Mobility is desired with GSI - Floodable Pathways

Pedestrian and bike paths along the side of the creek or under 101 ++

Green Infrastructure or explore other ways to connect

Bike mobility should be included

EL CAMINO REAL

Old County Road

★ Ped/Bike Mobility is desired with GSI - Floodable Pathways

buffer from the top of the bank and widen the flood plane. U-shaped channel, with native vegetation, keep new developments away from the creek with a buffer. Folks like the 50 FT setback.

BELOMONT CREEK

QUARRY ROAD

BRAGATO ROAD

TAYLOR WAY

HOLLY ST

Northeast Area Specific Plan

District Resilience: Discussion Prompts

- *How can the Northeast Area best address flooding and environmental risks and build community resilience in the district?*

Key Takeaways

- Support for widening Belmont Creek channel to 50ft to allow for restoration, pedestrian, and bicycle access and a seasonal floodplain
- Use a regional approach to mitigate flooding, solutions need to be coordinated with neighboring communities and County
- Implement green infrastructure to capture and recycle stormwater and re-use for street trees and district landscaping
- Improve air quality through multiple strategies, including enhancing street-tree canopy, reducing auto-traffic, etc.
- Require purple pipe recycled water from all new development
- Develop a phased implementation plan and feasibility assessment to address short and long term needs



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Facilitators: Phil & Alex
Notetakers: #1 - Rachael and #2 - Cristian

Transportation and Parking

Potential Complete Street Network

- Discussion:**
- What transportation services would you like to see in the district to connect you to Caltrain, downtown, or other nearby locations?
 - What parking strategies would best manage limited on-street parking spaces and make more off-street parking publicly available?
 - How should public streets in the district balance many competing needs - driving, parking, loading, walking, and biking?
 - How should the transportation and parking strategies change depending on the mix of employees and residents in the district?
 - What do you see as the biggest barriers to implementing some or all of these ideas?

- Key Takeaways:**
- Support for road extensions and passes to refine the scale of the street grid
 - Ensure passes are publicly accessible
 - Clarity about what types of mobility are permitted on passes, especially if going in/out of existing residential neighborhood to South
 - Potential challenge with alleyway orientation as might make siting buildings difficult, especially for passive heating/cooling
 - Manage on-street parking
 - Street Improvements, make more green and ped/ bike accessible
 - Extend East Side Connect Project
 - Critical to improve intersections at Holly and Old County, chokepoints and prevent access to district (ped and bike)
 - Caltrain electrification will be a big draw for employers
 - Encourage City to pool resources across various development projects, promote TMA and micromobility



Purple lines - alignment TBD

★ Concern about placement of productive alleyways in the middle of site, need more flexibility for building footprints

★ In favor of permit parking or limited limited (3 hour max) - parking enforcement critical



New on-ramp/off-ramp at Holly and 101

ESID Community Benefits table - what is going to be baseline for NEASP

★ Concern about connections into neighborhood, potentially palatable if ped/bike only.

★ Improvements needed on Holly and Old County to ensure proper connection to district

Ongoing engineering needed for OCR and Holly

Timing of intersections - work with Caltrans

Potential Complete Street Network: Discussion Prompts

- *What transportation services would you like to see in the district to connect you to Caltrain, downtown, or other nearby locations?*
- *What parking strategies would best manage limited on-street parking spaces and make more off-street parking publicly available?*
- *How should public streets in the district balance many competing needs - driving, parking, loading, walking, and biking?*
- *How should the transportation and parking strategies change depending on the mix of employees and residents in the district?*
- *What do you see as the biggest barriers to implementing some or all of these ideas?*

Key Takeaways

- Support road extensions and paseos as they offer a more human-scale and walkable street grid
- Ensure paseos are publicly accessible
- Clarify what types of mobility are permitted on paseos and street extensions, especially if proposed to connect/ open access to adjacent neighborhoods
- Consider the potential impact of the proposed alleyway/ paseo grid on siting buildings and building orientation (may make passive heating/ cooling more challenging)
- Incentivize and manage off-street parking e.g. locate a parking garage within the district with free or low-fee parking
- Improve streets throughout the district to include landscaping, green infrastructure, and pedestrian, and bike access
- Extend the East Side Connect Project north along Old County Road
- Include the improvement of critical intersections outside of the study area, such as Holly Street and Old County Road, which are currently chokepoints preventing safe pedestrian and bicycle access to the district
- Consider the impact of Caltrain electrification and increase in service, which will encourage more employees to come to this district
- Encourage the City to pool resources across various development projects, promote Transportation Management Associations (TMA) and micromobility



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Land Use and Placemaking

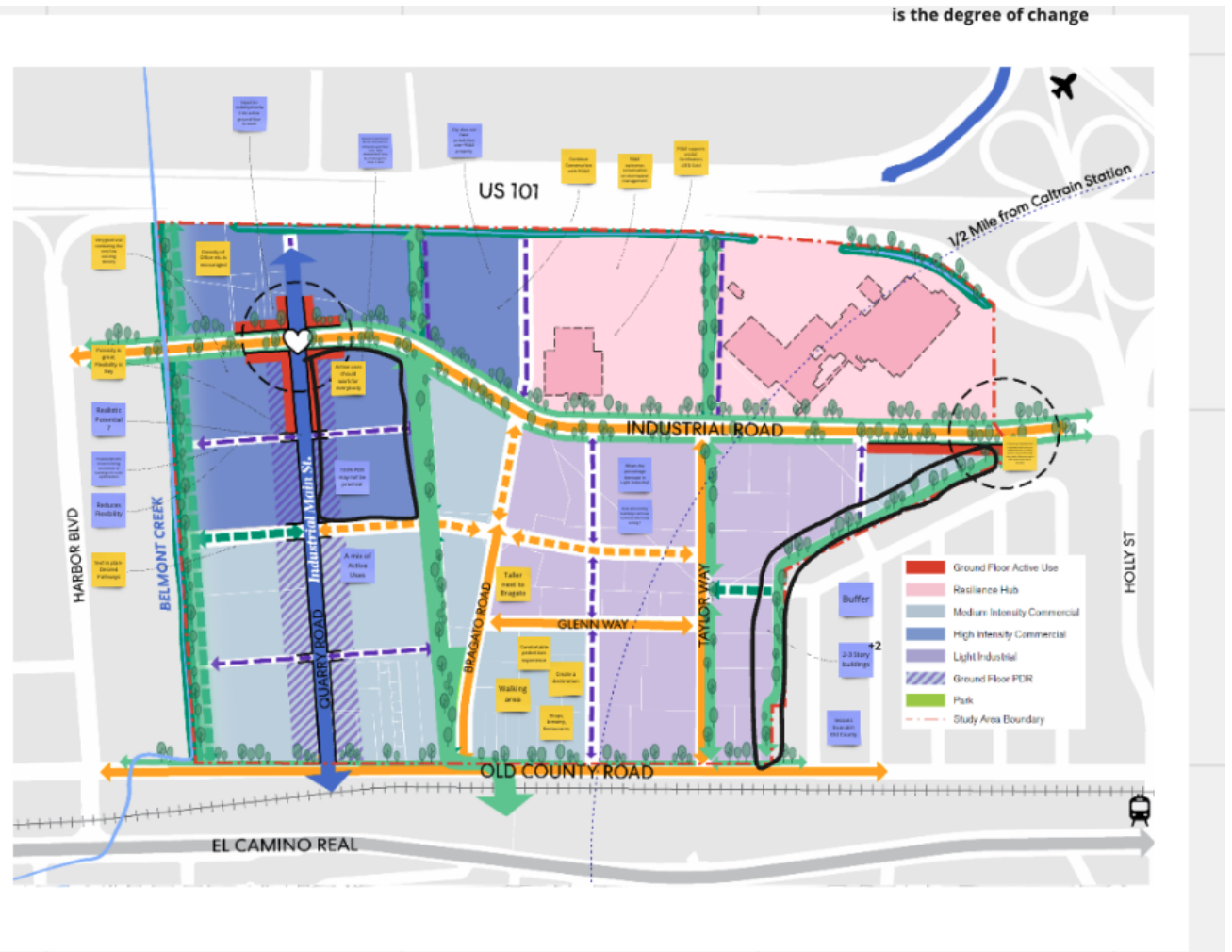
Option 1 All Employment

Discussion:

- What are your priorities for the most important strategies regarding land use and placemaking in the Northeast Area? (Ex: maintaining light industrial zoning, requiring more park spaces and community amenities, etc)
- If high-density housing is allowed in the Northeast Area, where do you think it should be located?
- What do you like about this option? What could be improved?

Key Takeaways:

- Like Multiple Options
- Need to address Housing
- Need to address Medium Intensity Commercial
- Need to address High Intensity Commercial
- Need to address Light Industrial
- Need to address Ground Floor PDR
- Need to address Park



Option 1 All Employment: Discussion Prompts

- *What are your priorities for the most important strategies regarding land use and placemaking in the Northeast Area (eg. maintaining light industrial zoning, requiring more parking spaces and community amenities etc.)?*
- *If high-density housing is allowed in the Northeast Area, where do you think it should be located?*
- *What do you like about this option? What could be improved?*

Key Takeaways

- Expand the definition of “active ground floor uses”
- Clarify the percentage of required PDR on Quarry Road
- Maintain light industrial uses in the district
- Include housing in the preferred scenario
- Support for dense office in the northeast quadrant of site
- Consider sensitivity of changing the land use at PG&E site



Land Use and Placemaking

Option 2a Employment + Housing

Key Takeaways:



Option 2a Employment + Housing: Discussion Prompts

- *What are your priorities for the most important strategies regarding land use and placemaking in the Northeast Area (eg. maintaining light industrial zoning, requiring more parking spaces and community amenities etc.)?*
- *If high-density housing is allowed in the Northeast Area, where do you think it should be located?*
- *What do you like about this option? What could be improved?*

Key Takeaways

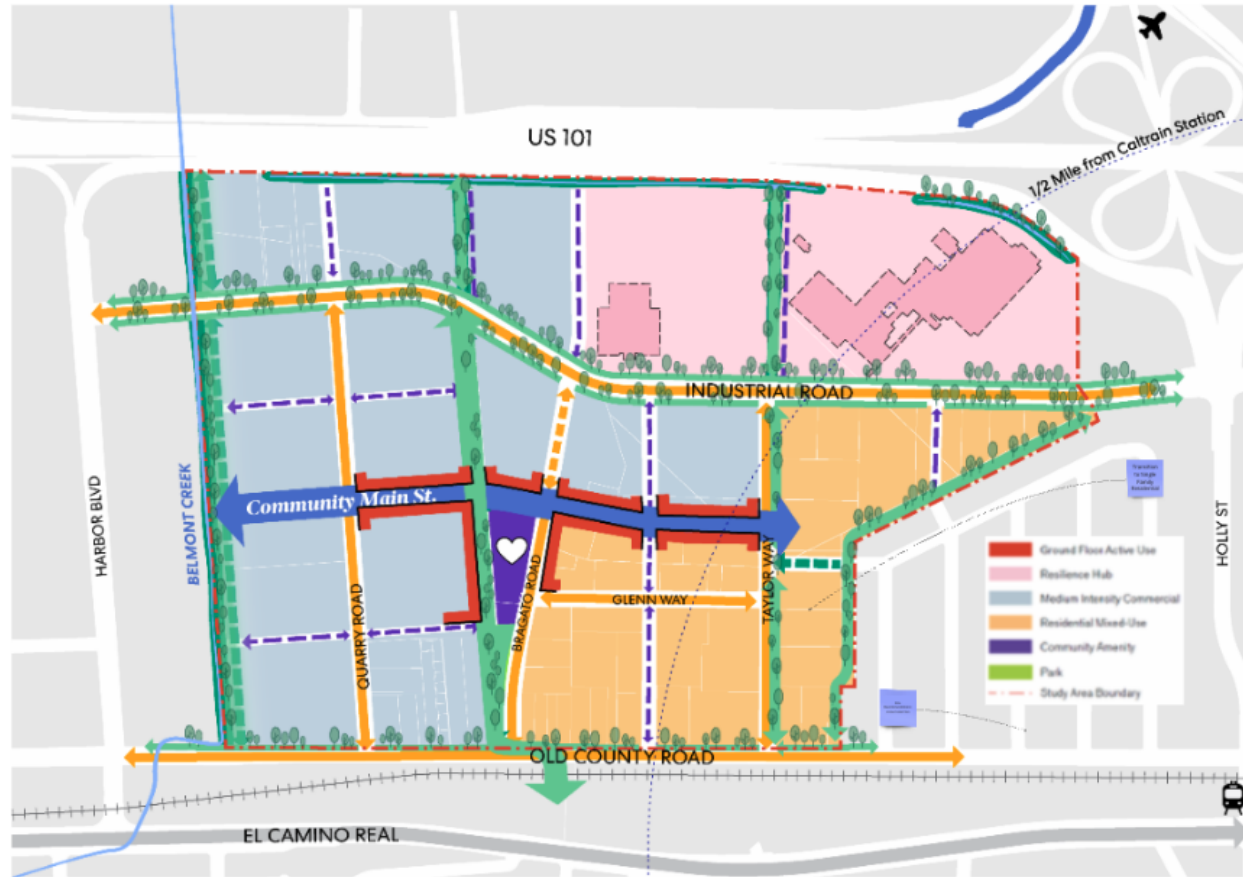
- Include housing in the preferred scenario
- Support the location of housing between Bragato Road and Taylor Way
- How feasible is the new community main street? Will it be phased?
- Require more open space for housing developments
- Step down height of buildings as they move from Bragato Road closer to existing residential neighborhood to the south
- Consider a site within the district for a high school



Land Use and Placemaking

Option 2b Employment + More Housing

Key Takeaways:



Option 2b Employment + More Housing: Discussion Prompts

- *What are your priorities for the most important strategies regarding land use and placemaking in the Northeast Area (eg. maintaining light industrial zoning, requiring more parking spaces and community amenities etc.)?*
- *If high-density housing is allowed in the Northeast Area, where do you think it should be located?*
- *What do you like about this option? What could be improved?*

Key Takeaways

- See the Key Takeaways from Option 2a - Participants did not provide comments specific to Option 2a or Option 2b.

PART 2: ONLINE SURVEY #2 | SUMMARY

Open August 30 – September 13, 2023

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

The survey had 271 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%

Black or African American: 1%

Asian: 16%

American Indian or Alaska Native: 0%

Middle Eastern or North African: 1%

Native Hawaiian or Other Pacific Islander: 0%

Non-Hispanic White: 64%

Other: 11%

What is your age?

Under 18: 3%

18-24: 1%

25-34: 7%

35-54: 65%

55-74: 21%

75+: 3%

Which best describes your connection to the Northeast Area?

Property owner within the Northeast Area: 6%

Business owner within the Northeast Area: 5%

Employed by a business/ company in the Northeast Area: 2%

Customer of businesses/ services in the Northeast Area: 6%

Resident of Greater East San Carlos Neighborhood: 14%

Resident of San Carlos: 63%

Other: 4%

MULTIPLE CHOICE PREFERENCE QUESTIONS

TRANSPORTATION

Streets are a valuable asset in cities. However, space on the street is limited, and we will need to consider how we use the streets in the Northeast Area. We want to balance all types of transportation, including driving, freight/trucks, walking, bicycling, and taking transit. How do you think we should use the street space in the Northeast Area? Please rank the following options from highest priority (1) to lowest priority (5).

The top three highest priorities uses for street space were:

- Safer, buffered bicycle lanes on streets such as Taylor Way, Industrial Road and Old County Road.
- Wide sidewalks on existing and new streets.
- Improvements to the F-Street underpass for more comfortable pedestrian connection to Caltrain, El Camino Real and Downtown.

What programs or services should the Specific Plan propose to help employees or residents travel to, and within, the Northeast Area? Please rank the following options from highest priority (1) to lowest priority (5).

The top three programs or services were:

- A shuttle that connects to Caltrain, Downtown San Carlos, and other destinations.
- Creating a Transportation Demand Management (TDM) program which provides support for employees to walk, bicycle, or take transit to the Northeast Area.
- Implementation of a parking management program.

RESILIENCE AND FLOOD MANAGEMENT

The Specific Plan is recommending the following improvements to reduce flooding and improve the environment. Please rank which of these you'd like to see happen first (1) to last (4).

The top three improvements were:

- Invest in Belmont Creek so that it can better handle large rain storms.
- Improve the stormwater and sewer system throughout the Northeast Area.
- Create “green streets” that help manage rain, provide shade, and reduce heat.

Are there any other strategies we should consider?

Below is a high level synthesis of open ended responses.

- Address anticipated sea level rise and other impacts of climate change (Seawall, levee along Highway 101).
- Consider whether below-grade parking is viable given groundwater table.
- Require the highest standard of sustainable and regenerative design as possible from developers.

LAND USE AND PLACEMAKING

What are your priorities for the most important strategies regarding land use and placemaking in the Northeast Area? Please rank the following options from highest priority (1) to lowest priority (5).

The top three strategies were:

- Invest in a new community center for recreation, such as a hub to support the growing district (e.g. community center, aquatic center, library, etc.).
- Keep spaces for industrial businesses by preserving light industrial zoning.
- Develop design standards for height and massing that are sensitive to the existing neighborhood fabric, especially in proximity to the Belmont Creek and Greater East San Carlos neighborhood.

Is there anything else you would like to see in the Northeast Area that wasn't mentioned above?

Below is a high level synthesis of open ended responses.

- Add a community pool and aquatic center.
- Adopt a conditional use process (CUP) that sets very specific requirements for any BSL-1 and 2 biotech facilities proposed for the area. Require sound attenuation for emergency generators and mechanical equipment, a medical and hazardous waste management plan, a robust flood protection plan, after-hours light control, a delivery management plan, back-up water storage, etc.
- Implement design standards that are performative not prescriptive.
- Add a school.

If housing is allowed in the Northeast Area, where do you think it should be located? This housing would likely be high density housing.

- Shaded region 1 – Incorporate housing in the southwest corner of the area between Bragato Road and existing residential neighborhood: 26%
- Shaded regions 1 and 2 - Incorporate housing in the southwest corner of the area between Bragato Road and existing residential neighborhood AND extend along Industrial Road: 35%
- None of the above: 33%
- Other: 6%

If you selected “other” regarding where housing is allowed in the Northeast Area, please share more.

Below is a high level synthesis of open ended responses.

- Concern that allowing housing will displace existing businesses and decrease the diversity of industry.
- Concern that San Carlos can’t accommodate more housing; should prioritize recreational opportunities for existing residents.
- Concern that more housing will burden infrastructure, streets, and schools.
- Support for a focus on employment rather than housing.
- Prioritize housing, and especially affordable housing.

Which land use option do you prefer?

- Option1: All Employment: 20%
- Option 2: Employment + Housing: 47%
- A mix of options: 17%
- None of the above: 16%

If you selected a mix of options or none of the options above, please share more.

Below is a high level synthesis of open ended responses.

- What about including high-density commercial in one of the options?
- Concern around locating a resilience hub in an area that floods and is difficult to access.
- Include more community amenities.
- Request that the City provide a plan and support for businesses that will be displaced.
- Leave the area as it is.

Is there anything else you would like to share?

Below is a high level synthesis of open ended responses.

- We need more housing, but it needs to come with community amenities, infrastructure improvements, and adequate open space.
- Include sea level rise modeling and other climate change impacts in analysis and planning.
- Please require EIRs Environmental Impact Reports instead of MNDs Mitigated Negative Declarations for all new developments because EIRs provide the public with meaningful engagement. MNDs are functionally ministerial approval by the city without meaning public engagement.
- Consider the significant impacts biolabs and biotech will have on local infrastructure (water, power, natural gas etc.)
- Don’t allow this area to become an isolated predominantly biotech campus with amenities and open space reserved for their employees. This area is a working class community that provides much needed rental space for long/time industrial tenants.
- Concern about the impact of development on adjacent residential neighborhoods (views, air quality, traffic etc).
- Maintain light industrial and small businesses.



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- Aspire to keep San Carlos the City of Good living– a holistic approach that improves walkability, livability for all.
- Leave the area as it is.

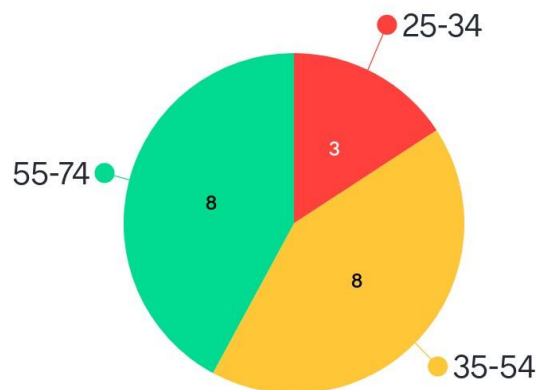
APPENDIX

Section 1: August 30, 2023 Community Workshop – Live Poll Responses

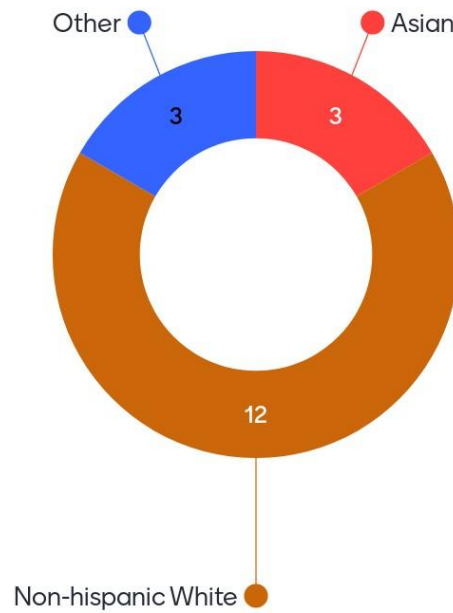
The following are the responses to the live poll held during the first Community Workshop on August 30, 2023.



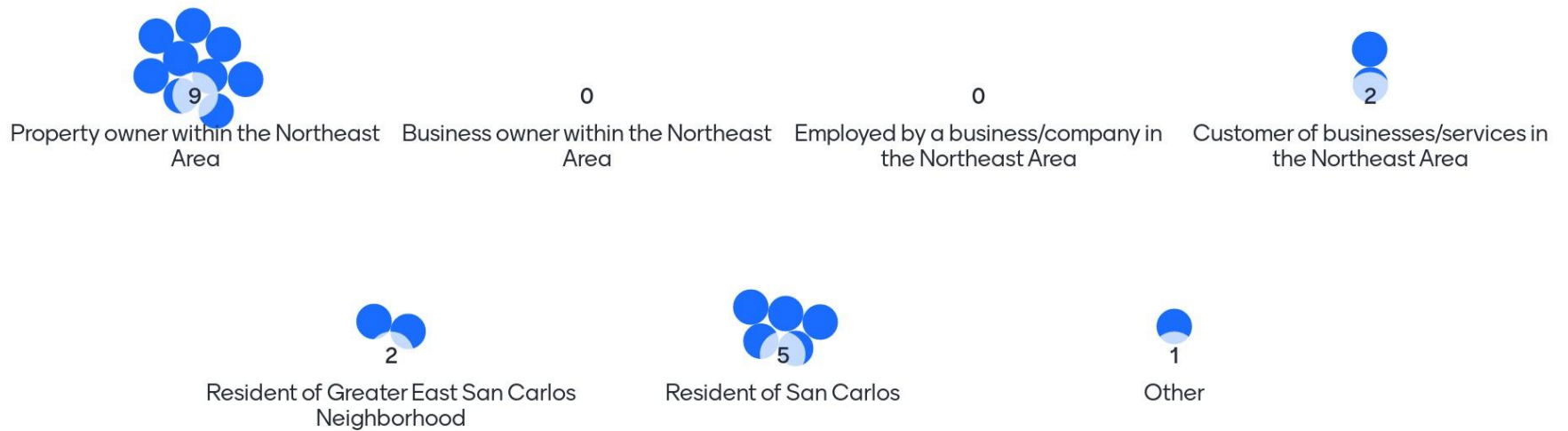
What is your age?



Which category best describes you?



Which best describes your connection to the Northeast Area?



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

14 Responses

Oak park

outside of San Carlos

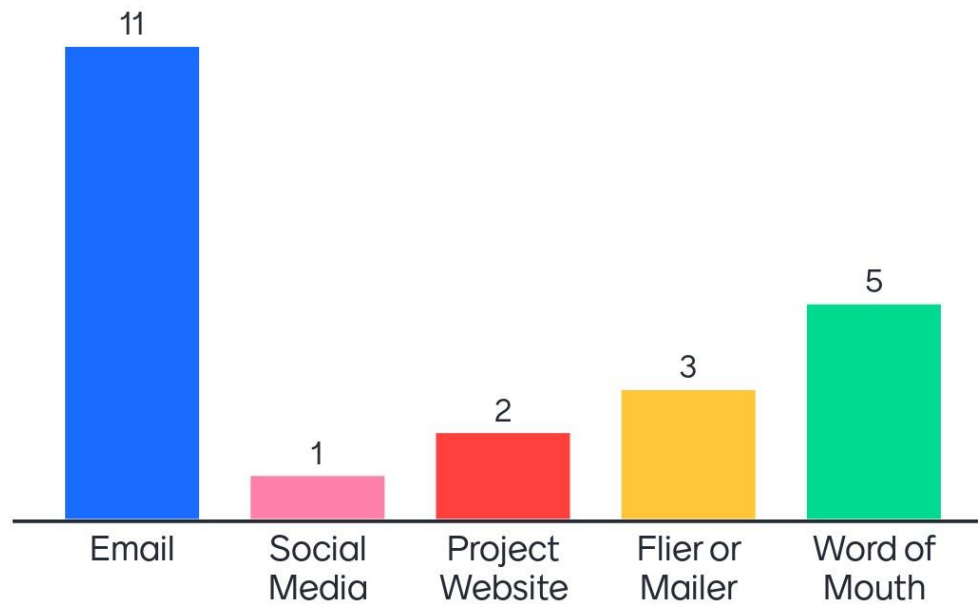
Devonshire Canyon

San Carlos

I don't live in San Carlos, but I work in
Central Middle School



How did you hear about today's workshop?



Section 2: August 30, 2023 Community Workshop – Main Room Chat Transcript of Comments & Questions

Gotta jump too quick to a soccer game I'm coaching. My comments:

- Project street plan needs to be people oriented, not car oriented.
- Entire project is within 1 mile of Caltrain. Caltrain should be favored mode of travel to/from project.
- Restricted parking maximums not minimums
- Last mile from Caltrain to project via bike, walk, shuttle.
- Shopping, restaurants, amenities at street level.
- Streetscape welcoming to people, not car
- Must articulate with Belmont HIA plan

Also vulnerable to polluted groundwater. Arrows should be pointed to Bay where it drains to and not Old County Road.

Love the talk about no "heat islands". This happened at Multimodal Transit Station in spite of assurances, and it's a million degrees!

Why are the buildings in your pictures 10 plus stories? You won't need as much parking with lower buildings

The residents between harbor and Ralston aren't represented either.

We should look at the parking failures of Multimodal Transit Center. No one has any idea how to use this parking center

There should be a transition in residential height and density between single family residential and proposed new residential in Option 2b, which I'm in favor of but needs transitions. Should not be high density next to single family residences.

Could a High School site be identified so that Sequoia High School District can develop instead of outer Laureola Park? High School could be matched with a Community Center/Park

Also San Carlos should sell the Industrial area for community benefits without considering the county

Section 3: August 30, 2023 Community Workshop – Break-Out Rooms Verbal and Chat Comments

District Resilience - Verbal Comments

Property owner - supportive of the work along Belmont Creek, largest amount of waterflow & most critical for flooding & resilience
Green streets is a great program, caveat that some details are more practical than others. This is a 50 - 100 year plan, light industrial uses will stay for a long time -- what does this diagram look like in the intermediate stages of the decades to come?
Pathway connecting parallel to Quarry - why not add green infrastructure to Bragado Rd? If we actually want to see this happen in reasonable decades, we should take advantage of Bragado to make this happen sooner. There are other ways to connect Bragado down to Industrial, even with a culvert or stormwater pipe, that have a higher likelihood of actually being achieved.
Janet Castanetta: pleased to see plans along Belmont Creek & channels - would like to hear more about the swales. For rivers that are flooding, people are extending the banks in many areas which is decreasing flooding. Is there an opportunity to create a floodable zone along the creek or some of the channels? How big would the swales be, where would they be?
Could envision along a path, swales that are large enough to create a sunken garden area very attractive when walking along/not flooded, but in the event of flooding, the water would be absorbed.
How would the water cross 101? Brings to mind Steven's Creek -- opportunities for a larger passageway under 101 that allows pedestrian / bike crossing when the weather is good, and water draining when the weather is bad.
Collecting a lot of water which has to cross the freeway and to the Bay-- what will happen on the other side of the freeway? All the land on the other side of 101 used to be baylands which have now been filled -- we should expand our ideas of what we can rewild to include more areas regionally so that this neighborhood can connect to Belmont and Redwood City.
Large capture tanks where water can be retained and use to water street vegetation
Strategies sound great on paper, not just stormwater management but creating public spaces and access. Will these be sufficient for 100, 500 year storm events?
Resident on Springfield Drive, has smaller iterations of Green Streets / bioswales which are great, but are they taken care of? They add safety to sidewalks, protect parking -- concerned about biking in that they take space from bikes. Besides that, they add more greenery and more safety, few negatives.



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Biking is such a benefit. I second that idea!

Great given location near transit.

Creeks that go from Campbell into Los Gatos and during heavy flooding events, pathways get closed -- what if we lowered the banks even more, so that there was a greater volume held by the channel, like 25 feet back and lower it. And sometimes the path might get flooded but the water won't get into residences, etc

East Side Innovation District - recycled water project as precedent

Street trees along Industrial not getting any water or any maintenance

San Carlos should have access to grey water / recycled water to ensure maintenance of street trees and greenery

Need mechanisms to ensure that stormwater is managed and that street trees / greenery are maintained

East Side Connect continuing along Old Cty Rd -- more opportunity for street trees

Plus one for the recycled water

As we take up more dirt and greenspace with infrastructure, development, we need to be careful with each development to ensure that piecemeal development patterns maintain consistent structure to take care of floodwaters

Each development should have responsibility for bioswales

Make creeks public space, walkable, bikeable!

Southeast San Carlos has worst air quality in Bay Area -- we need more trees!! Community resiliency needs better air quality, more trees, more space for flood management.

Plus one for street trees and recycled water

Increase channel capacity and floodplain with native plants, U-shaped channel and keep new developments away from the creek by having a buffer. Development shouldn't be placed near the creek in the first place, it's only a hazard because we've developed near it.

Plus one for the setback, do this for all the riparian areas in San Carlos

What about a pocket park with picnic tables where you can stop, sit, hang out along the bike / pedestrian path? Even a grassy area for someone to have a picnic.

District Resilience - Chat Comments

Love the idea with the creek! Great job guys!

Just keep it bike friendly in every way.

Yes, bike friendly and pedestrian friendly!

I like the idea of coordinating with the City of Belmont on development issues so the creek can better accommodate storms. The increased setbacks from the creek are a good idea.

Question: The “Green Street”, like the Yale Street example in Seattle, is that meant to also hold / move water during extreme flooding events?

I like the 50 foot setback proposal for development along this creek

Thanks to you guys for looking at this creek issue. Right now, it's insane. The creek unnaturally bends around a tire store on one side and a gas station on the other. Worst example of industrialization!

Biking on Old County is unsafe with a heavy roadway crown, parking north of Taylor and poor pavement.

One key player in this is GW Williams. Will be interesting to hear their input as they are very good at building residential developments in other areas of the country and are one of the biggest landholders in this project.

Does the recently approved 642 Quarry Rd. project meet this 50' setback goal? If so, that's great. If not, seems like an unrealistic goal.

Just want to reiterate that we should absolutely study the "Heat Island" built at the Multimodal Transit Station. Dead trees and landscaping. Poorly maintained and underwatered. This was pitched as a new kind of parking lot and while there are good aspects of it, the trees have not filled in as planned.

We pay for that recycled water, we should use it!

Purple pipe being required for these future developments to access the future recycled water capability that the City will provide.

There is a contractor in the NE Area right now who is a leader in porous pavement, and hopefully some of that technology can be utilized strategically here.

English ivy is a weed and invasive.

How is it possible to solve these issues “piecemeal”? Not that I am opposed, but the aspects of this comprehensive plan would appear to require mass acquisition. Developers acquiring all properties and demolishing existing buildings to accomplish these goals.

I like this trail idea along the creek along with the setback, very nice

More trees, fix horrible air quality. We have the worst AQ in the Bay Area!

Potential Complete Street Network - Verbal Comments

East Side Connect to underground utilities in the sidewalks; when created berm they put lines in the sidewalks, we asked the City to widen the sidewalks and include improvements. City had limited funding, but changes were made, but needs to be extended North to old county road

In favor of more amenities here

We had a big dialog about parking in East Side Innovation Plan, Parking structure are often used as economic development tool, to encourage visitors by providing free parking. Could work here if paired right with residential development

235 Old County Road: request that the City enforce parking management. How will the City widen Old County Road?

GESC neighborhood wants to green our neighborhood, as a capital project runs from Redwood treatment plan to San Carlos

Legacy groundwater pollution issues

Concern about extensions to resi neighborhood to south, opening neighborhoods to more cars on North GESC side +1

Although outside of the project extents, Holly and Old County Road intersections have to be improved otherwise can't access this district easily/ safely

Potential Complete Street Network - Chat Comments

Discussion on Permit parking as a possible solution.

We have permit parking required in the GESC neighborhood because the Transit Village did not provide enough, and we had a surplus of folks going to Giants games parking in the neighborhood



NORTHEAST AREA SPECIFIC PLAN

Shared parking garage in an economic development incentive and could be used for multiple uses that need lots of parking.

Overall this is really great, love the focus on activity and pedestrian moves!

I love the focus on active transportation—walking, biking, rolling

If there will be a Community Center / Aquatic Center, please ensure safe walking and biking paths from residential areas in the East Side as well as crossing El Camino / Caltrain.

Crossing Holly is a huge issue.

Option 1 All Employment - Verbal Comments

can't support this option as housing is necessary (+1)

add support to buffer around single family homes

Option 1 All Employment - Chat Comments

Question: Is Option 1 a real option or is this just to create a choice between Option 2a and 2b? No one is asking for only commercial so that seems ridiculously out of step. Is the main reason money that we have the all commercial option?

Question: Is there any consideration to extend roads from our residential area. In other words I see an e/b arrow from the end of Riverton and a n/b arrow from end of Fairfield.

Include Community Center / Aquatic Center feature into all scenarios. Even if it's all commercial, those who work in SC, need public places

Option 2a Employment + Housing - Verbal Comments

specific language around transition around height and density.

land transitions around neighborhood need to be appropriate

need to find an alternative school site for Sequa school district. find a place for high school district area
what is percentage of decrease in light industrial? how much are we losing in these plans
we need to keep family owned small industrial businesses
make clear where walking and biking happens on streets

Option 2a Employment + Housing - Chat Comments

401 Industrial will look down in GESc residences backyards. Bad enough they have a brightly lit In and Out Burger sign behind their bedroom windows 24/7 WE need to consider height and density transitions. next to northern and eastern GESc residential neighborhood.
I'm in favor of a pedestrian paseo east of Glenn Way to GESc neighborhood to NE District. Needs to be a continuous walkable series of pathways in the NE District
Really like the community Amenity/ Community Main St idea!

Option 2b Employment + More Housing - Chat Comments

None