



City Council Meeting
September 25, 2023



Tonight's Study Session

City staff requests that the City Council:

- Provide feedback on the draft land use options and concepts, and
- Provide recommendations and direction for City staff and the consultant team to develop the preferred option.

Tonight's Presentation

1. Project Overview
2. Draft Concepts and Options
 - Flooding and Resilience
 - Transportation and Parking
 - Land Use and Placemaking
3. Community and Planning and Transportation Commission Feedback on In Progress Options

Larger Project Team



Perkins&Will

Prime Consultant, Urban Design



Environmental Planning



Transportation Planning



Civil Engineering



Community Outreach



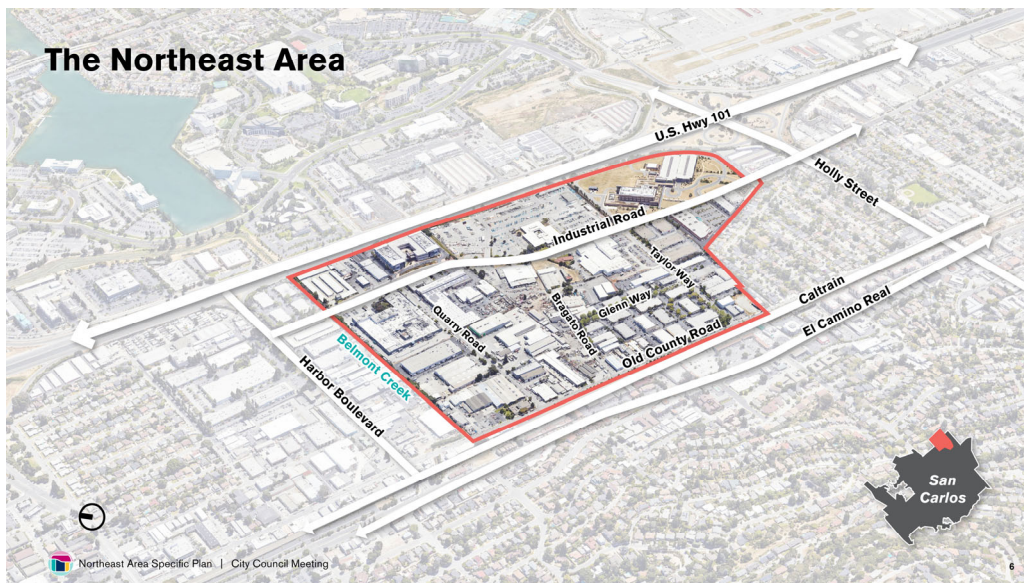
Economic Planning



General Plan Update

1

Project Overview



Why A Specific Plan? Why Now?



The Specific Plan as a Vehicle for Positive Change



Celebrate the Area's Industrial Legacy



Calibrate the Right Mix of Uses



Improve Access for All Modes of Transportation



Develop District Parking Strategies



Champion District Resiliency



Address Flooding Issue and other Environmental Issues

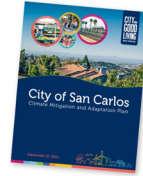
Building on San Carlos' Most Recent Planning Efforts



Economic Development Plan (2021-2024)
(2021)



Bicycle and Pedestrian Master Plan
(2020)



Climate Mitigation and Adaptation Plan
(2021)



East Side Innovation District Vision Plan
(2021)



General Plan Housing Element
(Updated in 2023)

Community Opportunities to Provide Input



Sign up at the project website for news and updates:

www.sancarlosnortheastplan.com

Vision Plan vs. Specific Plan

A Specific Plan

- Guides future growth in the area
- Can replace need for Planned Developments
- Likely to replace the existing Community Benefits system
- Streamlines process by eliminating or reducing the need for Development Agreements with developers.

2

Draft Concepts and Options

Flooding and Resilience

Transportation and Parking

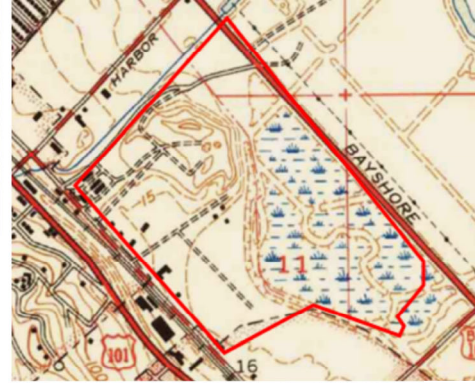
Land Use and Placemaking

Flooding and Resilience

The Historic Shoreline and Marshland



1892 topographic map showing the plan area in red (USGS 1892)



1949 topographic map showing the plan area in red (USGS 1949)

Flooding and Resilience

What We Heard

Community Workshop, March 2023

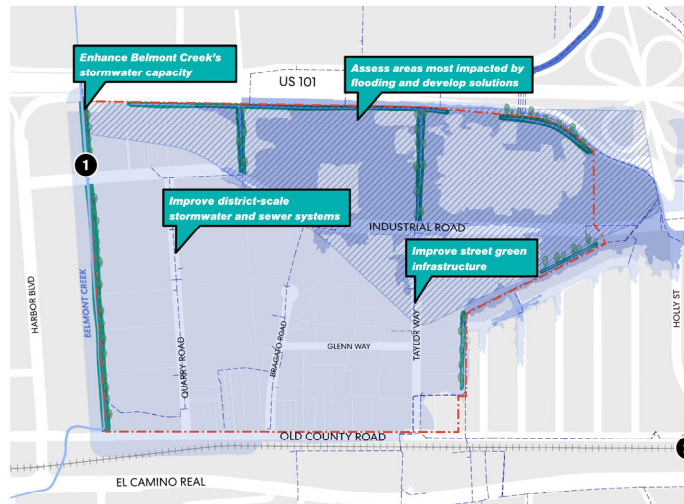


Belmont Creek in January 2023



Holly Street in January 2023

- 500 Year Flood Zone
- 100 Year Flood Zone
- Historic Marshland Area



Flooding and Resilience

The Existing Creek and Open Channels



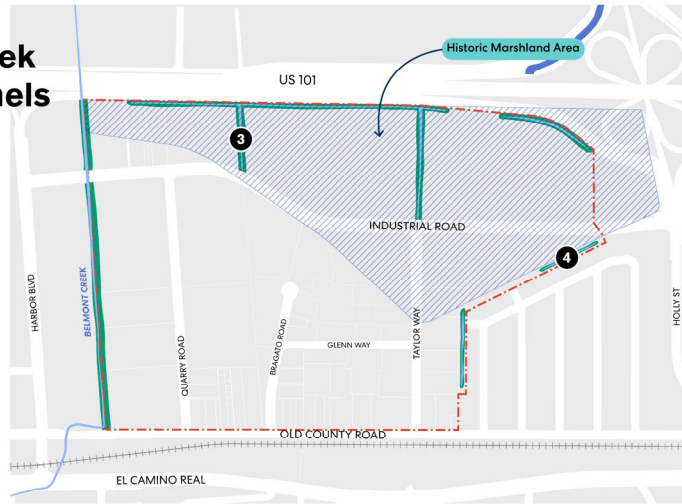
Freshwater marsh along channel



Channel adjacent to surface parking

- Existing Open Channels
- Historic Marshland Area

Northeast Area Specific Plan | City Council Meeting



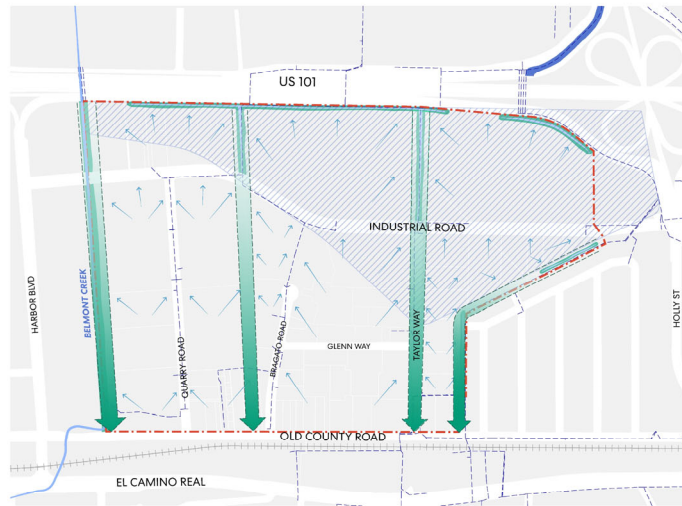
Flooding and Resilience

Extending the Green Channels

- The existing stormwater channels provide a natural starting point for increased investment.
- These are not just ditches for stormwater, but a celebration of critical infrastructure for a resilient region.

- Green Channel
- Drainage Pattern
- Existing Utilities
- Historic Marshland Area

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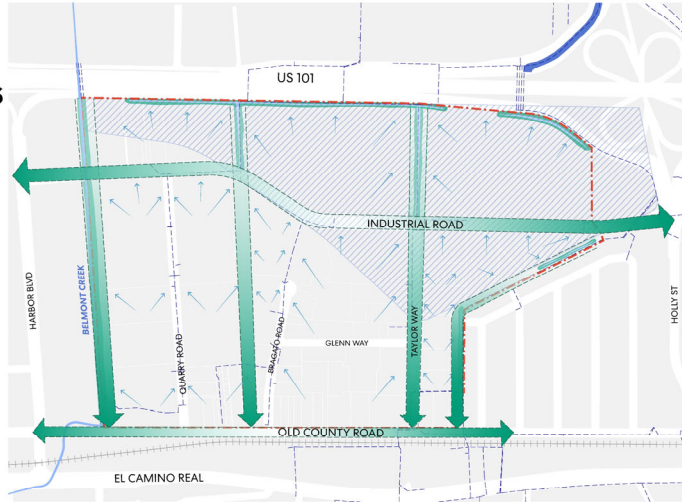


Flooding and Resilience

Complemented by Green Streets

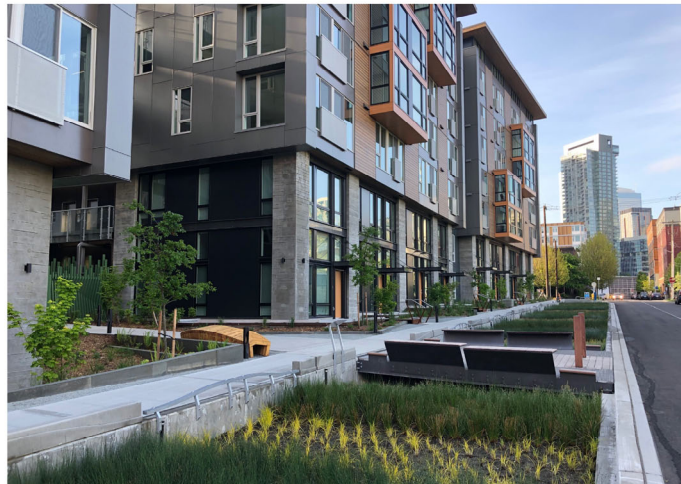
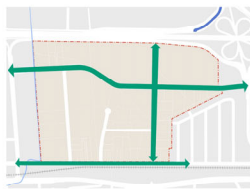
- Major streets such as Industrial Road and Old County Road can be redesigned to better support the management of district stormwater.

- Green Streets
- Green Channel
- Drainage Pattern
- Existing Utilities
- Historic Marshland Area



Flooding and Resilience

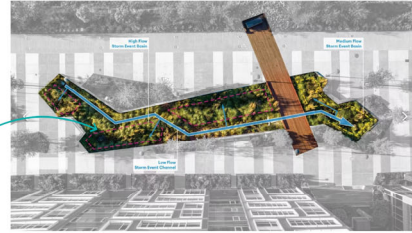
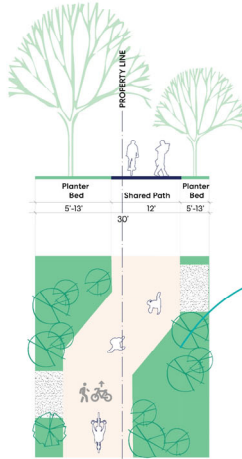
What could a green street look like?



Yale Street, Seattle

Flooding and Resilience

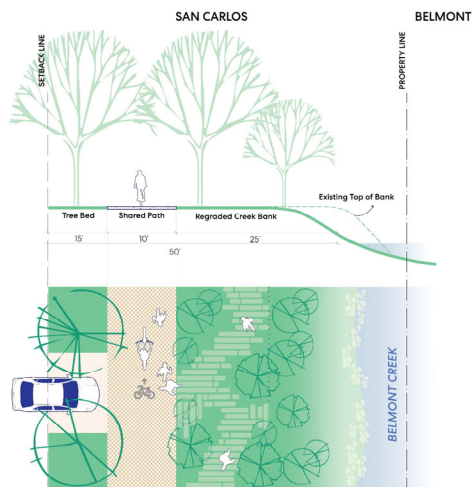
What could an internal green channel look like?



Case Study: Mission Creek Park (Credit: CMG)

Flooding and Resilience

What could Belmont Creek restoration look like?



Conceptual Belmont Creek Section

Transportation and Parking

What We Heard

Community Workshop, March 2023

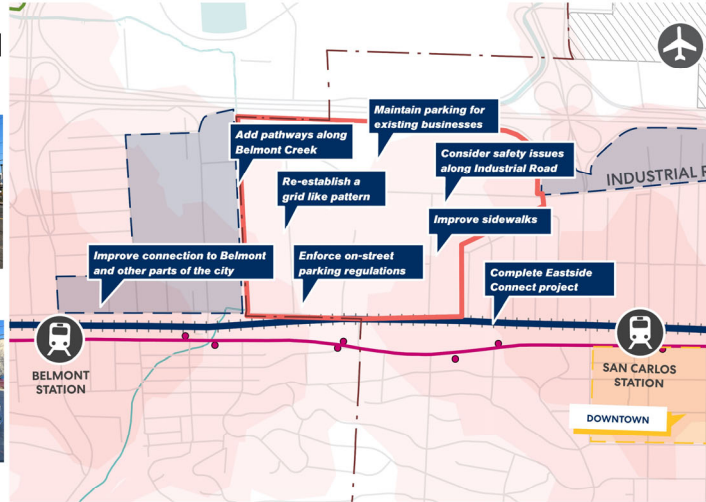


Truck obstructing bike lane on Industrial Road



Vehicles blocking the sidewalk on Quarry Road

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Transportation and Parking

Key Takeaways

Roadway Network and Connectivity



The roadway, pedestrian, and bicycle network needs to evolve to better support existing and new users.

On-Street and Off-Street Parking



The district faces a parking management problem, not a parking supply problem.

Multimodal Access and Mobility Options



Improve and expanding multimodal options is essential for reducing vehicle trips and climate impacts.

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Transportation and Parking

New Public Streets



Why add new streets?

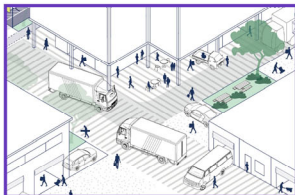
- Revisit historic street segments
- Initiate a better connected street grid
- Focus public right-of-way investment
- Catalyze partnership with property owners

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Transportation and Parking

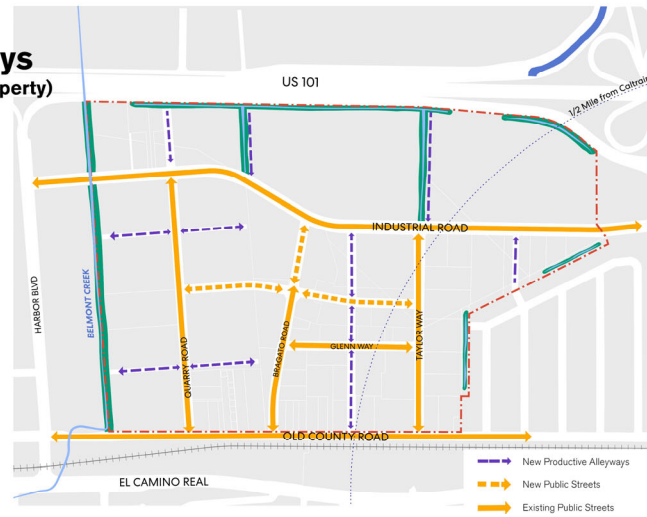
Productive Alleyways (Publicly Accessible Private Property)



What is a productive alleyway?

- Built with private development
- Adds greater connectivity to street network
- Provides service and parking access
- Designed to extend public space

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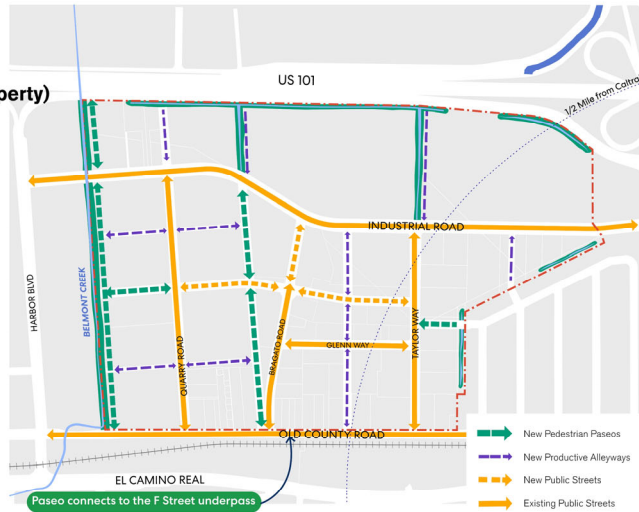
Transportation and Parking

**Pedestrian Paseos
(Publicly Accessible Private Property)**



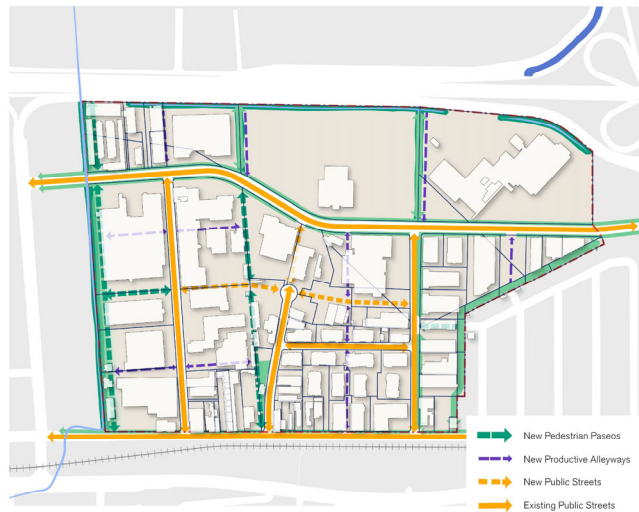
What is a pedestrian paseo?

- Adds critical green stormwater infrastructure (GSI)
- Maximizes bike and pedestrian connectivity
- Improves access for maintenance and operation



Transportation and Parking

Proposed street, alleyways and paseo alignments in relation to existing parcel boundaries and buildings



Transportation and Parking

Parking Strategies

Off-street parking facilities are publicly accessible and can be leased to employers

Parking structure standards include space for bikes, EVs, and delivery vehicles

The zoning code is right-sized to allow new parking without too many vehicle trips



Implement a "park once" district strategy

on-street parking is managed to maximize productivity of the curb space

Parking revenue to fund enforcement and mobility programs

Transportation and Parking

Mobility Strategies

Implement a publicly accessible district shuttle service

Establish a district-wide Transportation Management Association

Set enhanced sidewalk and bicycle standards



Provide wayfinding and signage for bikes and pedestrians

Prioritize first- and last-mile connections to bus and rail services

Offer shared mobility services for residents, employees, and visitors.

Transportation and Parking

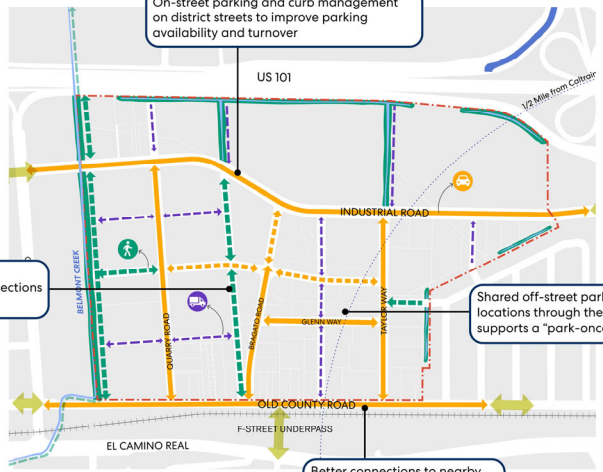
Connected Mobility Network

Enhanced bicycle and pedestrian network that supports better connections into, out of, and within the district

On-street parking and curb management on district streets to improve parking availability and turnover

Shared off-street parking at strategic locations through the district that supports a "park-once" environment

Better connections to nearby bus and rail service, potentially including a district shuttle



Land Use and Placemaking

What We Heard

Community Workshop, March 2023

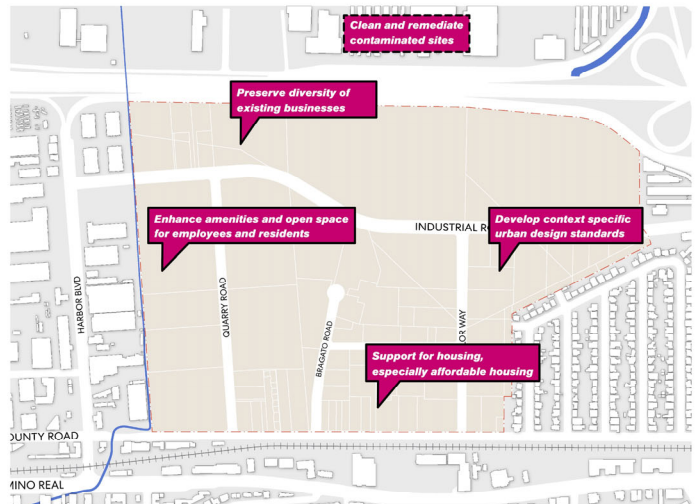
Clean and remediate contaminated sites

Preserve diversity of existing businesses

Enhance amenities and open space for employees and residents

Develop context specific urban design standards

Support for housing, especially affordable housing

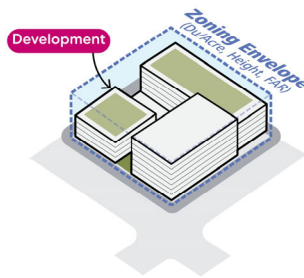
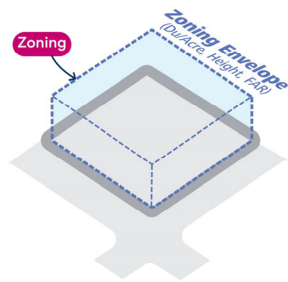




The team has developed two distinct options for you to review and consider.

Land Use and Placemaking





Difference between Zoning and Development

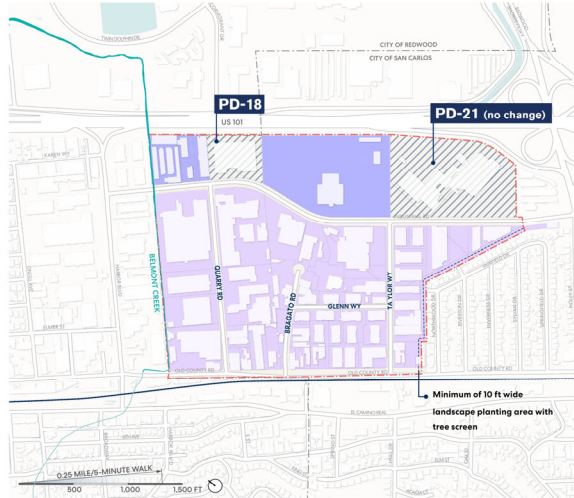


Land Use and Placemaking

Current Zoning

Zoning	Height
Light Industrial	75 Feet (Approximately 5 Stories)
Industrial Professional	100 Feet (Approximately 6-7 Stories)
Planned Development	As prescribed by the PD plan

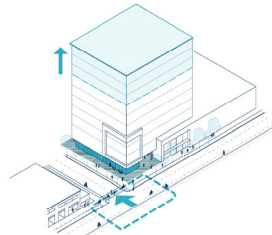
-  Light Industrial
-  Industrial Professional
-  Planned Development
-  Study Area Boundary



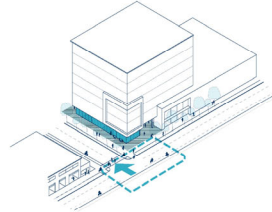
Land Use and Placemaking

Land Use Designations

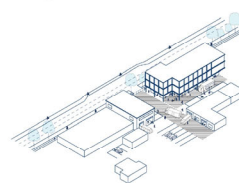
High Intensity Commercial



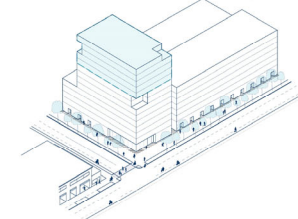
Medium Intensity Commercial



Light Industrial



Residential Mixed-Use (High Intensity)



Land Use and Placemaking

Land Use Options



Our Goal:

To evaluate and determine a preferred option.

Land Use and Placemaking

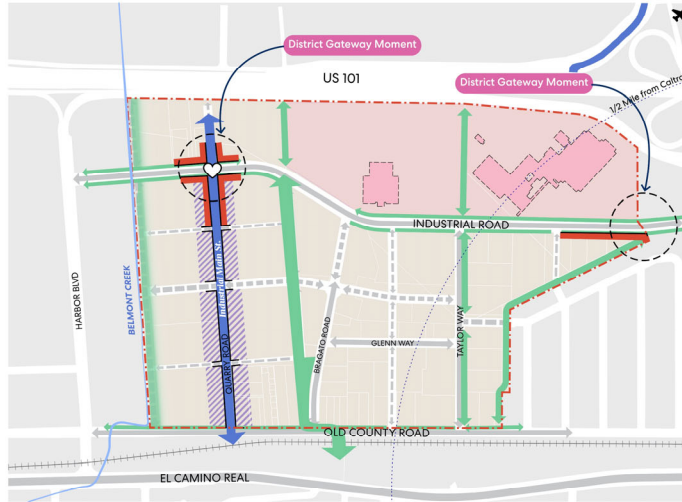
Option 1: All Employment Key Attributes

- To be strategic about **new types of commercial development** coming into the district.
- An effort to **preserve the local businesses** that are in the district today.
- To **leverage new development to deliver community benefit** and help solve critical issues facing the district to support a more resilient and more prosperous future.

Land Use and Placemaking

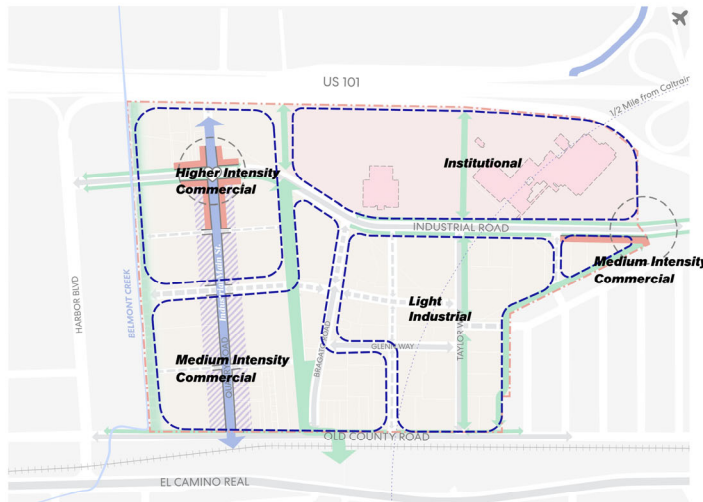
Option 1
All Employment

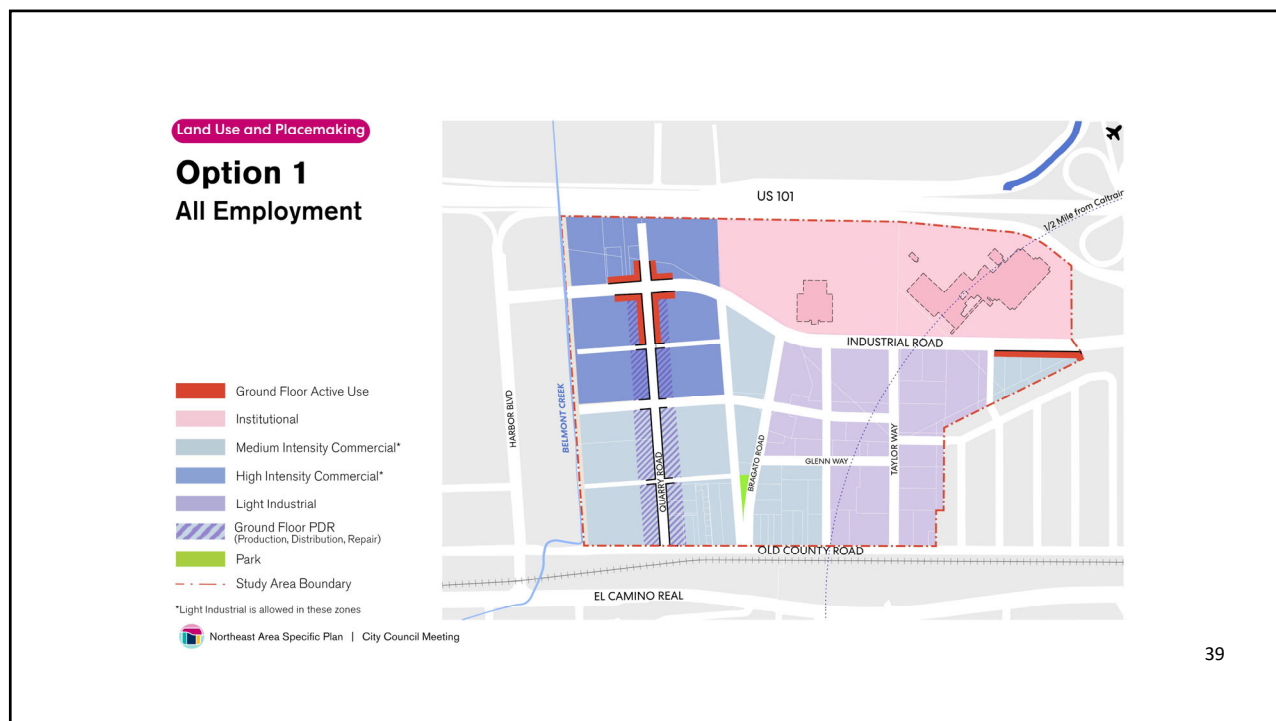
-  Industrial Main St.
-  Ground Floor Active Use
-  Ground Floor PDR (Production, Distribution, Repair)
-  Institutional
-  Green Infrastructure
-  Study Area Boundary



Land Use and Placemaking

Option 1
All Employment





Land Use and Placemaking

Option 2a and 2b: Employment + Housing Key Attributes

- Housing supply and affordability in San Carlos is a critical issue. The City has a **responsibility to identify more areas where housing could be built** over the next 10-20 years to support current and future residents.
- The southern portion of the district is an appropriate candidate for future housing as its **within walking distance to public transit, El Camino Real, and Downtown.**
- With new land uses comes **investment in critical social infrastructure and community amenities** to support a growing city.

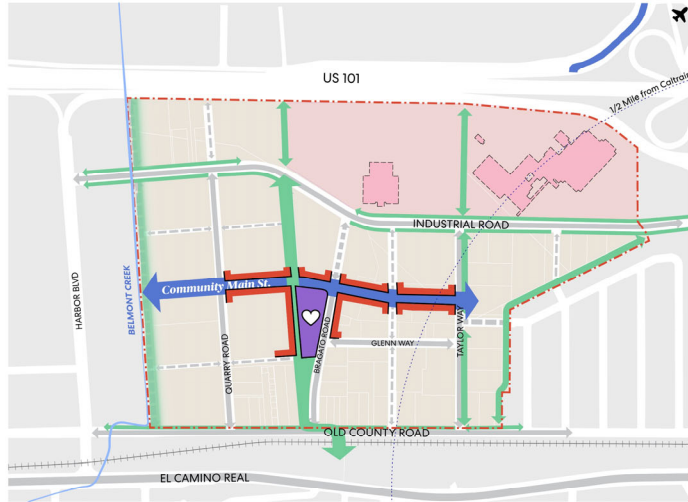
Northeast Area Specific Plan | City Council Meeting

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Land Use and Placemaking

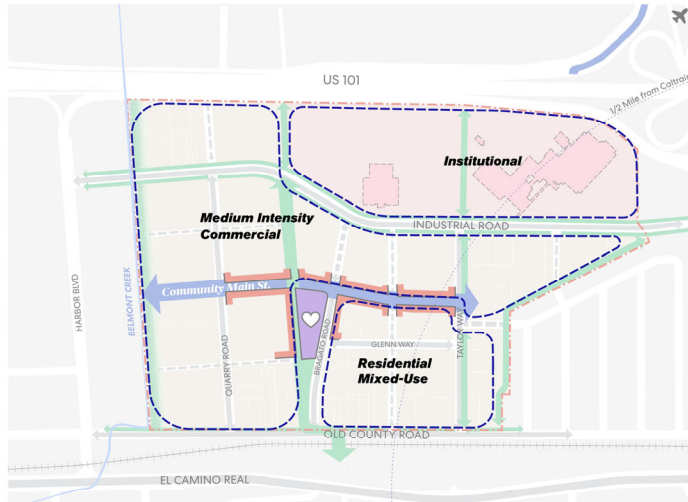
Option 2 Employment + Housing

-  Community Main St.
-  Ground Floor Active Use
-  Institutional
-  Green Infrastructure
-  Community Amenity
-  Park
-  Study Area Boundary



Land Use and Placemaking

Option 2a Employment + Housing

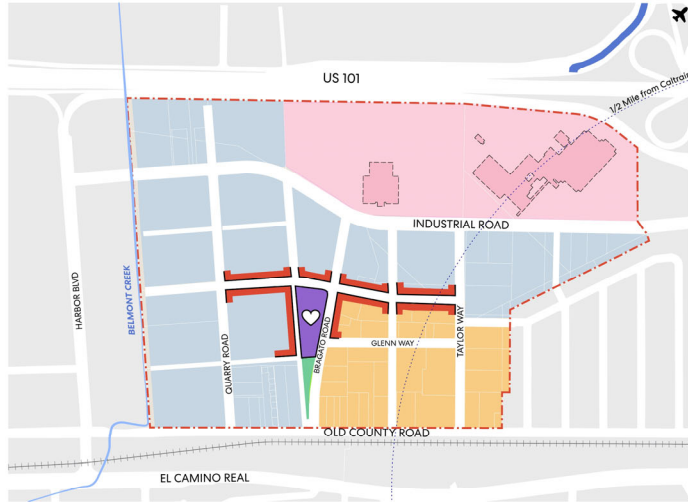


Land Use and Placemaking

Option 2a Employment + Housing

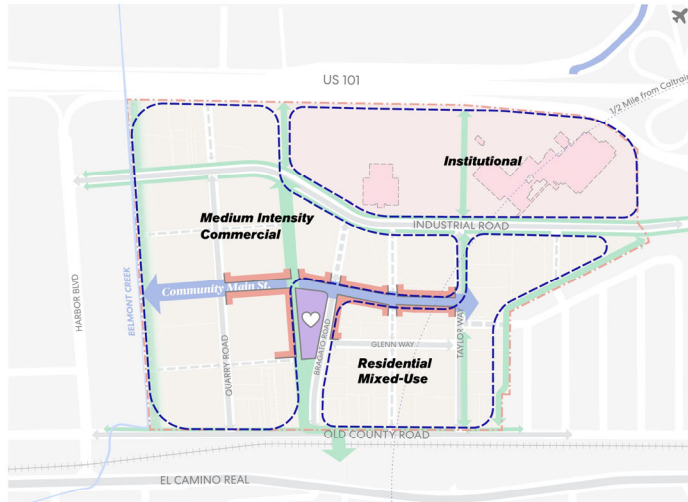
-  Ground Floor Active Use
-  Institutional
-  Medium Intensity Commercial*
-  Residential Mixed-Use
-  Community Amenity
-  Park
-  Study Area Boundary

*Light Industrial is allowed in these zones



Land Use and Placemaking

Option 2b Employment + More Housing

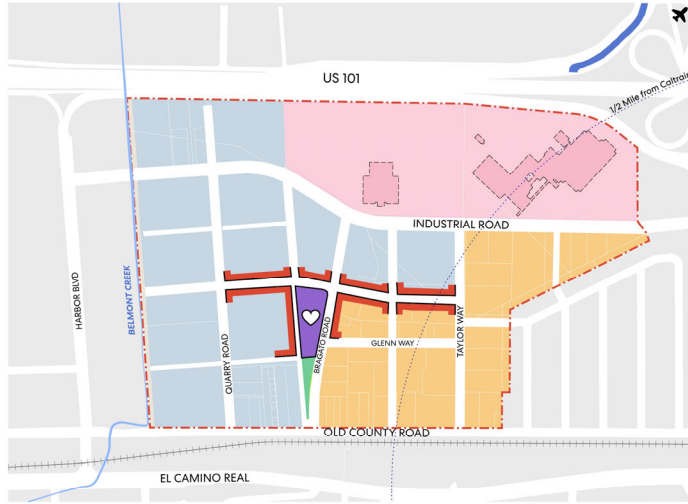


Land Use and Placemaking

Option 2b Employment + More Housing

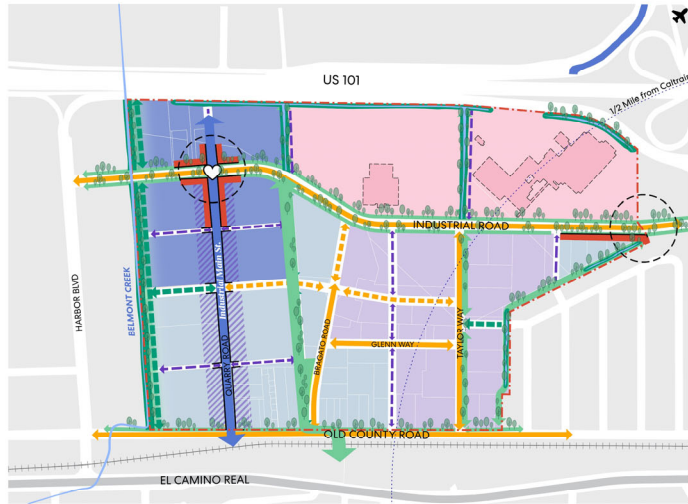
- Ground Floor Active Use
- Institutional
- Medium Intensity Commercial*
- Residential Mixed-Use
- Community Amenity
- Park
- Study Area Boundary

*Light Industrial is allowed in these zones



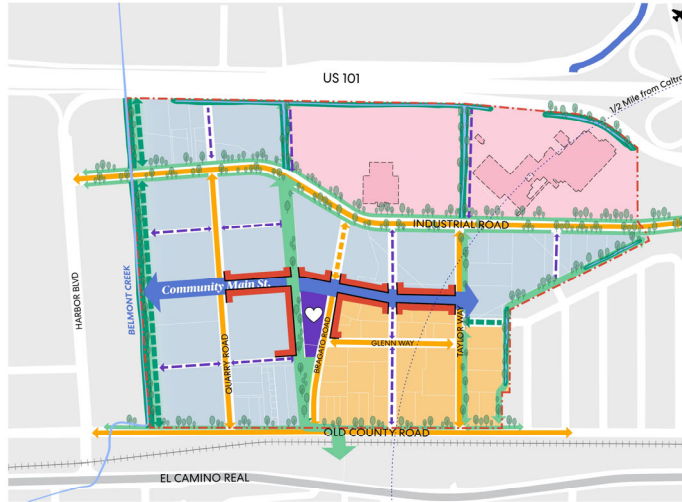
Land Use and Placemaking

Option 1 All Employment



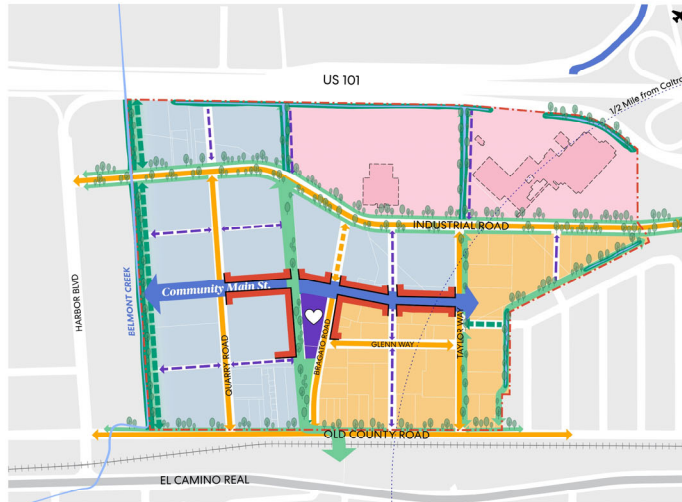
Land Use and Placemaking

Option 2a Employment + Housing



Land Use and Placemaking

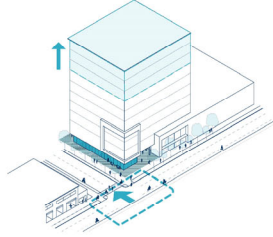
Option 2b Employment + More Housing



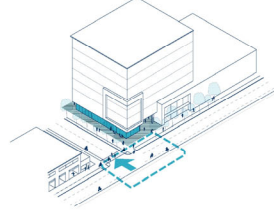
Land Use and Placemaking

Land Use Designations

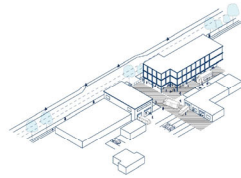
High Intensity Commercial



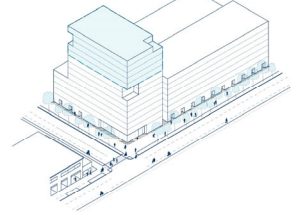
Medium Intensity Commercial



Light Industrial



Residential Mixed-Use (High Intensity)



Community and Planning and Transportation Commission Feedback on In Progress Options

Community Feedback on In-Progress Options: Flooding & Resilience

Support

- Widening the setback along Belmont Creek
- Capturing and recycling water
- Improving air quality

Concerns

- Practicalities of a 50-foot setback for Belmont Creek

Needs Identified

- Regional collaboration to address flooding issues
- Feasible projects to address short-term needs

Community Feedback on In-Progress Options: Transportation & Parking

Support

- Refining the scale of the street grid
- Managing on-street parking
- Pedestrian facilities (sidewalks and crossings) and bikeways
- Caltrain electrification
- Creating a Transportation Management Agency and micromobility services
- Green infrastructure
- Extending the East Side Connect Project

Concerns

- Impacts of the proposed Bragato Road extension, Community Main Street, and alleyway alignments on parcels and property values
- Location of the proposed alleyways which may make siting buildings difficult

Needs Identified

- From property owners: Clarity on property-owner liability for publicly-accessible pedestrian paseos located on private property
- From residents: Ensuring the pedestrian paseos are publicly accessible
- Clarity on what is allowed on the paseos (walking, bicycling), especially if connected to the neighborhood
- Improving the Holly Street and Old County Road intersection for pedestrians and bicyclists

Community Feedback on In-Progress Options: Land Use Option 1, All Employment

Support

- Providing ample space for industrial businesses to continue, thrive, and grow
- Appreciation of the area today – a centralized location on the Peninsula for industrial businesses
- Appreciation for the GW Williams office park on Old County Road, and its small, affordable spaces

Concerns

- Dwindling space for industrial businesses in San Carlos and the Peninsula
- Loss of small, affordable spaces for industrial businesses
- Loss of businesses in the Northeast Area that support other businesses in the East Side and on Laurel Street

Needs Identified

- If area is rezoned, clarity around how businesses can expand if they become legal non-conforming uses

Community Feedback on In-Progress Options: Land Use Option 2, Housing

Support

- General support from the community for housing and the proposed locations in Options 2A and 2B

Concerns

- If GW Williams office park on Old County Road becomes residential, would greatly reduce the number of small, affordable spaces for industrial businesses
- Conflicts between existing industrial uses and new residential uses – such as noise, light, working hours, truck movements, etc.
- Concerns regarding the location of the Community amenity space.

Needs Identified

- If area is rezoned, clarity around how businesses can expand if they become legal non-conforming uses
- Clarity on the transition between the existing neighborhood and the new residential buildings

Planning and Transportation Commission Feedback on In-Progress Options:

- Commission consensus to include housing but not consensus on how many units and the exact location.
- Shared desire to respect the existing light industrial businesses and the economic ecosystem that is there today.
- Commission consensus on improvements for flooding, but concerns about the feasibility of the 50-foot setback for Belmont Creek and the need for coordination with the City of Belmont.
- Commissioners appreciated the proposed street and mobility network, but were concerned about the impact on specific properties and how this new mobility network would be implemented.
- Recognition of the need for a detailed implementation plan.

Planning and Transportation Commission Feedback on In-Progress Options: Flooding & Resilience

Support

- Infrastructure improvements to address flooding and improve environmental resilience.

Concerns

Needs Identified

Planning and Transportation Commission Feedback on In-Progress Options: Transportation & Parking

Support

Concerns

Needs Identified

- The specific location of the proposed north-south street, the alleyways, and the paseos and the impacts these may have on parcels and property values.

Planning and Transportation Commission Feedback on In-Progress Options: Land Use Option 1, All Employment

Support

Concerns

Needs Identified

- Preserving the light industrial use and businesses that are in the area today.
- Enhancing the area for existing businesses.

Planning and Transportation Commission Feedback on In-Progress Options: Land Use Option 2, Housing

Support

- General support for housing in the Northeast Area.

Concerns

- The specific location of housing. Some Commissioners supported Option 2A, while others supported Option 2B. Another supported Option 1 with the addition of housing. Another proposed option was to limit housing to the area south of Taylor Way.
- How the area would transition from today's light industrial uses to the potential new residential uses.
- The transition between the existing single-family neighborhood and potential new multi-story housing in the Northeast Area.

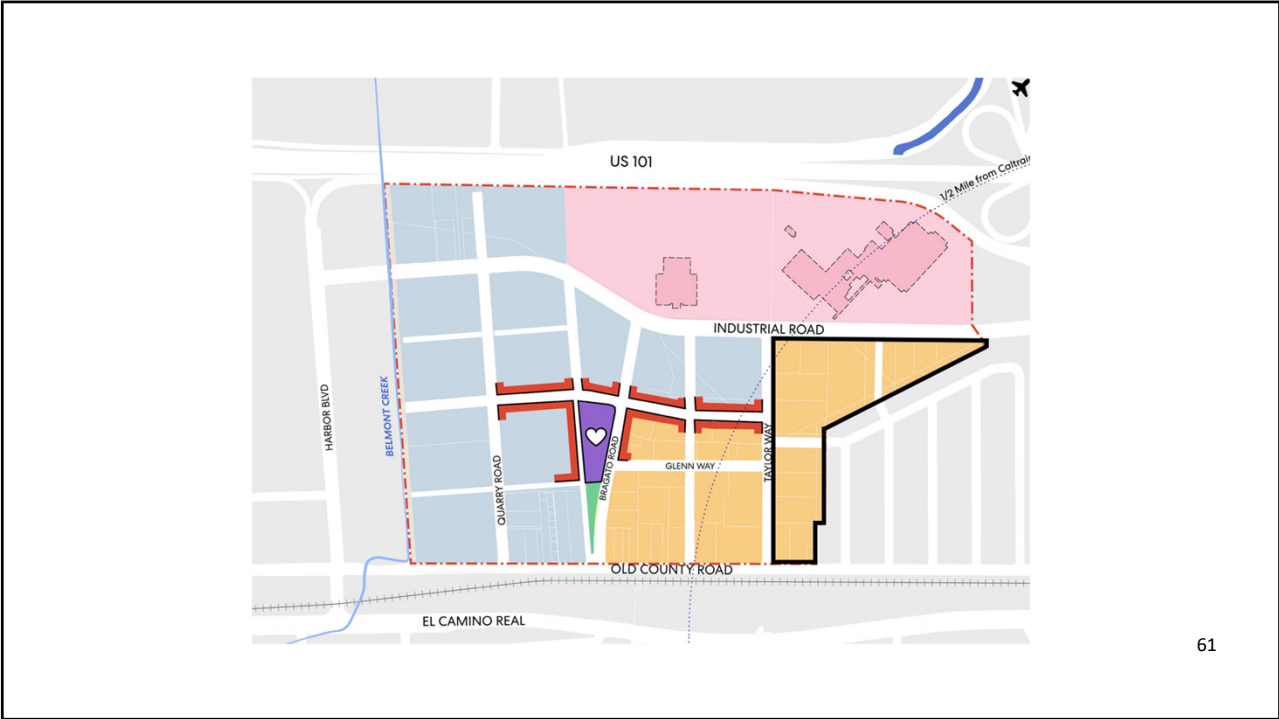
Needs Identified

- The need to introduce housing to the area to meet the future housing needs of the San Carlos community and to address future Regional Housing Needs Assessment (RHNA) cycles.
- The need for housing close to transit.
- The importance of considering no area in San Carlos as "off-limits" for possible future housing locations.
- The need to provide housing to balance job growth.

Land Use and Placemaking

Land Use Options





Planning and Transportation Commission Feedback on In-Progress Options: Additional Comments

Support

Concerns

Needs Identified

- What the vision is for the area – preserving today’s light industrial businesses, or enticing more biotech development.
- What financial resources the City has to implement the plan.
- Can community benefit dollars from potential development in the area be spent within the Northeast Area to improve infrastructure and fund other community amenities.

Tonight's Study Session

City staff requests that the City Council:

- Provide feedback on the draft land use options and concepts, and
- Provide recommendations and direction for City staff and the consultant team to develop the preferred option.

If you're participating remotely and would like to make a public comment on this agenda item, use the "raise hand" feature in Zoom.