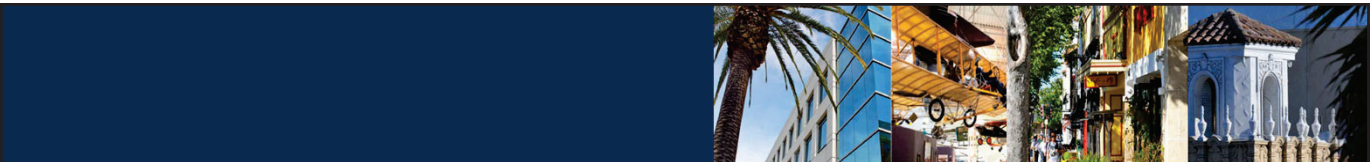




Northeast Area Specific Plan

City Council Study Session
February 12, 2024



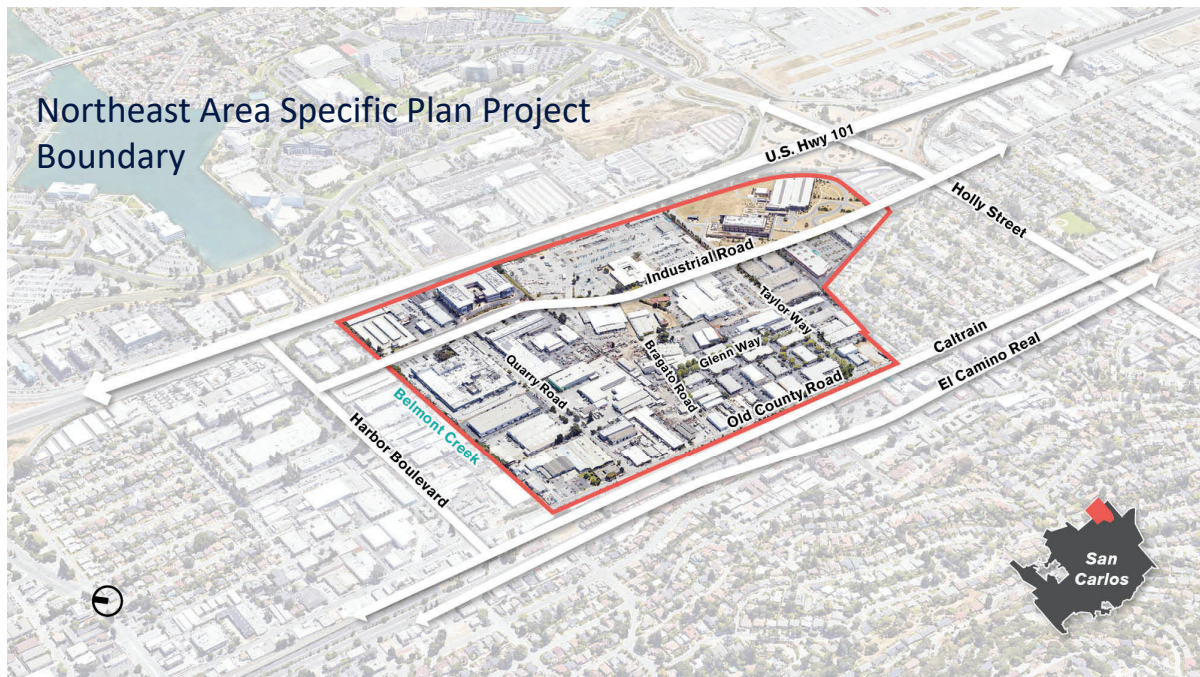
Tonight's Study Session:

- City staff recommends that the City Council receive a presentation and consider endorsing the Revised Draft Land Use Option and Urban Design Framework for the Northeast Area Specific Plan.

Tonight's Presentation

- Project Refresher
- Input received from the Planning and Transportation Commission, City Council, and Community Stakeholders
- Revised Draft Land Use Option and Urban Design Framework
- Timeline and Next Steps

3



4

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



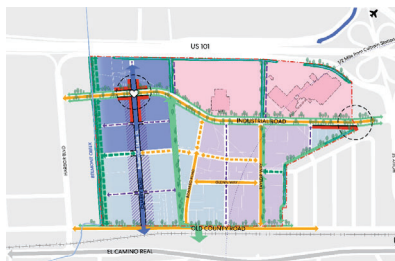
Champion District Resiliency



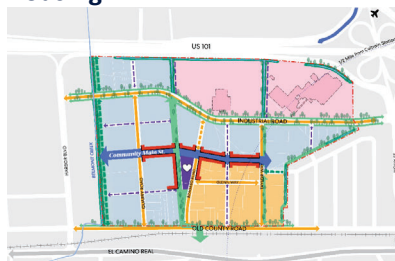
Address Flooding Issue and other Environmental Issues

Preliminary Design Concepts September 2023

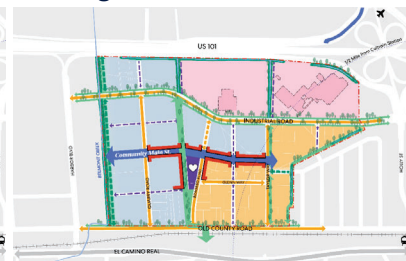
Option 1: All Employment



Option 2a: Employment + Housing



Option 2b: Employment + More Housing



Preliminary Land Use Categories

High Intensity Employment	Institutional / Utility	Community Amenity	Green Space / Green Infrastructure	Existing Vehicle Streets
Medium Intensity Employment	Residential Mixed-Use	District Gateway	Alleyways	Proposed Vehicle Streets
Light Industrial	Ground Floor Active Use		Pedestrian Pathways	

Input from PTC
September 18, 2023

Remove the proposed alleyways to create space for light industrial businesses.

General support for housing allowance in the land use plan but need to be intentional.

Concerns about more biotech development.

Ensure existing businesses are not put in a disadvantaged position.

Support for proposed flooding and environmental resilience recommendations.

Suggestion to locate housing south of Taylor Way.

Input from City Council
September 25, 2023

General support for housing, but no consensus on exact location.

Important to consider transition to Greater East San Carlos neighborhood.

Need to carefully consider how existing businesses can stay in the district and expand.

Reconsider locations of new streets to mitigate impact on property owners.

Would still like to see a community amenity in the area but need to determine a new location.

Evaluate if 50 feet is necessary for the creek setback on adjacent properties.

Bring ground floor manufacturing/artisan spaces into the preferred alternative.

Input from Community
Fall 2023

Concerns about alleyways on private properties and pedestrian connection into the GESC neighborhood.

Concerns about 24-hr industrial operations in close proximity to housing.

Concerns with tall residential buildings adjacent to small commercial buildings.

Don't fall into the trap of other cities to eradicate industrial uses in the area.

Concerns about conflict between large trucks and new bike lanes and sidewalks.

Put Eastside Connect on NEASP segment of Old County Road.

Input from PTC
January 2024

City staff/consultants have done a great job listening to feedback and providing a revised plan.

Make sure the water management plan is right before moving forward with implementation.

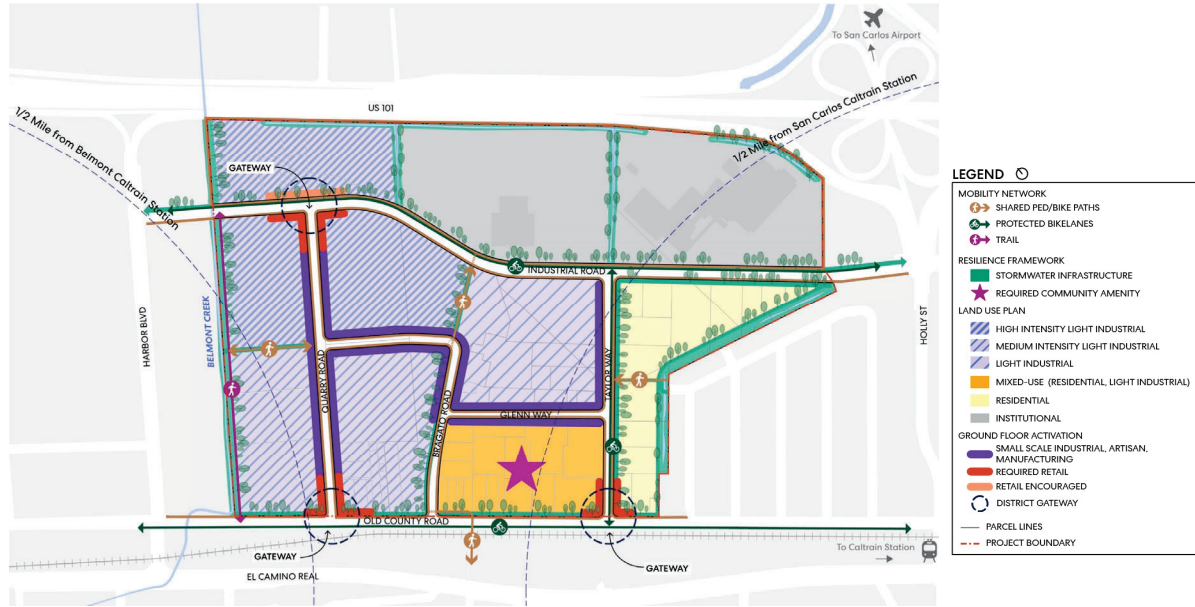
Provide clarification to existing businesses on the proposed land uses and zoning.

Mixed-use housing in this area makes sense. Provide more clarity on how future parking would work.

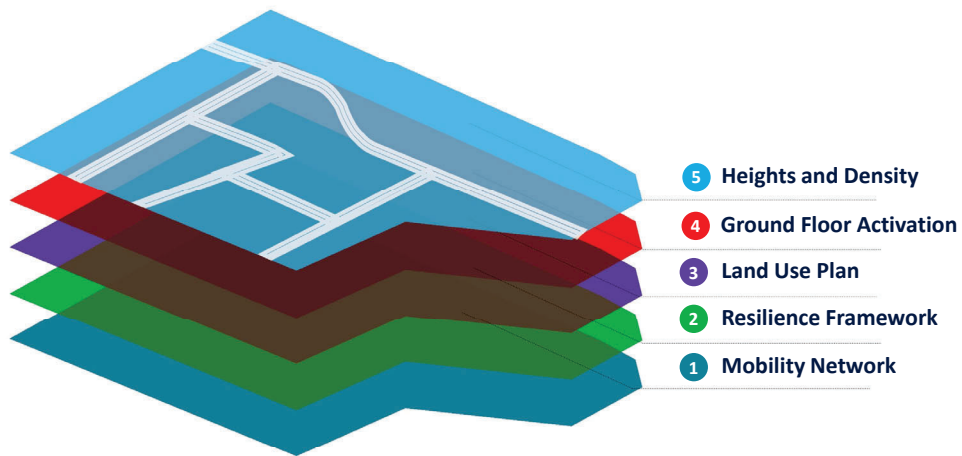
Work toward an organic integration of old and new uses.

Provide context/rationale for bonus height of up to 200 feet.

Revised Draft Land Use Option and Urban Design Framework



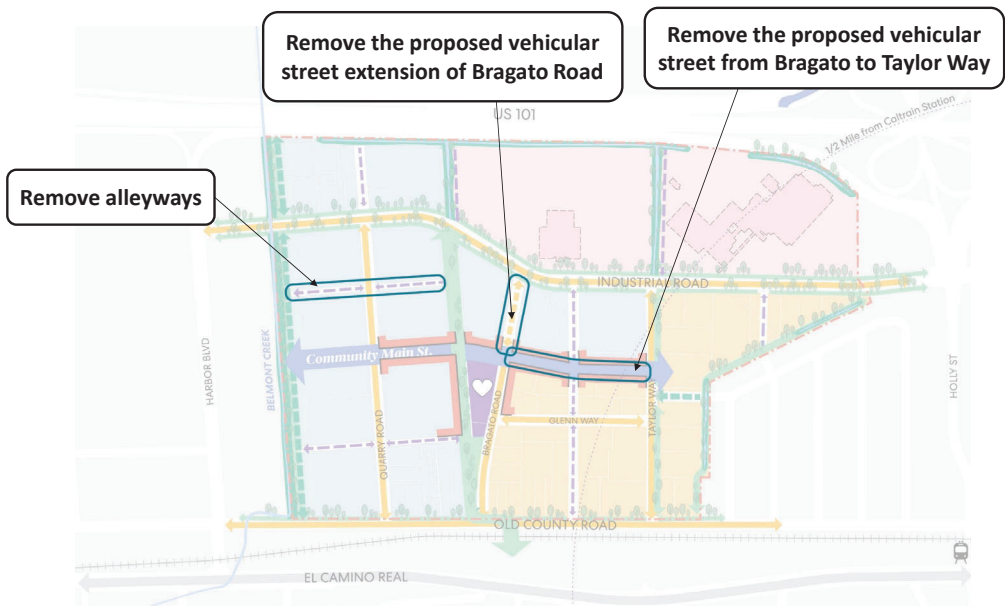
Revised Draft Land Use Option: Urban Design Framework



1 Mobility Network

1 Mobility Network

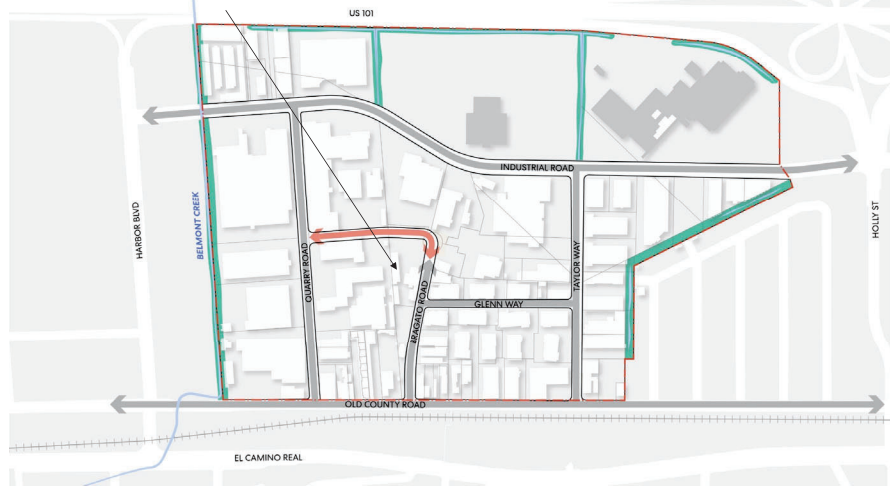
Modifications Based on Input



1 Mobility Network

Proposed Vehicle Street Network

New street segment from Quarry Road to Bragato Road



1 Mobility Network

Proposed Active Transportation Network

- SIDEWALKS
- ↔ SHARED PED/BIKE PATHS
- ↔ PROTECTED BIKELANES
- ↔ TRAIL

Bragato Road becomes a pedestrian/bicycle priority street with a direct connection from El Camino Real to Industrial Road.

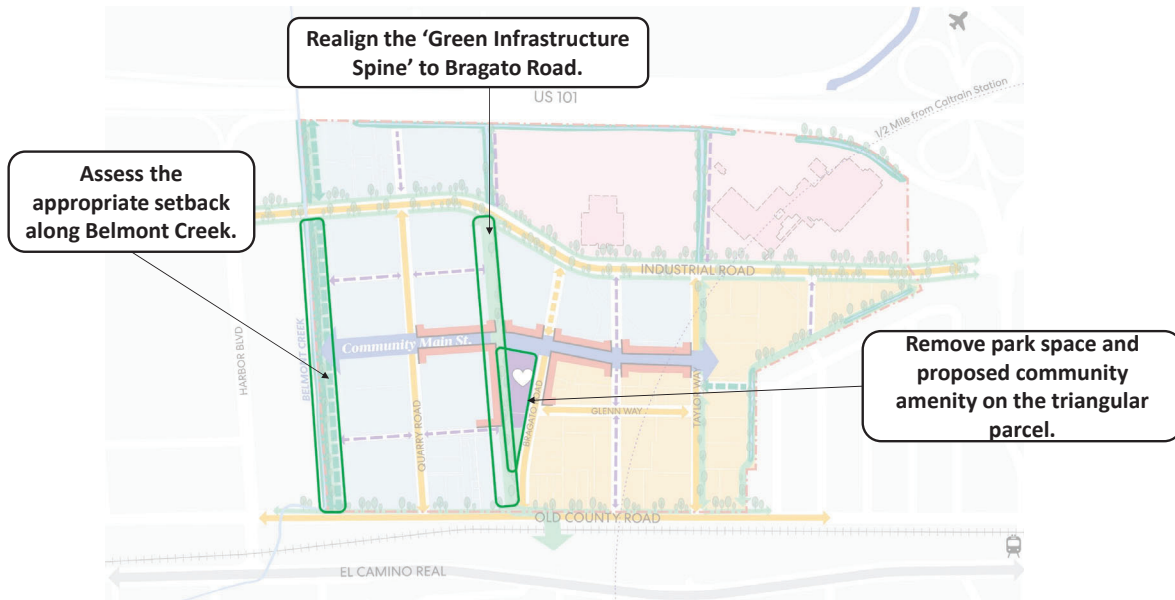
Industrial Road redesigned as a multi-modal district boulevard.



2 Resilience Framework

2 Resilience Framework

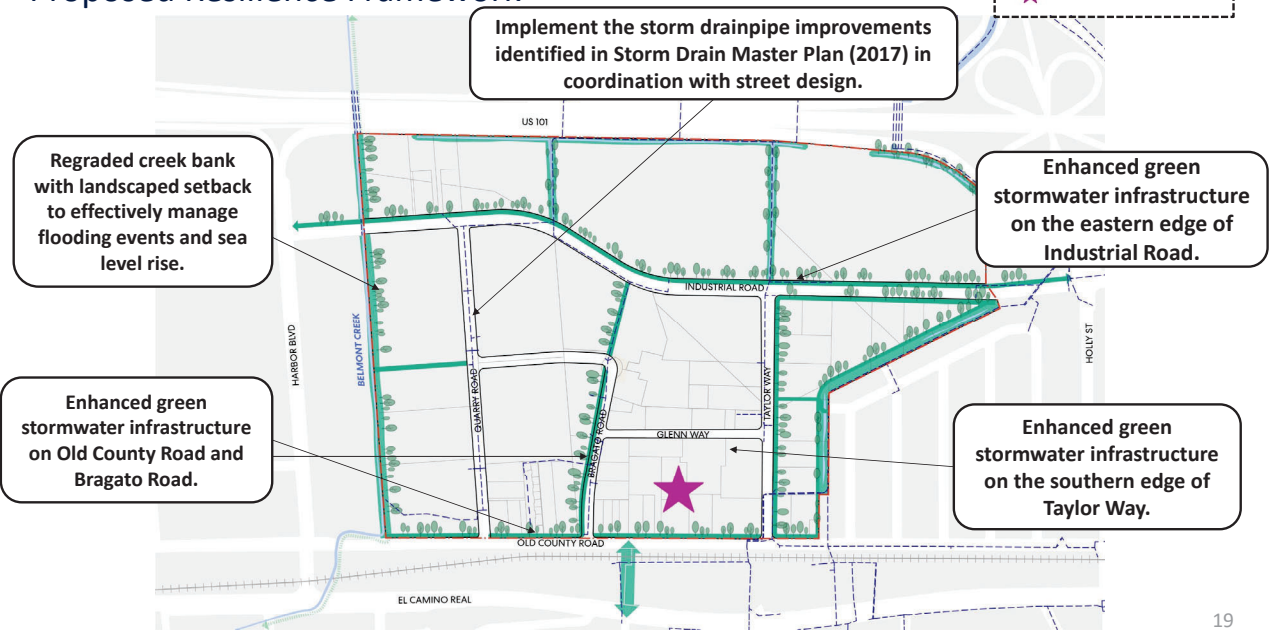
Modifications Based on Input



2 Resilience Framework

Proposed Resilience Framework

RESILIENCE FRAMEWORK
■ STORMWATER INFRASTRUCTURE
★ REQUIRED COMMUNITY AMENITY

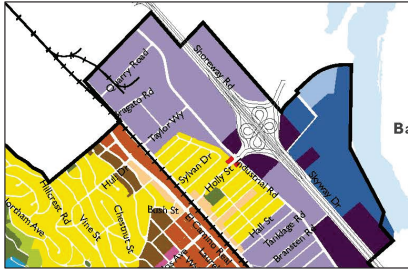


3 Land Use Plan

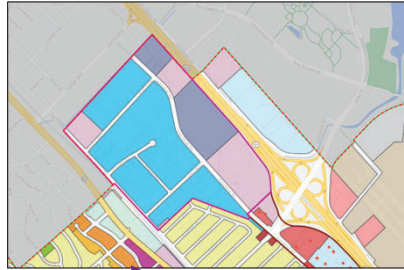
3 Land Use Plan

Relationship between General Plan, Zoning Code, and Land Use Classifications/Categories

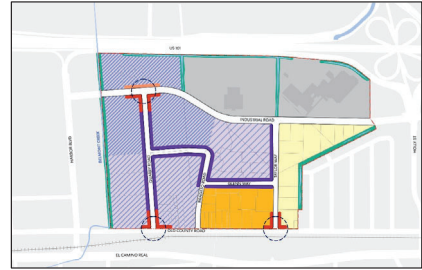
General Plan



Zoning Code



Land Use Categories



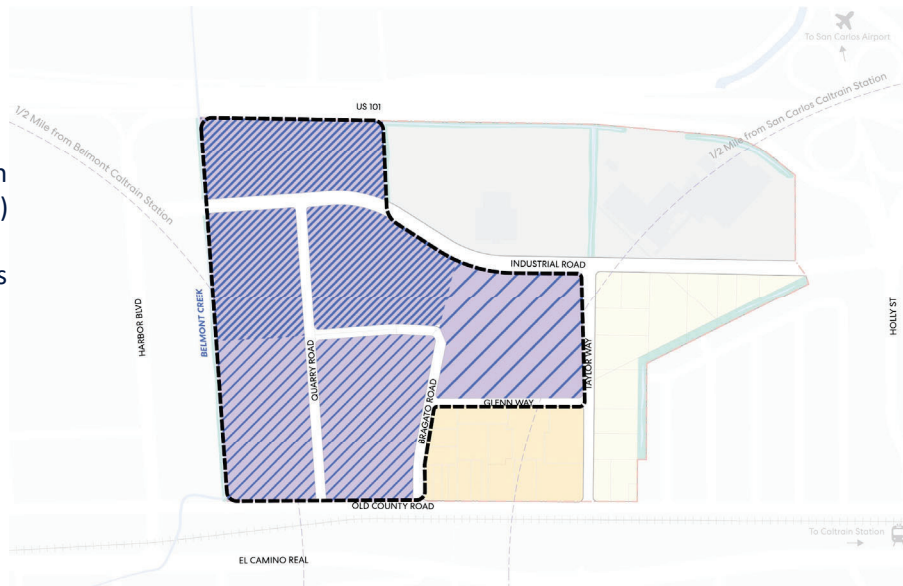
We are not assigning a zoning district at this phase of the Specific Plan process.

3 Land Use Plan

Calibrating Permitted Uses into Land Use Categories

- The 'light industrial' area includes the permitted land uses in the Light Industrial (IL) and Industrial Professional (IP) zones with modifications as needed.

	HIGH INTENSITY LIGHT INDUSTRIAL
	MEDIUM INTENSITY LIGHT INDUSTRIAL
	LIGHT INDUSTRIAL



3 Land Use Plan

Calibrating Existing Permitted Uses



3 Land Use Plan

Integrating Residential Mixed-Use

- Balancing the need for living wage jobs, while identifying land to accommodate future population growth in San Carlos.



3 Land Use Plan

Integrating Residential Mixed-Use

Mixed Use (Residential, Ground Floor Commercial)



Multi-Family Residential



Small Scale Industrial, Artisan, Manufacturing



Retail and Neighborhood Services



4 Ground Floor Activation

4 Ground Floor Activation

District Gateways and Retail Nodes

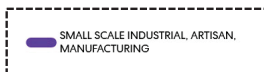
- There are 3 proposed gateways:
 - Industrial Road and Quarry Road
 - Quarry Road and Old County Road
 - Taylor Way and Old County Road
- Ground-floor retail is only required at gateways to create a social destination.
- Active uses would be allowed but not required along major corridors such as Industrial Road and Old County Road



4 Ground Floor Activation

Enhance Small Scale Industrial Spaces

- New development fronting on select streets will be required to provide a percentage of ground floor space for small scale industrial, artisan, and manufacturing spaces.



4 Ground Floor Activation

Enhance Small Scale Industrial Spaces



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4 Ground Floor Activation

When Specific Plan Regulations Apply

- The Specific Plan Regulations are effective when the Specific Plan is adopted.
- Developments must comply with the Specific Plan standards. However, the project team will determine the specifics of project types that are subject to the requirements later in the process.
- Note: Interior tenant improvements would not trigger the Specific Plan requirements.

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5 Heights and Density

5 Heights and Density

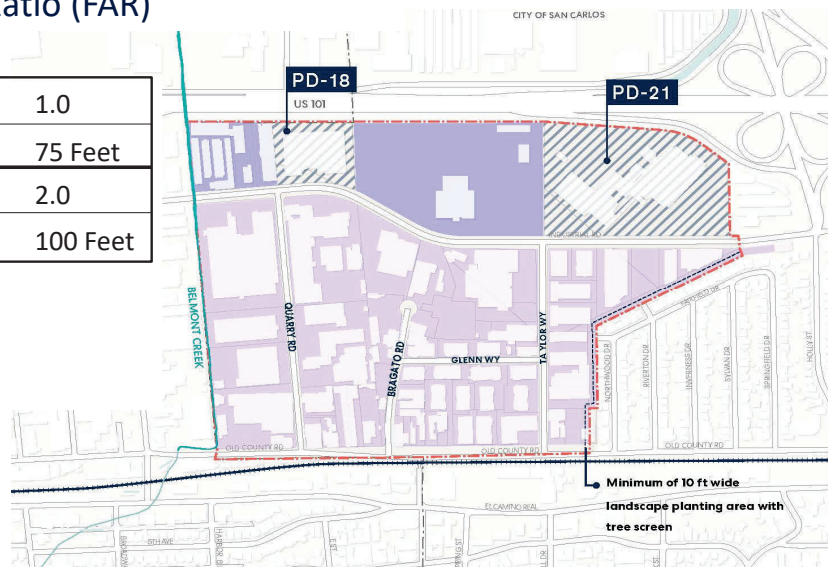
Existing Zoning and Corresponding Maximum Height and Floor Area Ratio (FAR)

Zoning District

Light Industrial	FAR	1.0
	Height	75 Feet
Industrial Professional	FAR	2.0
	Height	100 Feet

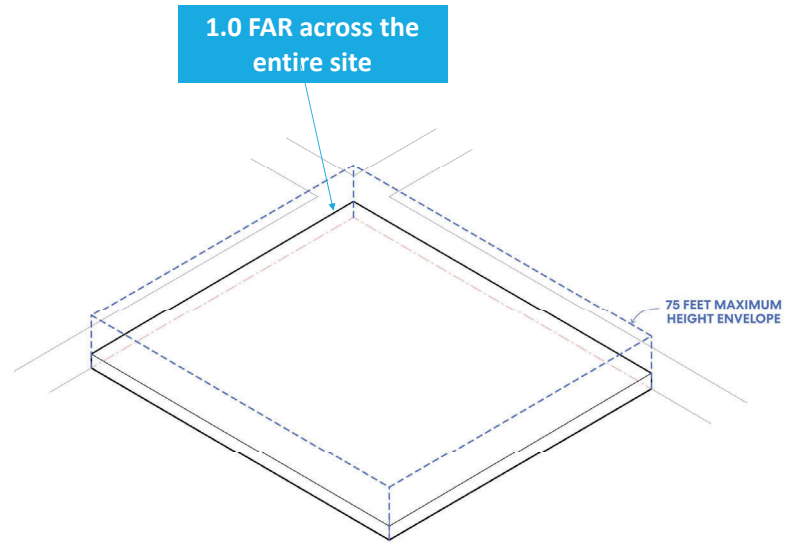
Zoning

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



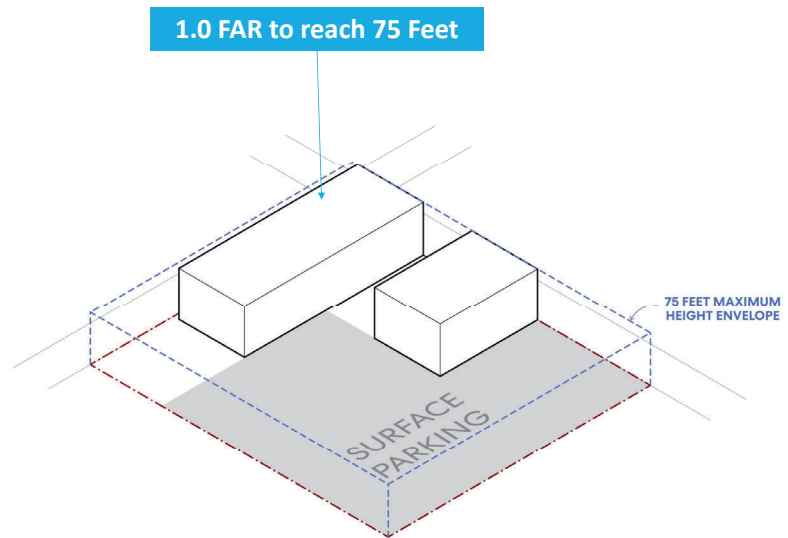
5 Heights and Density

Existing Allowable Height and FAR



5 Heights and Density

Existing Allowable Height and FAR

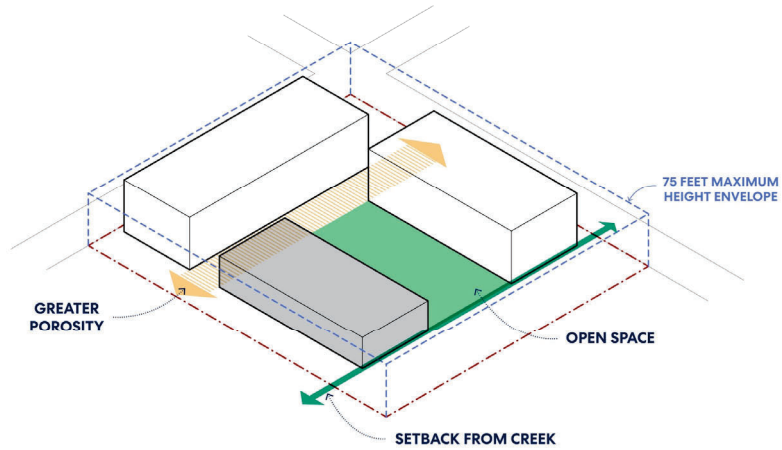


5 Heights and Density

Proposed Height and FAR

**Our Future Work:
Right Size The FAR**

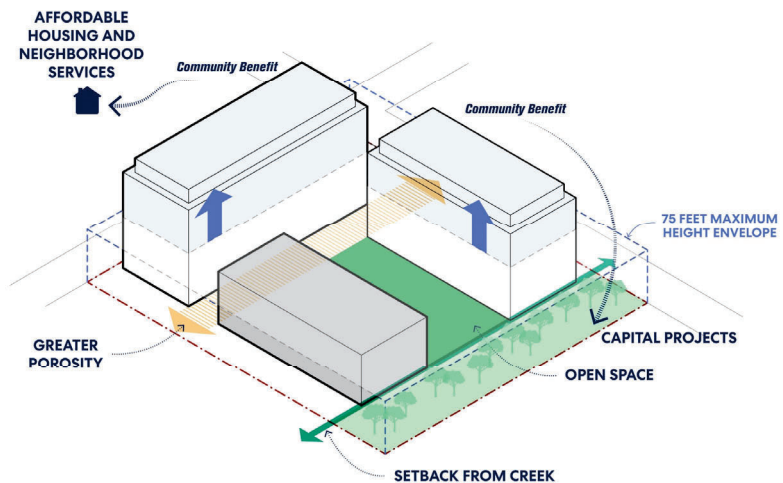
- Keep maximum height at 75 feet for IL and 100 feet for IP.
- Increase the FAR to allow more substantial development.
- New development must adhere to site development and design standards included in the Specific Plan document.



5 Heights and Density

Proposed Bonus Height and FAR

- Bonus height and FAR will be tied to a community benefit system, to ensure that high intensity development provides tangible public benefit.
- Bonus menu will be developed in upcoming months with input from City leadership.

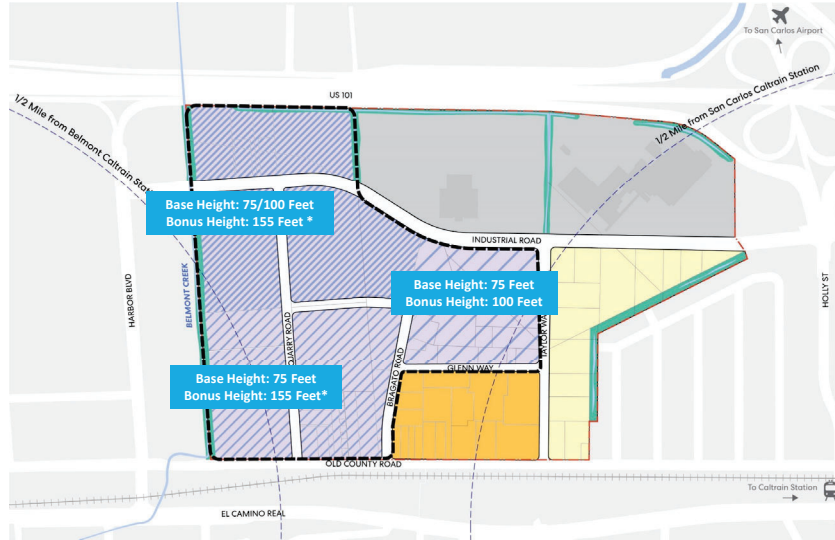


5 Heights and Density

Early Consideration for Bonus Height and FAR

- Maximum base heights will be based on the existing zoning district.
- For bonus heights, staff's recommendation is to be consistent with the Airport Land Use Compatibility Plan's maximum height requirements, which is currently 155 feet (above mean sea level).

LAND USES
 HIGH INTENSITY LIGHT INDUSTRIAL
 MEDIUM INTENSITY LIGHT INDUSTRIAL
 LIGHT INDUSTRIAL

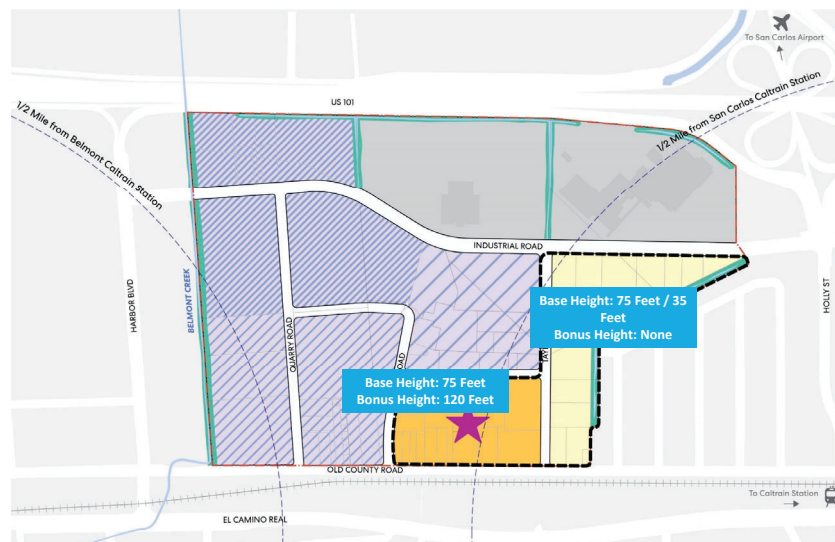


5 Heights and Density

Proposed Bonus Height and FAR for Residential Uses

- Additional height on residential properties adjacent to the single-family neighborhood would only be allowed, if requested, under the State Density Bonus Law.
- With bonus height, a community amenity would be required.

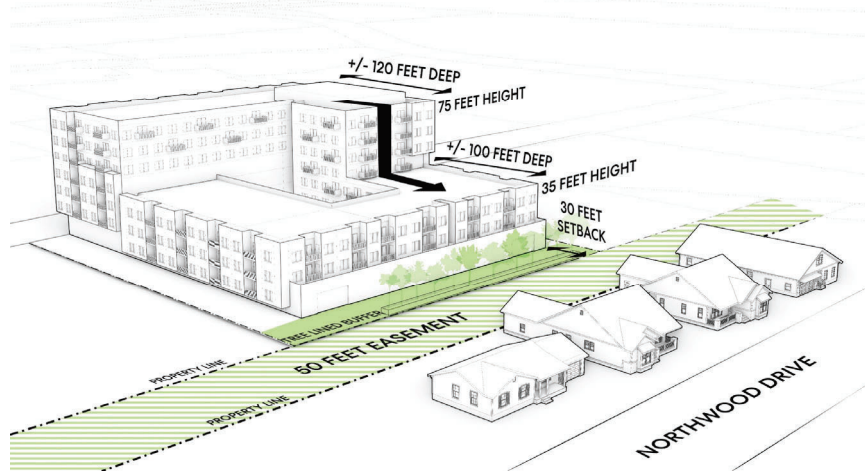
MIXED-USE (RESIDENTIAL, LIGHT INDUSTRIAL)
 RESIDENTIAL
 INSTITUTIONAL
 REQUIRED COMMUNITY AMENITY



5 Heights and Density

Proposed Bonus Height and FAR

- The distance between the proposed 75-foot height allowance and the rear property line of a single-family lot is 180 feet.



5 Heights and Density

State vs. City Density Bonus

- Alternative to the State Density Bonus
- Applies only to rental projects
 - 4 bonus units for each **Very Low Income** unit provided
 - 2 bonus units for each **Low Income** unit provided

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

- If applicant utilizes the State's Density Bonus, they cannot also utilize the City's Density Bonus for additional units on top of those already granted
- If applicant utilizes the City's Density Bonus, the waivers and concessions that are included in State Density Bonus Law can also be utilized as waivers and concessions for the City's Density Bonus

Project Timeline and Next Steps



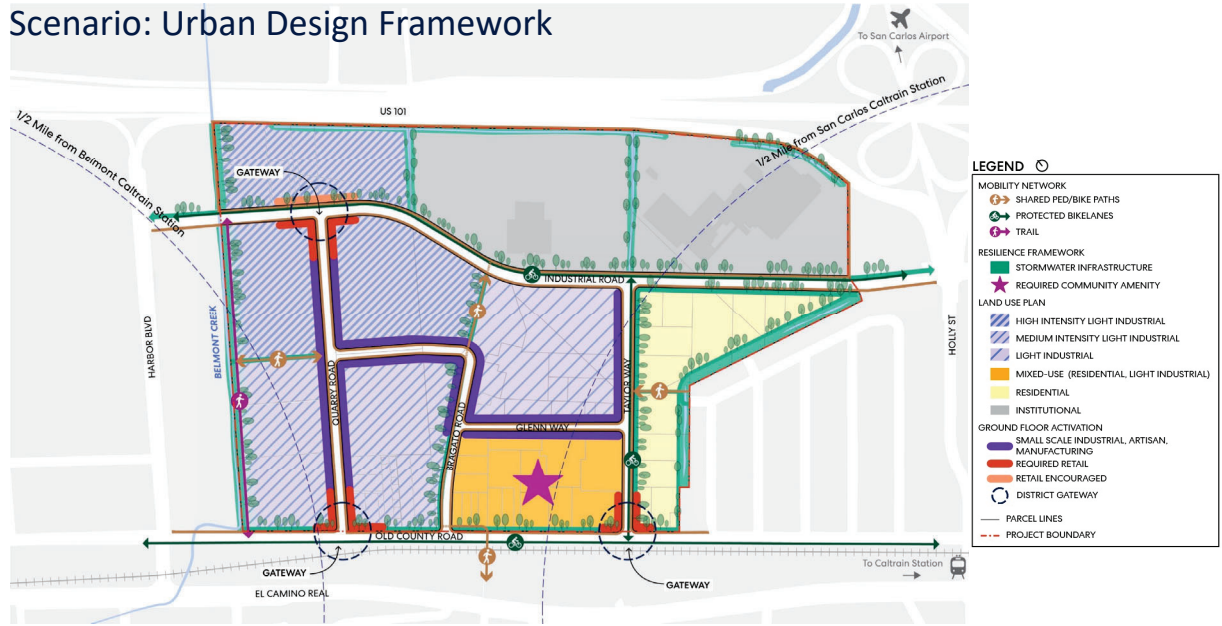
41

Tonight's Study Session:

- City staff recommends that the City Council receive a presentation and consider endorsing the Revised Draft Land Use Option and Urban Design Framework for the Northeast Area Specific Plan.

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From Revised Draft Land Use Option to Proposed Preferred Scenario: Urban Design Framework



Northeast Area Specific Plan

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

