



APPLICATION FOR LAND USE CONSISTENCY DETERMINATION  
 San Mateo County Airport Land Use Commission  
 C/CAG ALUC

APPLICANT INFORMATION

Agency: <i>City of San Carlos</i>			
Project Name: <i>Downtown Specific Plan</i>			
Address: <i>1000 Elm Street</i>		APN: <i>see description</i>	
City: <i>San Carlos</i>	State: <i>CA</i>	ZIP Code: <i>94070</i>	
Staff Contact: <i>Lisa Porras</i>	Phone: <i>(650) 454-7785</i>	Email: <i>lporras@cityofsan-carlos.org</i>	

PROJECT DESCRIPTION

The Downtown Specific Plan is comprised of 67.5 acres. This area runs along the El Camino Real and Laurel Street corridors and is framed by Holly Street at the north end and Greenwood Ave. on the south end, with El Camino Real to the east and Walnut St. to the west. *see attached detailed description. Exhibit A*

REQUIRED PROJECT INFORMATION

For General Plan, Specific Plan or Zoning Amendments and Development Projects:

A copy of the relevant amended sections, maps, etc., together with a detailed description of the proposed changes, sufficient to provide the following: *see exhibit B - Downtown Specific Plan*

1. Adequate information to establish the relationship of the project to the three areas of Airport Land Use compatibility concern (ex. a summary of the planning documents and/or project development materials describing how ALUCP compatibility issues are addressed):
  - a) Noise: Location of project/plan area in relation to the noise contours identified in the applicable ALUCP.
 

*See Exhibit A - DTSP boundary*

    - Identify any relevant citations/discussion included in the project/plan addressing compliance with ALUCP noise policies. *San Carlos Municipal Code Section 18.21.150*
  - b) Safety: Location of project/plan area in relation to the safety zones identified in the applicable ALUCP.
 

*See Exhibit A*

    - Include any relevant citations/discussion included in the project/plan addressing compliance with ALUCP safety policies.
  - c) Airspace Protection:
    - Include relevant citations/discussion of allowable heights in relation to the protected airspace/proximity to airport, as well as addressment of any land uses or design features that may cause visual, electronic, navigational, or wildlife hazards, particularly bird strike hazards.

- If applicable, identify how property owners are advised of the need to submit Form 7460-1, *Notice of Proposed /Construction or Alteration* with the FAA.

2. Real Estate Disclosure requirements related to airport proximity *See 18.21.150, D.*
3. Any related environmental documentation (electronic copy preferred)  
*EIR Addendum*
4. Other documentation as may be required (ex. related staff reports, etc.)

Additional information For Development Projects:

1. 25 sets of scaled plans, no larger than 11" x 17"
2. Latitude and longitude of development site
3. Building heights relative to mean sea level (MSL)

ALUCP Plans can be accessed at <http://ccag.ca.gov/plansreportslibrary/airport-land-use/>

Please contact C/CAG staff at 650 599-1467 with any questions.

<i>For C/CAG Staff Use Only</i>
<b>Date Application Received</b>
<b>Date Application Deemed Complete</b>
<b>Tentative Hearing Dates:</b>
- <b>Airport Land Use Committee</b>
- <b>C/CAG ALUC</b>

# City of San Carlos

## Downtown Specific Plan

### Purpose and Objective of The Specific Plan

The San Carlos Downtown Specific Plan sets forth regulations for the future development, revitalization, and enhancement of downtown San Carlos. It is intended to guide the long-term physical and economic evolution of the city’s downtown core. Its primary objective is to provide a cohesive vision and framework for land use and urban design, prosperity and economic development, mobility and transportation, parking and transportation demand management (TDM), public realm, public art, sustainability and resiliency, and infrastructure that reflects the community’s aspirations and responds to changing needs.

The Plan establishes clear goals, policies, and strategies to support a vibrant, pedestrian-friendly, inclusive, and economically-resilient downtown. It aims to shape a lively downtown core that reflects the unique character of San Carlos while supporting residential, commercial, and mixed-use opportunities that cater to the evolving needs of the community. It serves as a tool to shape new development, public realm improvements, and policy decisions in a way that enhances quality of life, preserves local character, and supports environmental sustainability. Designed to be both visionary and actionable, the Specific Plan aims to align public and private investment with a unified vision for Downtown San Carlos.

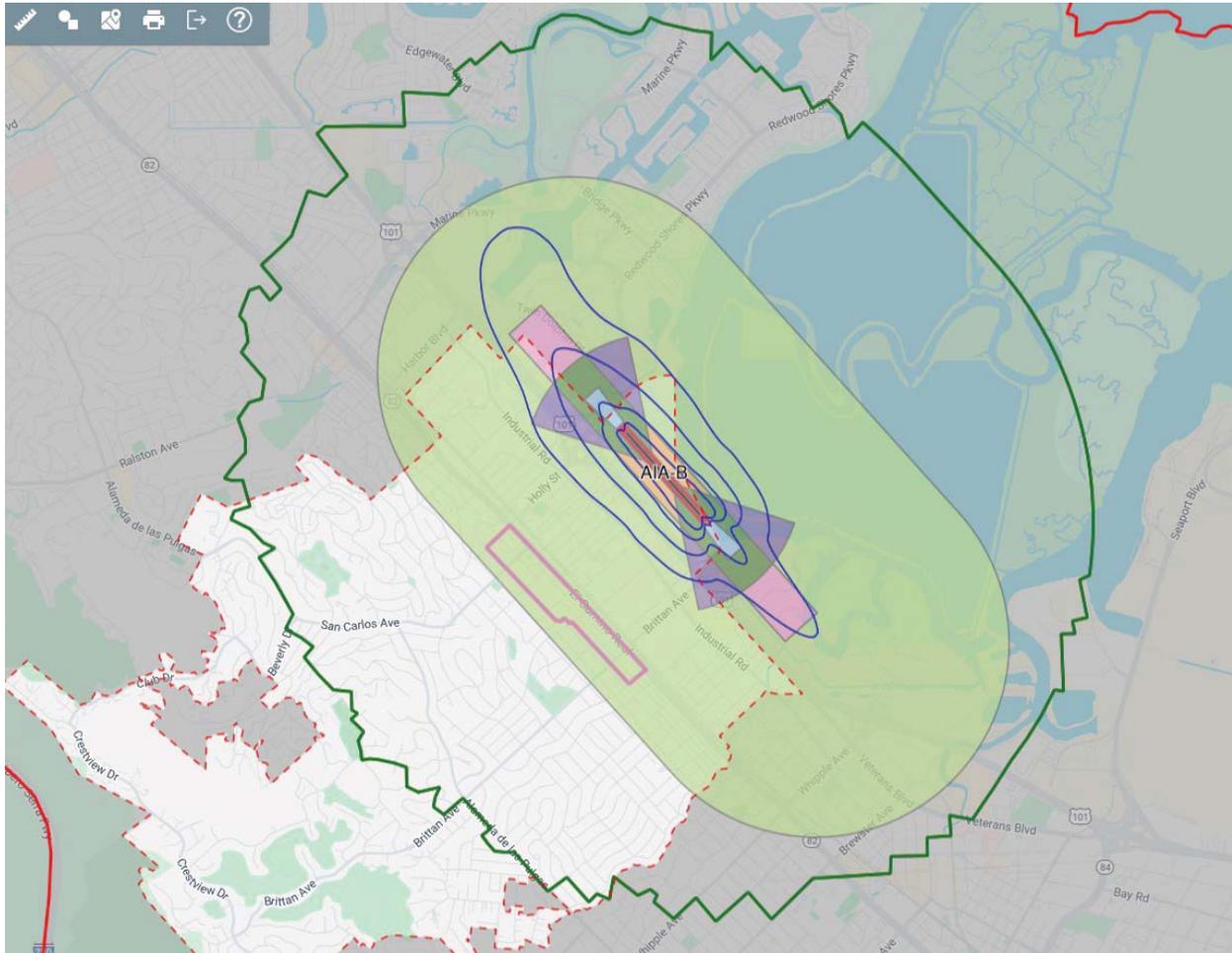
### Downtown Specific Plan Area

The Downtown Specific Plan is comprised of approximately 67.5 acres. This study area runs along the El Camino Real and Laurel Street corridors and is framed by Holly Street at the north end and Greenwood Avenue on the south end, with El Camino Real to the east and Walnut Street to the west.



## Relationship to San Carlos Airport

The Figure below shows the Downtown Specific Plan area (rectangular shape outlined in pink) in relationship to airport noise contours, airport safety zones, and airport influence area.



## Relationship to Citywide Zoning

The standards for development contained in the Downtown Specific Plan draw from the City of San Carlos' Municipal Code, Title 18, Zoning. No changes to land use or zoning designations were made, **except for one site at APN 050-072-380, consisting of approximately 1.1 acres and located at 1250 San Carlos Avenue. The land use and zoning change for this site allows greater development intensity, replacing the designation from Mixed-Use, Downtown Core, 100 (MU-DC-100) to Mixed-Use, Downtown, 120 (MU-D-120).** All other changes to zoning regulations are refinements in nature, addressing the entitlement process, responding to State law, or minor adjustments to design and architectural features.

The Downtown Specific Plan area shall also comply with the development standards in the City's Zoning Ordinance (Title 18 of the San Carlos Municipal Code "SCMC"), including standards and requirements related to consistency within the County of San Mateo's Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport (ALUCP) as specified in SCMC Section 18.21.150, unless otherwise specified in the Downtown Specific Plan. If there is any conflict between Title 18 of the Municipal Code and the Downtown Specific Plan, then the Downtown Specific Plan shall prevail.

## **Document Organization**

The *San Carlos Downtown Specific Plan* is organized to serve a broad audience, including prospective developers, business owners, City staff, elected officials, and community members. The structure of the plan is designed to guide both long-term visioning and near-term decision-making, with each chapter building upon the previous to provide a comprehensive and user-friendly framework for downtown development and improvements.

**Chapter 1: Introduction** This chapter presents the purpose and objectives of the Specific Plan, its authority and scope, its relationship to other regulatory documents, as well as its location (referred to as the Plan Area), demographics, and the civic engagement process.

### **Chapter 2: Vision, Principles, and a Framework for Urban Design and Policy**

This chapter presents the vision, guiding principles, and a framework for urban design and policy for private development and public space improvements within the Plan Area.

### **Chapter 3: Land Use and Urban Design**

This chapter establishes a framework for the uses and the physical form of downtown San Carlos. This includes a land use map, land use designations, as well as a zoning map and zoning designations and corresponding land use regulations and development standards.

### **Chapter 4: Prosperity and Economic Development**

This chapter outlines strategies to support a thriving downtown economy. It focuses on strengthening local businesses, attracting new investment, fostering a diverse mix of commercial uses, and enhancing San Carlos's position as a regional destination. Policies aim to create a supportive environment for innovation, entrepreneurship, and inclusive economic growth.

### **Chapter 5: Mobility and Transportation**

This chapter presents a multimodal transportation approach that prioritizes safety, connectivity, and accessibility for all modes of travel. The main emphasis is on improvements to walking, bicycling, and transit infrastructure to achieve a balanced and multimodal street network. network.

### **Chapter 6: Parking and Transportation Demand Management (TDM)**

This chapter addresses downtown parking management while promoting more sustainable travel behavior. It introduces strategies to optimize existing parking resources, reduce parking demand through TDM programs, and make possible a mode shift where there is more equity for transit users,

pedestrians, and bicyclists—all while maintaining access for residents, visitors, and businesses. Policies and standards are established to address parking management, on-street parking and loading, off-street parking and loading, and bicycle parking.

### **Chapter 7: Public Realm**

This chapter outlines a strategy that prioritizes a strong, well-designed public realm to create a socially vibrant and economically thriving downtown with multi-functional streets, generous sidewalks, inviting plazas, and accessible green spaces. Together, these elements support community interaction, enhance walkability, and contribute to the overall appeal and success of downtown San Carlos.

### **Chapter 8: Public Art**

This chapter outlines a vision for integrating public art into the fabric of downtown. It encourages collaboration with artists, local organizations, and the community to create engaging, site-specific works that reflect San Carlos's identity, activate public spaces, and contribute to a vibrant cultural landscape.

### **Chapter 9: Sustainability and Resiliency**

This chapter establishes goals and policies to advance environmental sustainability and climate resilience. It promotes green infrastructure, energy efficiency, water conservation, and climate adaptation strategies that reduce environmental impacts while preparing the downtown for future challenges.

### **Chapter 10: Infrastructure**

This chapter provides a high-level summary of infrastructure improvements serving the Plan Area, including wet utilities and solid waste disposal.

### **Chapter 11: Administration and Implementation**

This chapter describes the regulatory framework that will be utilized to implement the San Carlos Downtown Specific Plan and recommends development phasing, financing, and implementation responsibilities.

## **San Carlos Municipal Code**

### **18.21.150 San Carlos Airport land use compatibility plan consistency.**

This section establishes standards and requirements related to consistency within the County of San Mateo's Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport (ALUCP). The ALUCP outlines the following requirements and criteria for proposed development projects, alterations, or changes of use that are subject to the ALUCP:

A. Safety Compatibility Evaluation. All proposed development projects, alterations, or changes of use subject to the ALUCP will be reviewed for consistency with the County of San Mateo's Safety Compatibility Policies of the ALUCP. Project applicants shall be

required to evaluate potential safety issues if the property is located within any of the safety compatibility zones established in the ALUCP.

B. **Airspace Protection Evaluation.** All proposed development projects, alterations, or changes of use subject to the ALUCP will be reviewed for consistency with Airspace Protection Policies of the ALUCP. These include notice of proposed construction or alteration, maximum compatible building height and other flight hazards and aviation easement requirements of San Carlos ALUCP Airspace Protection Policy 7.

C. **Airport Noise Evaluation and Mitigation.** All proposed development projects, alterations, or changes of use subject to the ALUCP will be reviewed for consistency with the noise policies of the ALUCP, including the aviation easement requirements of San Carlos ALUCP Noise Policy 7. Uses listed as “conditionally compatible” in the ALUCP will be required to mitigate impacts to comply with the interior noise standards established in the ALUCP or General Plan, whichever is more restrictive.

D. **Airport Real Estate Disclosure Notices.** Proximity to the airport could affect allowable development and uses. All proposed developments, alterations, or changes of use that are subject to the ALUCP are required to comply with the real estate disclosure requirements of State law (California Business and Professions Code Section [11010\(b\)\(13\)](#)). The following statement by the seller must be included in the notice of intention to offer the property for sale or lease:

Notice of Airport in Vicinity. This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you.

E. **Overflight Notification Requirement.** All new residential development projects, other than additions and accessory dwelling units (ADUs), within Overflight Notification Zone 2 shall incorporate a recorded overflight notification requirement as a condition of approval in order to provide a permanent form of overflight notification to all future property owners, consistent with ALUCP Overflight Policies.

F. **Federal Aviation Administration (FAA) Requirements.** Proof of consistency with FAA rules and regulations must be provided through one (1) of the following ways:

1. A Federal Aviation Administration Review Not Required Form must be signed prior to issuance of building permit.

2. Receive a determination of no hazard by the FAA after submittal of FAA Form 7460-1, Notice of Proposed Construction. Instructions and additional information on Form 7460 can found within the ALUCP and on the FAA’s website.

G. Local Agency Override of an Airport Land Use Commission Determination. A process under which the City Council may overrule certain Airport Land Use Commission determinations under certain circumstances is established in Sections [21675.1\(d\)](#), [21676\(b\)](#) and [21676\(c\)](#) of the Public Utilities Code and outlined in the ALUCP.

H. Required Disclosures. In the event of local override action of an Airport Land Use Commission determination, disclosures may be required from property owners as a condition of approval for any use listed as conditional in the ALUCP noise or safety compatibility zone that corresponds with the site of the proposed project, including childcare, congregate care facilities, etc. Property owners are encouraged to provide appropriate notices to their tenants.

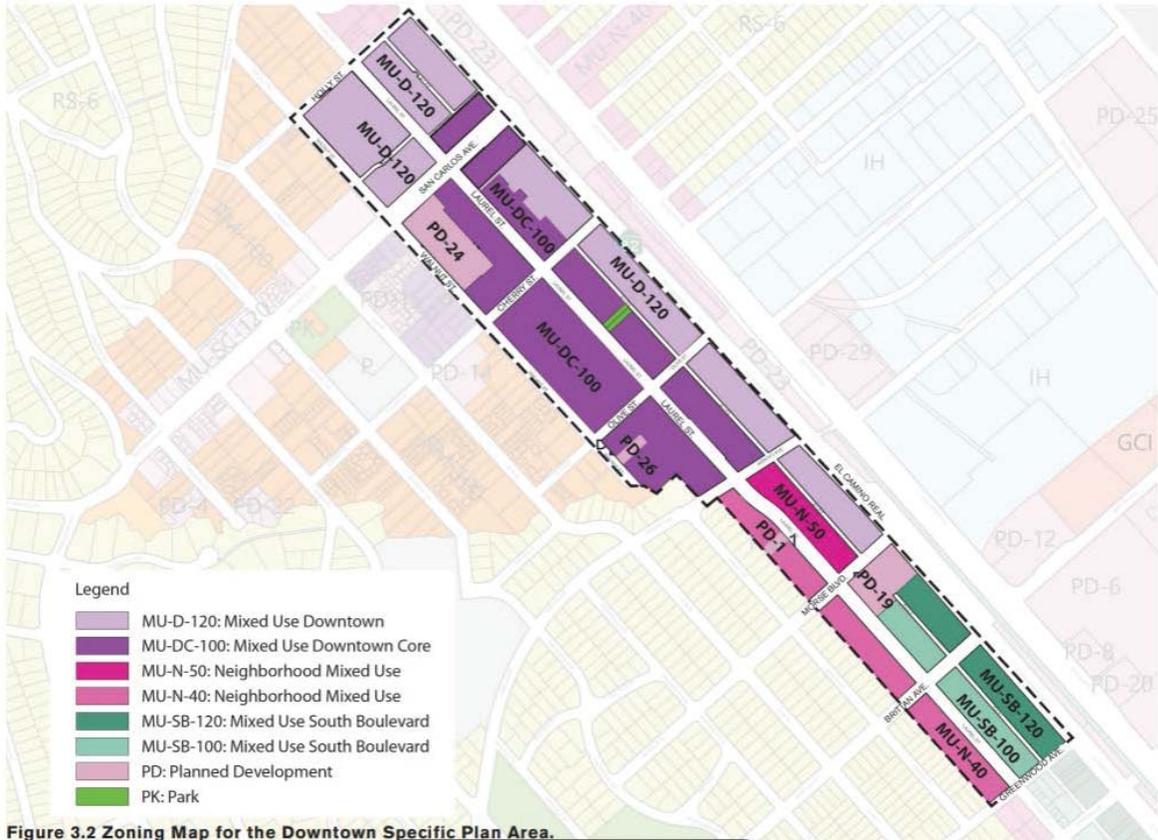
(Ord. 1606 (Exh. A), 2023; Ord. 1438 § 4 (Exh. A (part)), 2011)

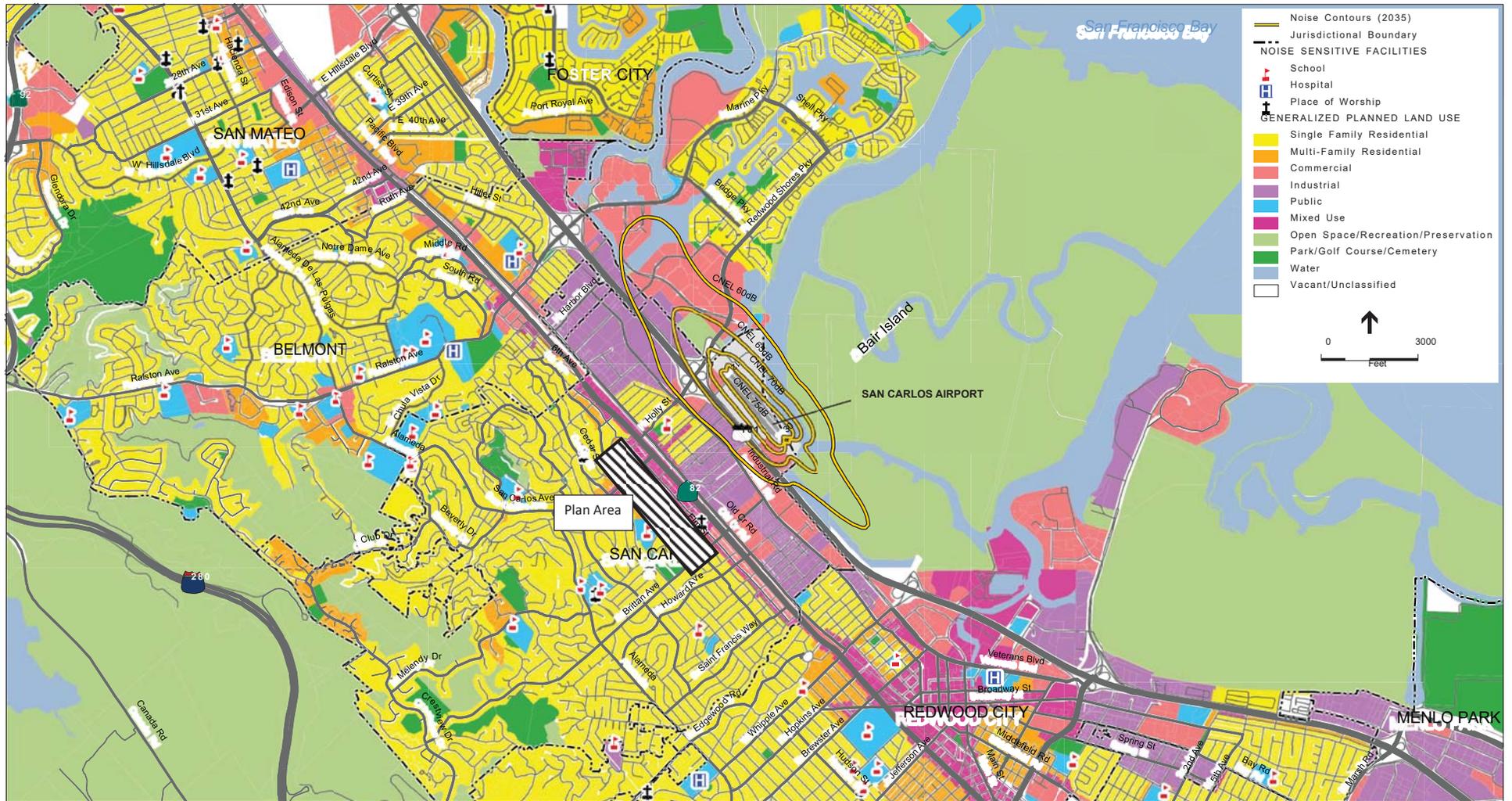
## Land Use

The San Carlos General Plan establishes a strong foundation for the downtown area by designating medium- to high-density land uses within the Downtown Specific Plan area. Building upon this foundation, the Downtown Specific Plan provides refined direction for implementing the General Plan’s land use vision. Chapter 2 of the Downtown Specific Plan introduced an Urban Design Framework for Equity and Resilience, Placemaking and Identity, Downtown Vibrancy, and Mobility and Connectivity, which integrates placemaking strategies and economic development with land use planning.

Land uses within the Specific Plan boundary remain consistent with the General Plan Land Use Map, **except for the SamTrans site at 1250 San Carlos Avenue, which was changed from Mixed-Use, 75-100 DUs/Acre to Mixed-Use, 90-120 DUs/Acre.** The Downtown Specific Plan area is comprised by a good portion of Plan Area 2, and a small portion of Plan Area 3; these Plan Areas are delineated in *Figure 3-1: Planning Areas* of the General Plan, Land Use Element. Notably, the Downtown Specific Plan area is included in San Carlos’ Priority Development Area (PDA), which promotes bringing “transit, jobs and housing together in downtowns, along main streets and around rail stations.” The San Carlos Caltrain Station is located within Plan Area 2, in close proximity to downtown San Carlos, and is recognized as part of a Transit-Oriented Development (TOD) corridor, emphasizing higher-density housing, job growth, and enhanced multi-modal transportation options.





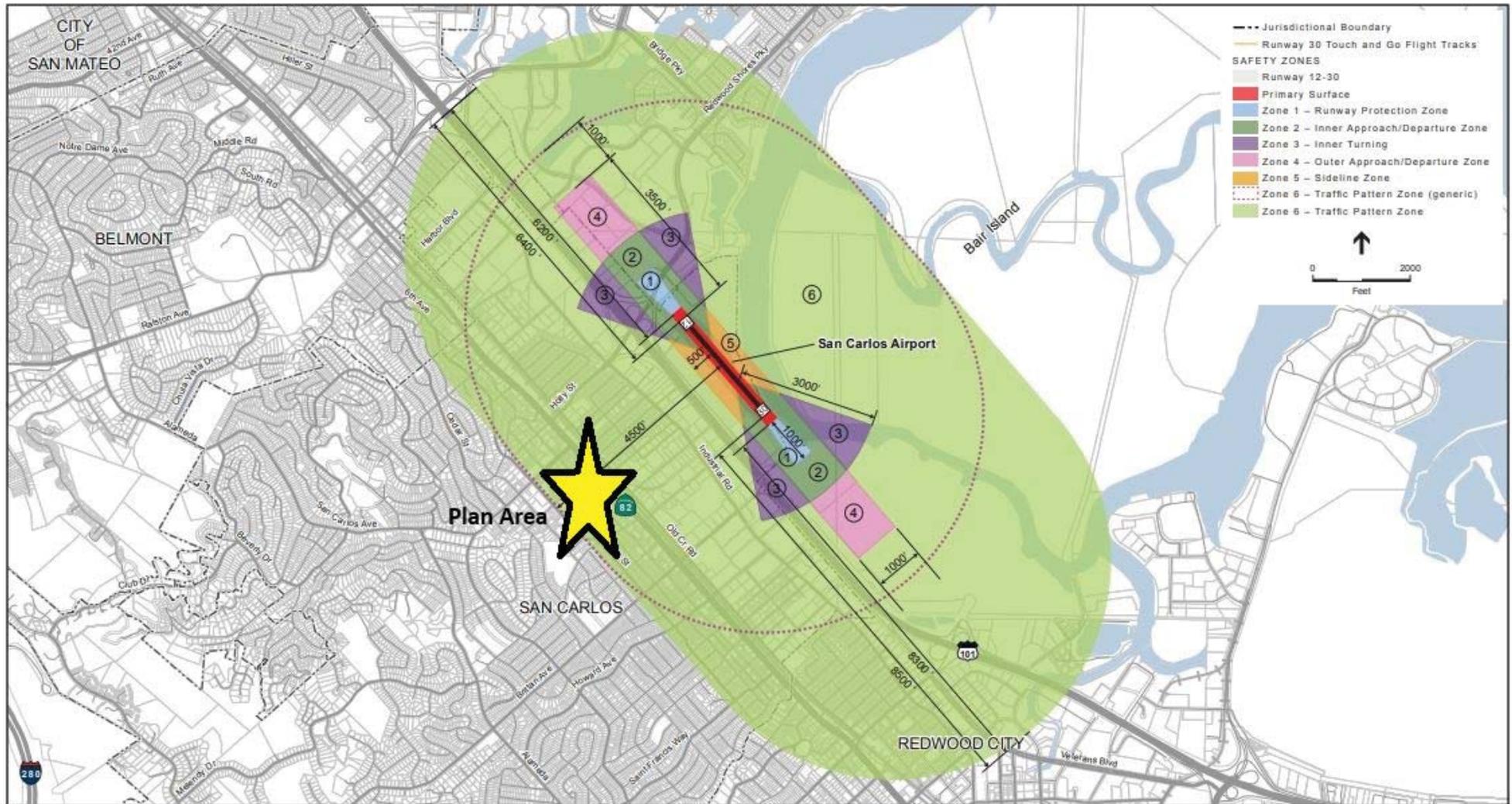


SOURCE: Belmont, 1982; San Mateo County, 1986; Foster City, 1993; Menlo Park, 1994; San Carlos, 2009; City of San Mateo, 2010; Redwood City, 2010; ESRI, 2014; ESA Airports, 2015

San Carlos Airport ALUCP . 130753

**Exhibit 4-2**

Future Conditions (2035) Aircraft Noise Contours



### 3.6 LAND USE REGULATIONS

Table 3.2 prescribes the land use regulations for the mixed-use and park districts within the Downtown Specific Plan Area. The regulations for each district are established by letter designations as follows:

\*P\* designates permitted uses.

\*M\* designates use classifications that are permitted after review and approval of a minor use permit by the Zoning Administrator.

\*C\* designates use classifications that are permitted after review and approval of a conditional use permit by the Planning and Transportation Commission.

\*(#)\* Numbers in parentheses refer to specific limitations listed at the end of the table.

\*-\* Designates uses that are not permitted.

Use classifications listed in the table below are defined in Chapter 18.40, Use Classifications of the San Carlos Municipal Code. In cases where a specific land use or activity is not defined, the Director shall assign the land use or activity to a classification that is substantially similar in character. Use classifications and subclassifications not listed in the table or not found to be substantially similar to the uses below are prohibited.

Table 3.2

**LAND USE REGULATIONS FOR THE DISTRICTS WITHIN THE DOWNTOWN SPECIFIC PLAN AREA. ADDITIONAL REGULATIONS REFER TO SAN CARLOS MUNICIPAL CODE SECTIONS CONTAINED IN TITLE 18, ZONING.**

USE CLASSIFICATIONS	MU-DC-100	MU-D-120	MU-SB-100	MU-SB-120	MU-N-40	MU-N-50	PK	ADDITIONAL REGULATIONS
<b>Residential Uses</b>								
Residential Housing Types	See subclassifications below							
Multi-Unit Residential	P(1)	P	P	P	P	P	-	
Accessory Dwelling Unit	P	P	P	P	P	P	-	Only if it includes a proposed or existing dwelling
Junior Accessory Dwelling Unit	-	-	-	-	-	-	-	
Elderly and Long-Term Care	-	-	-	-	-	-	-	
Family Child Care	See subclassifications below							
Small	P	P	P	P	P	P	-	
Large	P	P	P	P	P	P	-	See SCMC Section 18.23.090, Day care centers and large family child care homes
Residential Care Facilities	See subclassifications below							
General	-	M(1)	-	-	-	-	-	See SCMC Section 18.23.200, Residential care facilities
Limited	P	P	P	P	P	P	-	
Senior	-	M(1)	-	-	-	-	-	See SCMC Section 18.23.200, Residential care facilities
Single Room Occupancy	C(1)	C(1)	C(1)	C	C	C	-	See SCMC Section 18.23.220, Single room occupancy hotels
Transitional Housing	P	P	P	P	P	P	-	See SCMC Section 18.23.250, Transitional and supportive housing

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USE CLASSIFICATIONS	MU-DC-100	MU-D-120	MU-SB-100	MU-SB-120	MU-N-40	MU-N-50	PK	ADDITIONAL REGULATIONS
Supportive Housing	P	P	P	P	P	P	-	See SCMC Section 18.23.250, Transitional and supportive housing
<b>Public and Semi-Public Uses</b>								
Colleges and Trade Schools, Public or Private	-	-	P	P	-	-	-	
Community Assembly, Less Than 3,500 Square Feet	P	P	P	P	M	M	C	See SCMC Section 18.23.080, Community assembly facilities
Community Assembly, 3,500 Square Feet or More	-	C	M	M	-	-	C	
Community Garden	P	P	P	P	P	P	P	
Cultural Institutions	C	P	M	M	M	M	c	
Day Care Centers	-	P	P	P	P	P	-	See SCMC Section 18.23.090, Day care
Emergency Shelter	C	-	P	P	-	-	-	See SCMC Section 18.23.110, Emergency shelters
Government Offices	C	P	P	P	P	P	-	
Hospitals and Clinics	-	P	P	P	-	-	-	
Instructional Services	P (16)	P	P	P	P	P	-	See SCMC Section 18.23.260, Formula business uses
Park and Recreation Facilities, Public	P	P	P	P	P	P	P	
Public Safety Facilities	-	C	C	C	C	C	-	
Schools, Public or Private	-	-	C	C	C	C	-	
Social Service Facilities	-	-	C	C	C	C	-	
Cemeteries								

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USE CLASSIFICATIONS	MU-DC-100	MU-D-120	MU-SB-100	MU-SB-120	MU-N-40	MU-N-50	PK	ADDITIONAL REGULATIONS
<b>Commercial Uses</b>								
Animal Care, Sales and Services	See subclassifications below							
Grooming and Pet Stores	C	P	P	P	P(2)	P(2)	-	See SCMC Section 18.23.260, Formula business uses
Veterinary Services	-	C(2)	C(2)	C(2)	C(2)	C(2)	-	
Artists' Studios	M	P	P	P	P(2)	P(2)	-	
Automobile/Vehicle Sales and Services	See subclassifications below							
Automobile Rentals	-	-	C(4)	C(4)	-	-	-	See SCMC Section 18.23.050, Automobile/vehicle sales and services,
Automobile/Vehicle Sales and Leasing	-	P(3, 4)	P(3, 4)	P(3, 4)	-	-	-	
Automobile/Vehicle Washing	-	-	C(3)	C(3)	-	-	-	
Service Station	-	-	C(3)	C(3)	-	-	-	
Banks and Financial Institutions	P(5)	P	P	P	M(6)	M(6)	-	See SCMC Section 18.23.260, Formula business uses
Business Services	-	P(6)	P(6)	P(6)	P(6)	P(6)	-	
<b>Commercial Entertainment and Recreation</b> See subclassifications below								
Cinema/Theaters	C(13)	C(13)	C(13)	C(13)	-	-	-	See SCMC Section 18.23.260, Formula business uses
Small-Scale	-	C(13)	C(13)	C(13)	-	-	-	
Large-Scale	-	C(13)	-	-	-	-	-	

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**LAND USE REGULATIONS FOR THE DISTRICTS WITHIN THE DOWNTOWN SPECIFIC PLAN AREA. ADDITIONAL REGULATIONS REFER TO SAN CARLOS MUNICIPAL CODE SECTIONS CONTAINED IN TITLE 18, ZONING.**

USE CLASSIFICATIONS	MU-DC-100	MU-D-120	MU-SB-100	MU-SB-120	MU-N-40	MU-N-50	PK	ADDITIONAL REGULATIONS
Eating and Drinking Establishments	See subclassifications below							
Bars/Night Clubs/Lounges	C(13)	C(13)	C(13)	C(13)	-	-	-	See Chapter 7, Outdoor Dining Standards, and SCMC Section 18.23.260, Formula business uses
Full Service	P(13)	P(13)	P(13)	P(13)	C(7, 13)	C(7, 13)	-	
Convenience	P(14)	P(14)	P(14)	P(14)	C(7)	C(7)	-	See SCMC Section 18.23.260, Formula business uses
Food Preparation	P	P	P	P	P	P	-	See SCMC Section 18.23.260, Formula business uses
Funeral Parlors and Mortuaries	-	C	C	C	-	-	-	
Lodging	See subclassifications below							
Bed and Breakfast	P	P	P	P	P	P	-	See SCMC Sections 18.23.070, Bed and breakfast lodging, and 18.23.260, Formula business uses
Hotels and Motels	P(8, 13)	P(13)	P(13)	P(13)	M(, 13)	M(13)	-	See SCMC Section 18.23.260, Formula business uses
Nurseries and Garden Centers	P(6, 15)	P(7, 16)	P(6, 15)	P(6, 15)	P(6, 15)	P(6, 15)	-	See SCMC Section 18.23.260, Formula business uses
Offices	See subclassifications below							
Business and Professional	P(9)	P	P	P	P	P	-	See SCMC Section 18.23.260, Formula business uses
Medical and Dental	P(9)	P	P	P	P(6)	P(6)	-	See SCMC Section 18.23.260, Formula business uses
Walk-In Clientele	P	P	P	P	P	P	-	See SCMC Section 18.23.260, Formula business uses

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USE CLASSIFICATIONS	MU-DC-100	MU-D-120	MU-SB-100	MU-SB-120	MU-N-40	MU-N-50	PK	ADDITIONAL REGULATIONS
Personal Services								
General Personal Services	P(10)	P	P	P	P	P	-	See SCMC Sections 18.23.170, Personal services, and 18.23.260, Formula business uses
Tattoo or Body Modification Parlor	-	-	M	M	-	-	-	
Retail Sales	See subclassifications below							
Cannabis Dispensary	-	-	-	-	-	-	-	
Convenience Markets	P(14)	P(14)	P	P	P(14)	P	-	See SCMC Section 18.23.260, Formula business uses
Food and Beverage Sales	P(14)	P(14)	P	P	P(12)	P(12)	-	See SCMC Section 18.23.260, Formula business uses
General Retail	P	P	P	P	P	P	-	See SCMC Section 18.23.260, Formula business uses
Price Point Retail	-	-	M	M	-	-	-	
Second-Hand Store	-	-	P	P	P	P	-	
Retail Establishments Selling Ammunition or Firearms	-	-	-	-	-	-	-	
Industrial Uses								
Recycling Facility, Reverse Vending Machine	-	-	P	P	P	-	-	See SCMC Section 18.23.190, Recycling facilities
Transportation, Communication, and Utilities Uses								
Communication Facilities	See subclassifications below							
Antenna and Transmission Towers	See Chapter 18.24, Wireless Telecommunications Facilities							

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USE CLASSIFICATIONS	MU-DC-100	MU-D-120	MU-SB-100	MU-SB-120	MU-N-40	MU-N-50	PK	ADDITIONAL REGULATIONS
Facilities within Buildings	-	P	P	P	P	P	-	
Transportation Passenger Terminals	-	-	-	-	-	-	-	
Utilities, Minor	P	P	P	P	P	P	P	
<b>Other Applicable Types</b>								
Accessory Uses and Structures	See SCMC Section 18.23.030, Accessory uses, and SCMC Section 18.15.020, Accessory buildings and structures						See Chapter 18.24, Wireless Telecommunications Facilities	
Home Occupations	P	P	P	P	P	P	-	See SCMC Section 18.23.120, Home occupations
Drive-In and Drive-Through Facilities	Prohibited in MU districts; see SCMC Section 18.23.100, Drive-in and drive-through facilities						Prohibited in MU districts; see Section 18.23.100, Drive-in and drive-through facilities	
Nonconforming Use	See SCMC Section 18.19, Nonconforming Uses, Structures, and Lots							
Temporary Use	See SCMC Section 18.31, Temporary Use Permits							

**SPECIFIC LIMITATIONS:**

- 1) Not allowed on the ground floor along Laurel Street and San Carlos Avenue frontages.
- 2) Provided that such use shall be completely enclosed in a building of soundproof construction.
- 3) For properties without frontage along El Camino Real, only retail sales consistent with the definition of "general retail" and five thousand (5,000) square feet or less.
- 4) Must be within a fully enclosed structure.
- 5) Limited to establishments with a gross floor area of two thousand five hundred (2,500) square feet or less. Limited to the ground floor of a building located on an interior lot a minimum of five hundred (500) feet from any other financial institution.
- 6) Limited to establishments with a gross floor area of five thousand (5,000) square feet or less.
- 7) Permitted after review and approval of a minor use permit by the Zoning Administrator if less than twelve (12) chairs.
- 8) Limited to upper stories unless at least fifty percent (50%) of ground floor street frontage is occupied by food service use.
- 9) Limited to upper stories.
- 10) Permitted if existing. Additions to existing facilities and establishment of new facilities are subject to San Carlos Municipal Code Section 18.23.170, Personal services.
- 11) Limited to neighborhood groceries with less than one thousand five hundred (1,500) square feet of sales area when located along

East San Carlos Avenue.

- 12) The sale of alcoholic beverages is prohibited.
- 13) Not permitted on sites where the shopfront of such nonresidential use faces onto R zoning districts.
- 14) Minor use permit required for sites adjacent to R districts.
- 15) Uses that require a commercial cannabis business permit are not permitted.
- 16) Instructional Services shall be required to submit a Pick-Up and Drop-Off Plan, subject to review and approval by the Planning Director. The Planning Director may refer items directly to the Zoning Administrator when in his/her/their opinion the public interest would be better served by having the Zoning Administrator conduct review and approval of Instructional Services.

**E. HEIGHT LIMITATIONS AND EXCEPTIONS.**

1) Vertical Projections. A parapet wall, cornice or sloping roof may project up to five (5) feet above the height limit (see SCMC Section 18.15.060 for vertical projection allowances).

2) Towers. If the project site is greater than fifteen thousand (15,000) square feet, a tower or other projecting architectural elements may extend up to ten (10) feet above the top of the roof; provided, that the square footage of the element(s) does not total more than ten percent (10%) of the building footprint. The area above the uppermost permitted floor of the element(s) shall not be habitable.

a) The composition of the tower element shall be balanced, where the width of the tower has a proportional relationship to the height of the tower.

b) The tower element shall be proportional to rest of the building.

c) The roof shall be sloped and include architectural detailing, such as a cornice or eave.

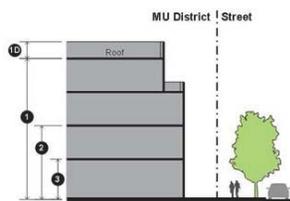
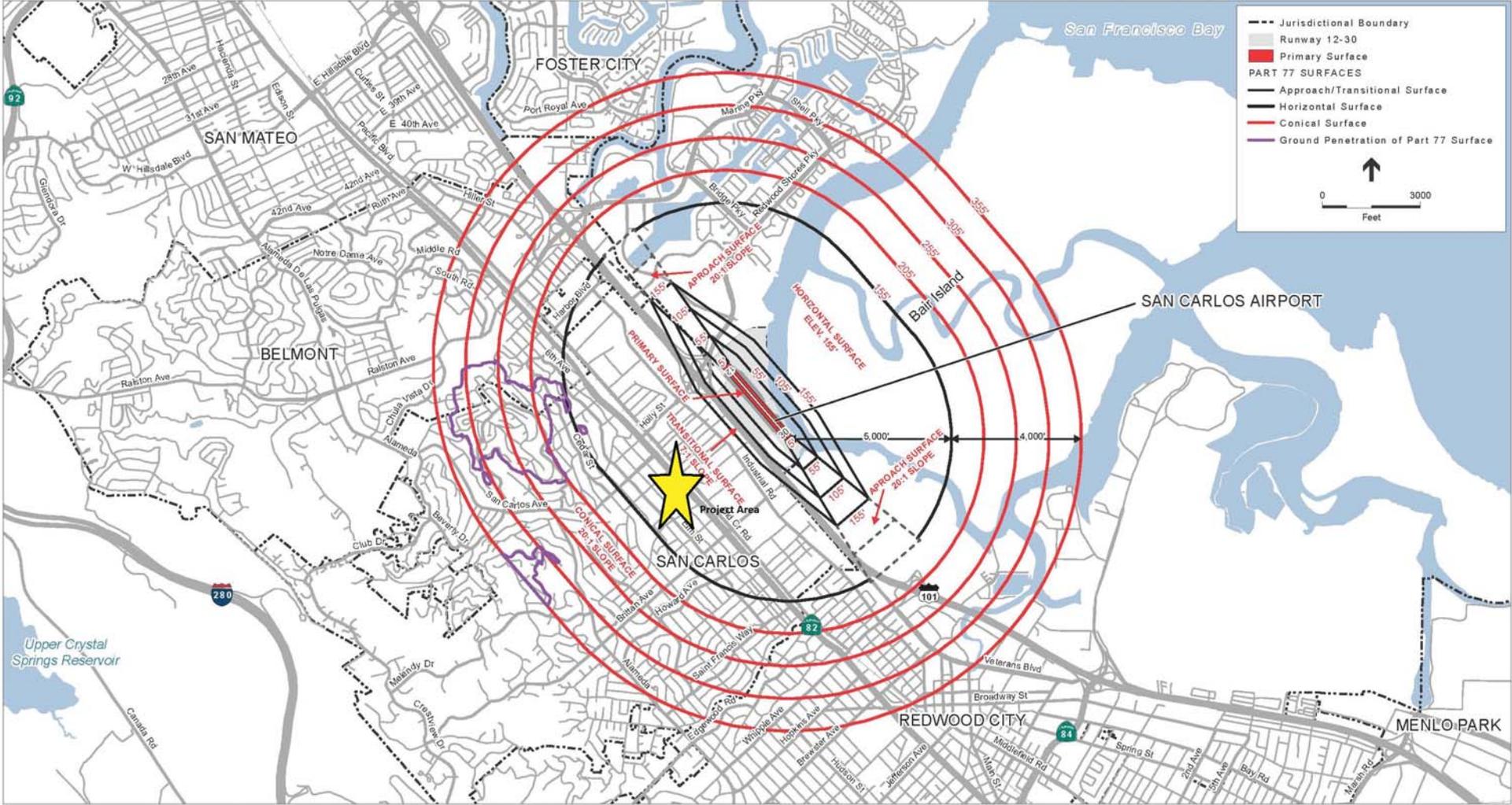


Figure 3.6 - Building Heights Key - MU Districts.

Table 3.5

**BUILDING HEIGHT STANDARDS FOR MU DISTRICTS WITHIN THE SPECIFIC PLAN AREA**

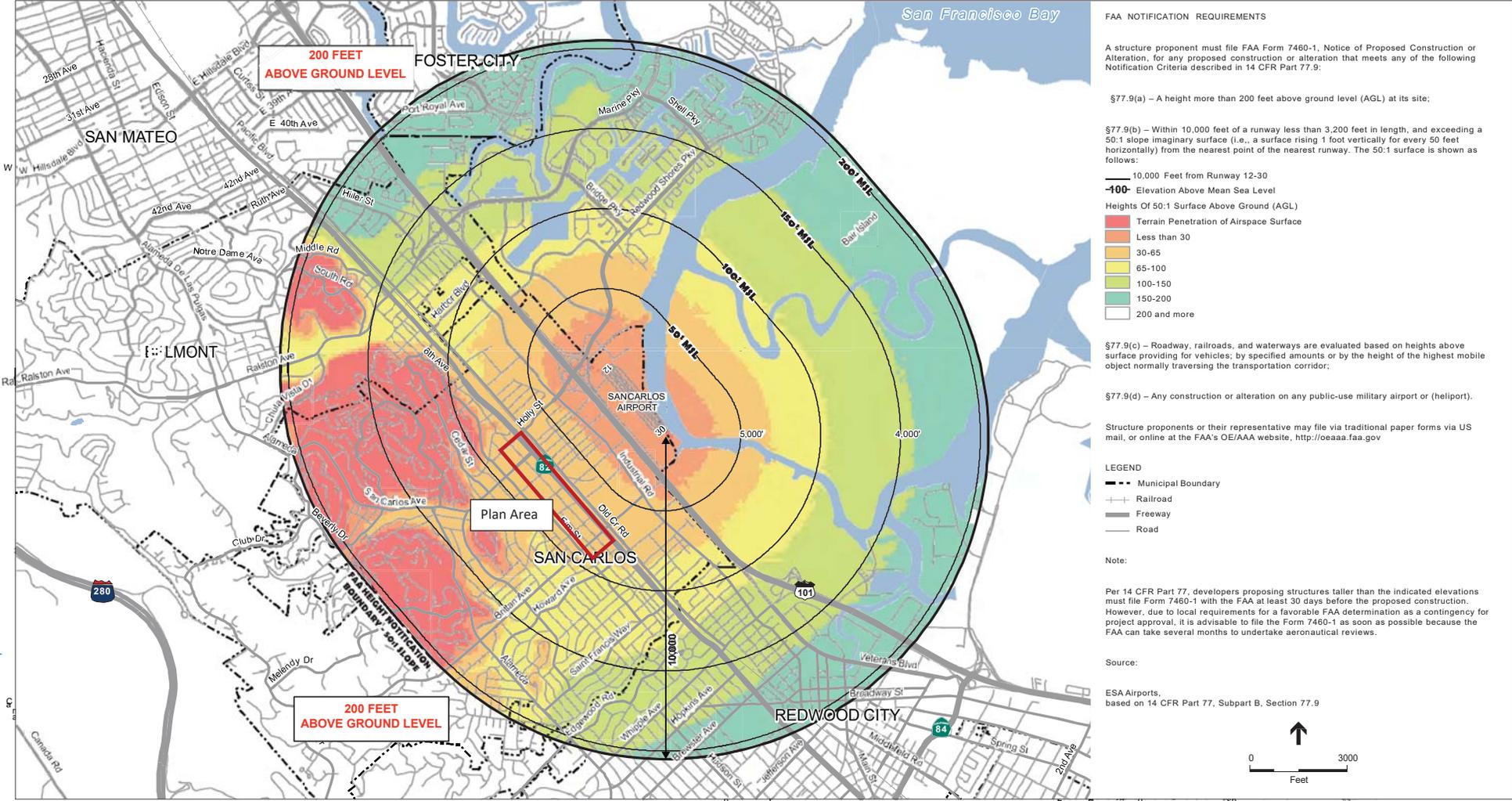
DISTRICT	MU-DC-100	MU-D-120	MU-SB-100	MU-SB-120	MU-N-40	MU-N-50	PK	ADDITIONAL REGULATIONS	#	
Building Height Maximum (ft.)	50	75	60	75	75	50;	30	[D]; See SCMC Section 18.15.060, Height and height exceptions	1	
Building Maximum Adjacent to RS District	28 ft. along the rear and side setback lines (see 2., Rear and Side Transitions MU Districts)							-		
Building Minimum (ft.)	n/a	25; Applicable only along Laurel Street and El Camino Real frontages	n/a			-			2	
Maximum Stories	4	6	5	6	4; 3 along E. San Carlos Ave. in MU-N-40 district	-	4			
Ground Floor Uses (ft.)	14 min and 16 max	14 min and 16 max	12	12	12	-			3	



SOURCE: ESRI, 2014; San Mateo County Planning and Building Department, 2014; ESA Airports, 2014

NOTE 1: All elevations on this exhibit are expressed in feet above mean sea level (MSL). The elevation of San Carlos Airport is 5 feet MSL.

NOTE 2: Locations where the ground/terrain penetrates the FAR Part 77 airspace surfaces are approximate and were developed using ground elevation contours provided by the San Mateo County Planning and Building Department, 2014.



**FAA NOTIFICATION REQUIREMENTS**

A structure proponent must file FAA Form 7460-1, Notice of Proposed Construction or Alteration, for any proposed construction or alteration that meets any of the following Notification Criteria described in 14 CFR Part 77.9:

§77.9(a) – A height more than 200 feet above ground level (AGL) at its site;

§77.9(b) – Within 10,000 feet of a runway less than 3,200 feet in length, and exceeding a 50:1 slope imaginary surface (i.e., a surface rising 1 foot vertically for every 50 feet horizontally) from the nearest point of the nearest runway. The 50:1 surface is shown as follows:

- 10,000 Feet from Runway 12-30
- 100- Elevation Above Mean Sea Level

Heights Of 50:1 Surface Above Ground (AGL)

- Red: Terrain Penetration of Airspace Surface
- Orange: Less than 30
- Yellow: 30-65
- Light Green: 65-100
- Green: 100-150
- Dark Green: 150-200
- White: 200 and more

§77.9(c) – Roadway, railroads, and waterways are evaluated based on heights above surface providing for vehicles; by specified amounts or by the height of the highest mobile object normally traversing the transportation corridor;

§77.9(d) – Any construction or alteration on any public-use military airport or (heliport).

Structure proponents or their representative may file via traditional paper forms via US mail, or online at the FAA's OE/AAA website, <http://oeaaa.faa.gov>

**LEGEND**

- - - Municipal Boundary
- + + + Railroad
- == Freeway
- Road

Note:

Per 14 CFR Part 77, developers proposing structures taller than the indicated elevations must file Form 7460-1 with the FAA at least 30 days before the proposed construction. However, due to local requirements for a favorable FAA determination as a contingency for project approval, it is advisable to file the Form 7460-1 as soon as possible because the FAA can take several months to undertake aeronautical reviews.

Source:

ESA Airports, based on 14 CFR Part 77, Subpart B, Section 77.9

SOURCE: USGS, 1999-2013; ESRI, 2014; San Mateo County Planning and Building Department, 2014; ESA Airports, 2014