



Northeast Area Specific Plan

Planning and Transportation Commission

January 16th, 2024





Tonight's Study Session:

- City staff is requesting that the Planning and Transportation Commission provide input on:
 - The draft revised land use option, including the modified proposed streets and open space concepts.
 - Provide input to City Council to work towards a preferred land use option.



Tonight's Presentation

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

Northeast Area Specific Plan Project Boundary



U.S. Hwy 101

Holly Street

Industrial Road

Taylor Way

Glenn Way

Bragato Road

Quarry Road

Old County Road

Caltrain

El Camino Real

Belmont Creek

Harbor Boulevard



The Specific Plan as a Vehicle for Positive Change



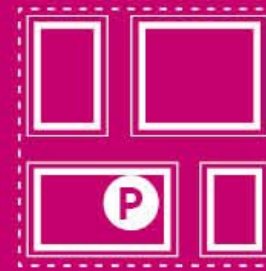
**Celebrate the Area's
Industrial Legacy**



**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**

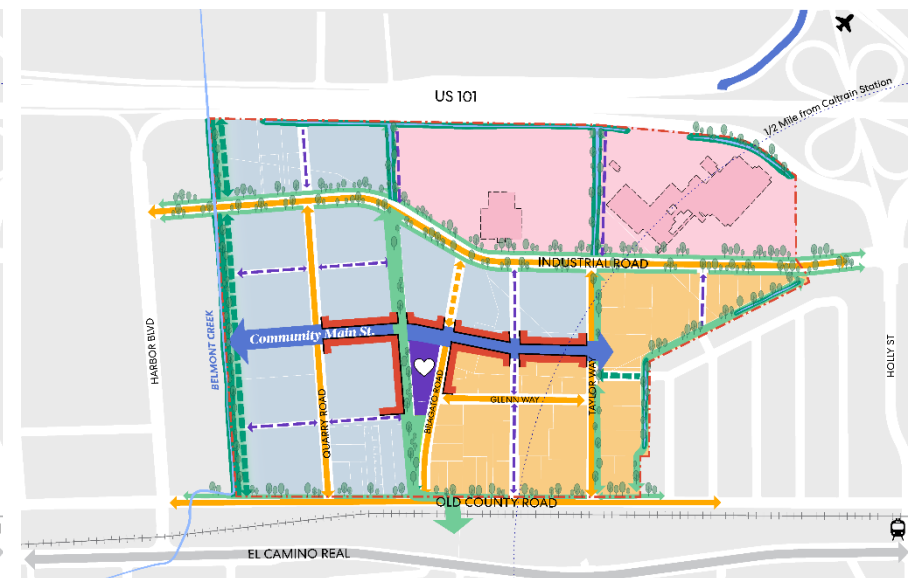
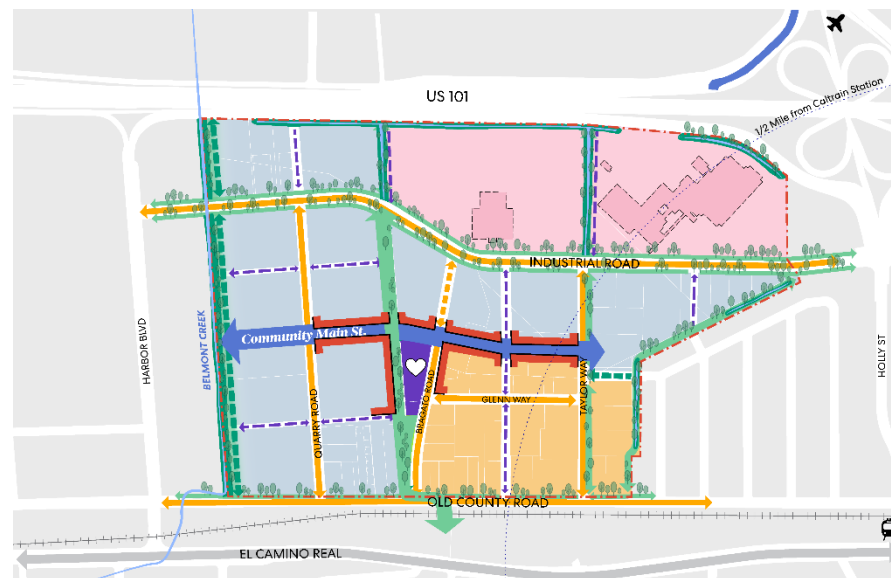
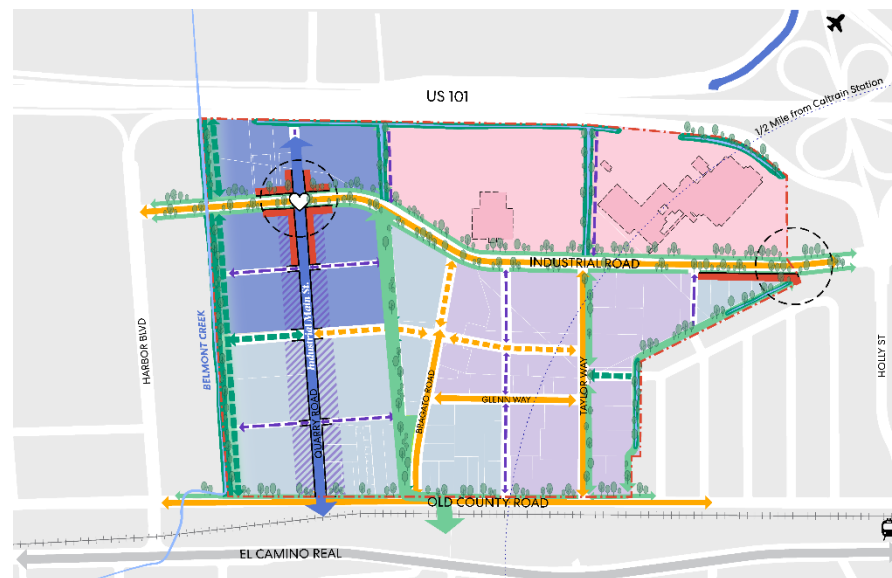
Preliminary Design Concepts

September 2023






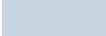







Option 1: All Employment

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 18th, 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 25th, 2023

General support for housing, but not 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

Revised Land Use Option and Urban Design Framework



LEGEND ☉

MOBILITY NETWORK

- SHARED PED/BIKE PATHS
- PROTECTED BIKE LANES
- TRAIL

RESILIENCE FRAMEWORK

- STORMWATER INFRASTRUCTURE
- REQUIRED COMMUNITY AMENITY

LAND USE PLAN

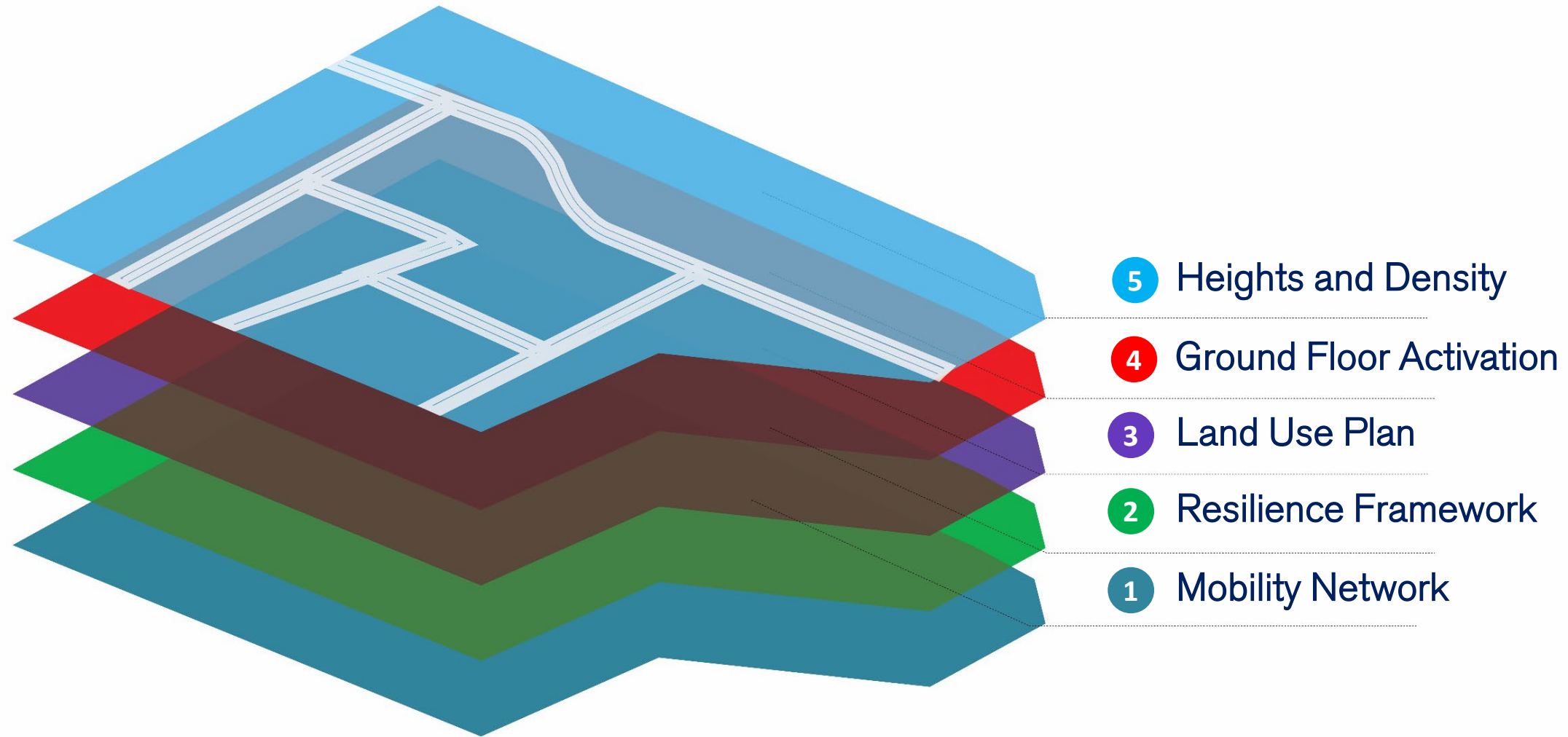
- HIGH INTENSITY LIGHT INDUSTRIAL
- MEDIUM INTENSITY LIGHT INDUSTRIAL
- LIGHT INDUSTRIAL
- MIXED-USE (RESIDENTIAL, LIGHT INDUSTRIAL)
- RESIDENTIAL
- INSTITUTIONAL

GROUND FLOOR ACTIVATION

- SMALL SCALE INDUSTRIAL, ARTISAN, MANUFACTURING
- REQUIRED RETAIL
- RETAIL ENCOURAGED
- DISTRICT GATEWAY

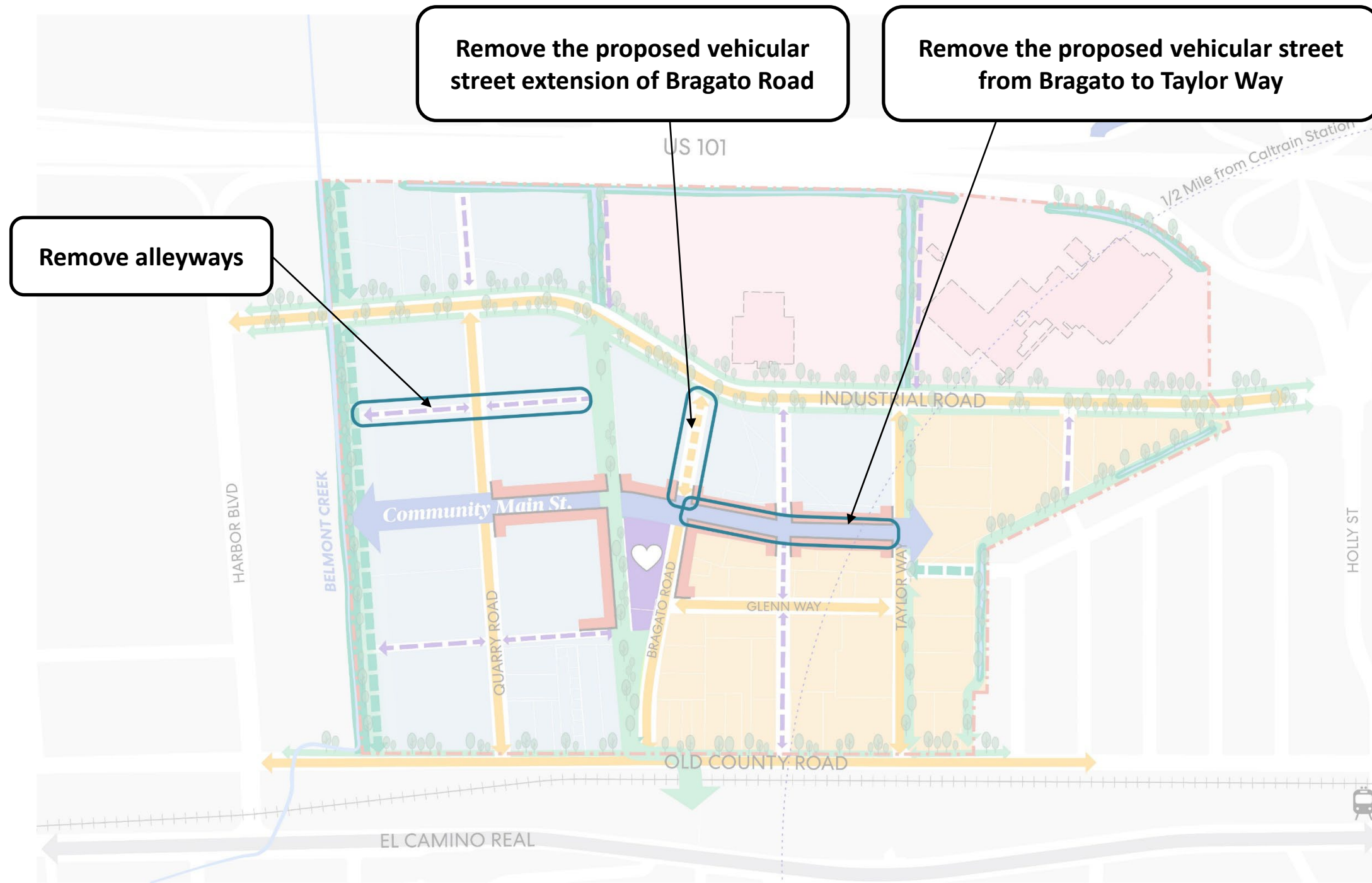
— PARCEL LINES
 - - - PROJECT BOUNDARY

Revised Land Use Option: Urban Design Framework

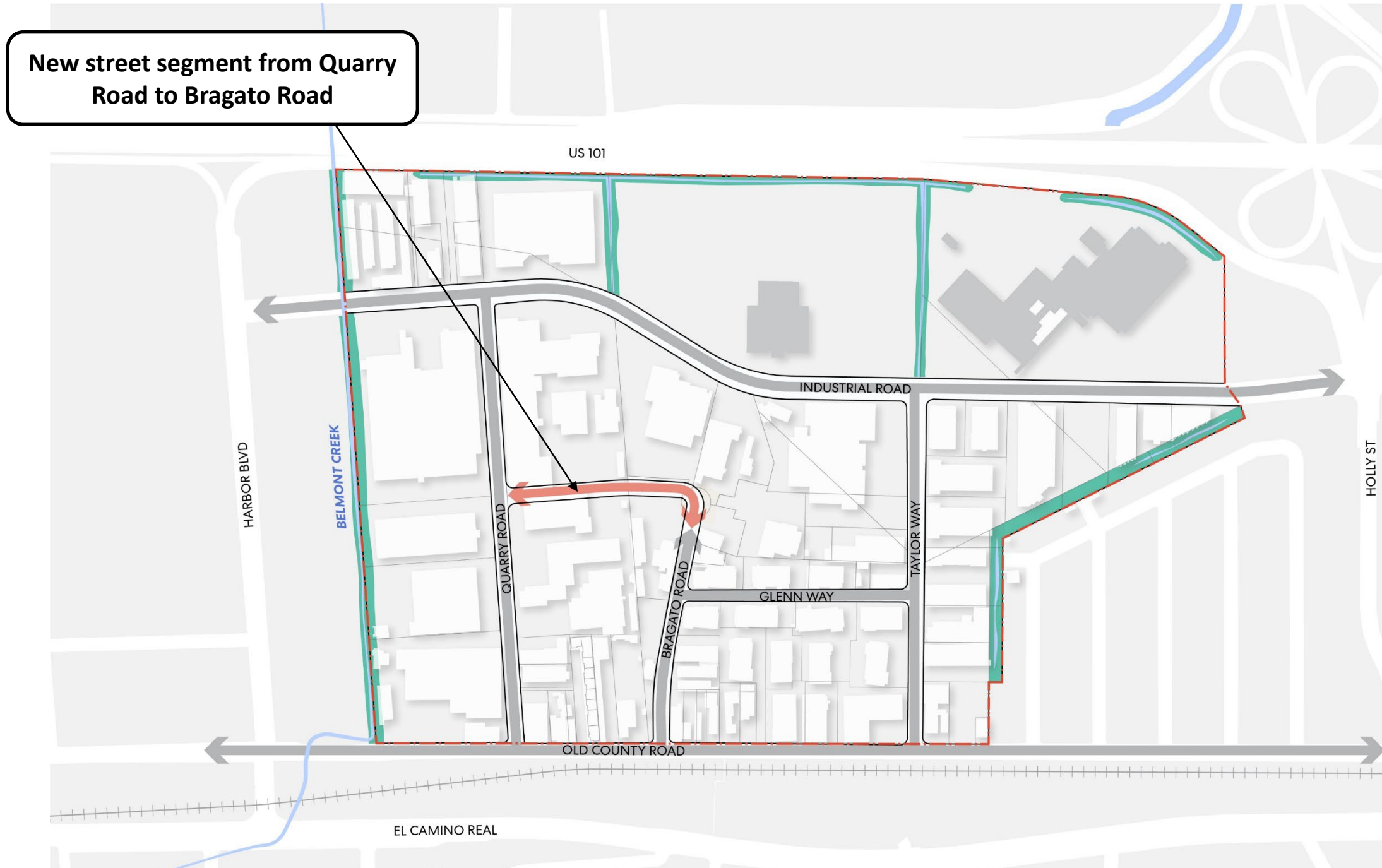


① Mobility Network

Modifications Based on Input



Proposed Vehicle Street 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.

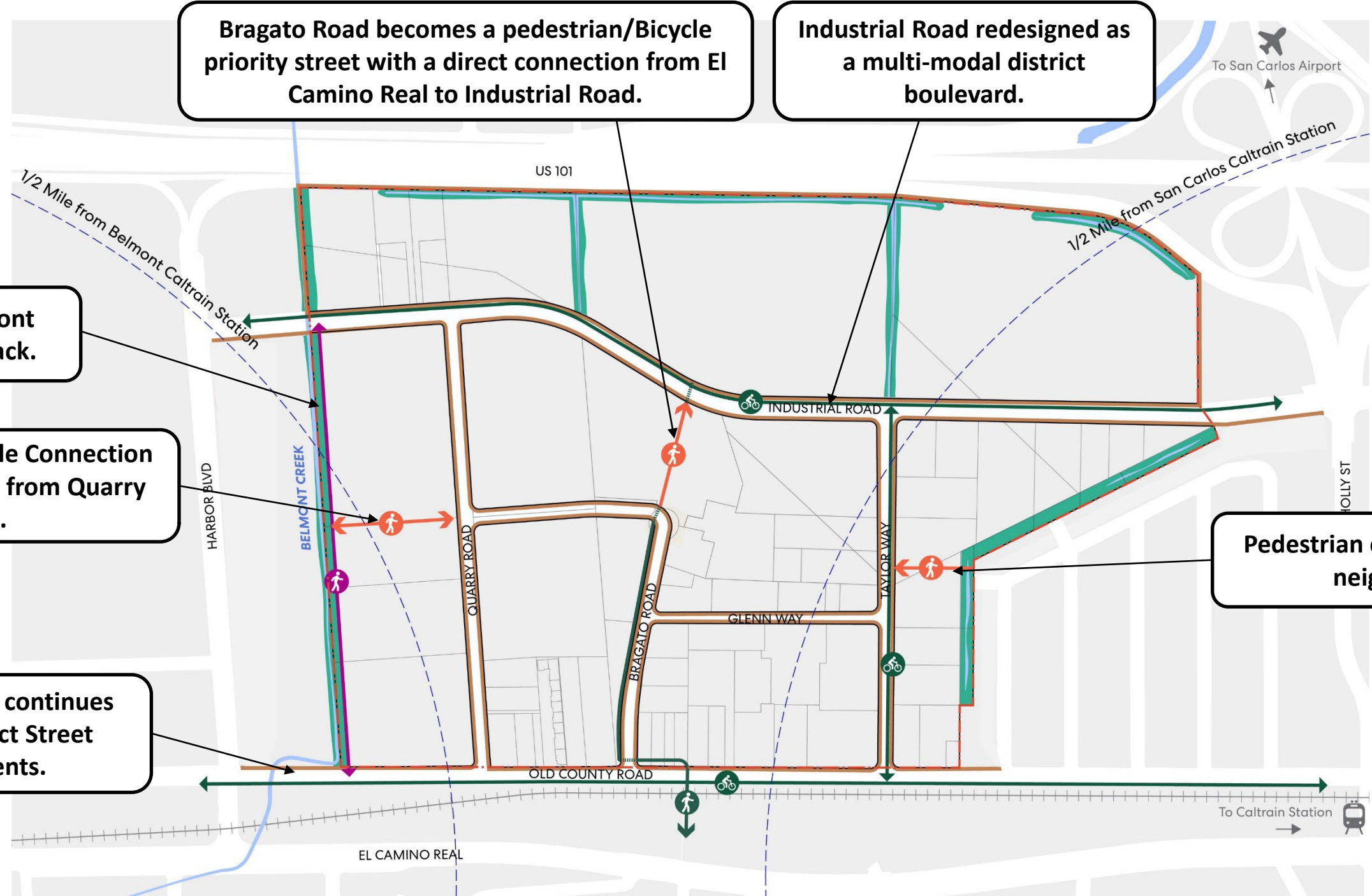
Industrial Road redesigned as a multi-modal district boulevard.

Trail along Belmont Creek with Setback.

Pedestrian / Bicycle Connection to Belmont Creek from Quarry Road.

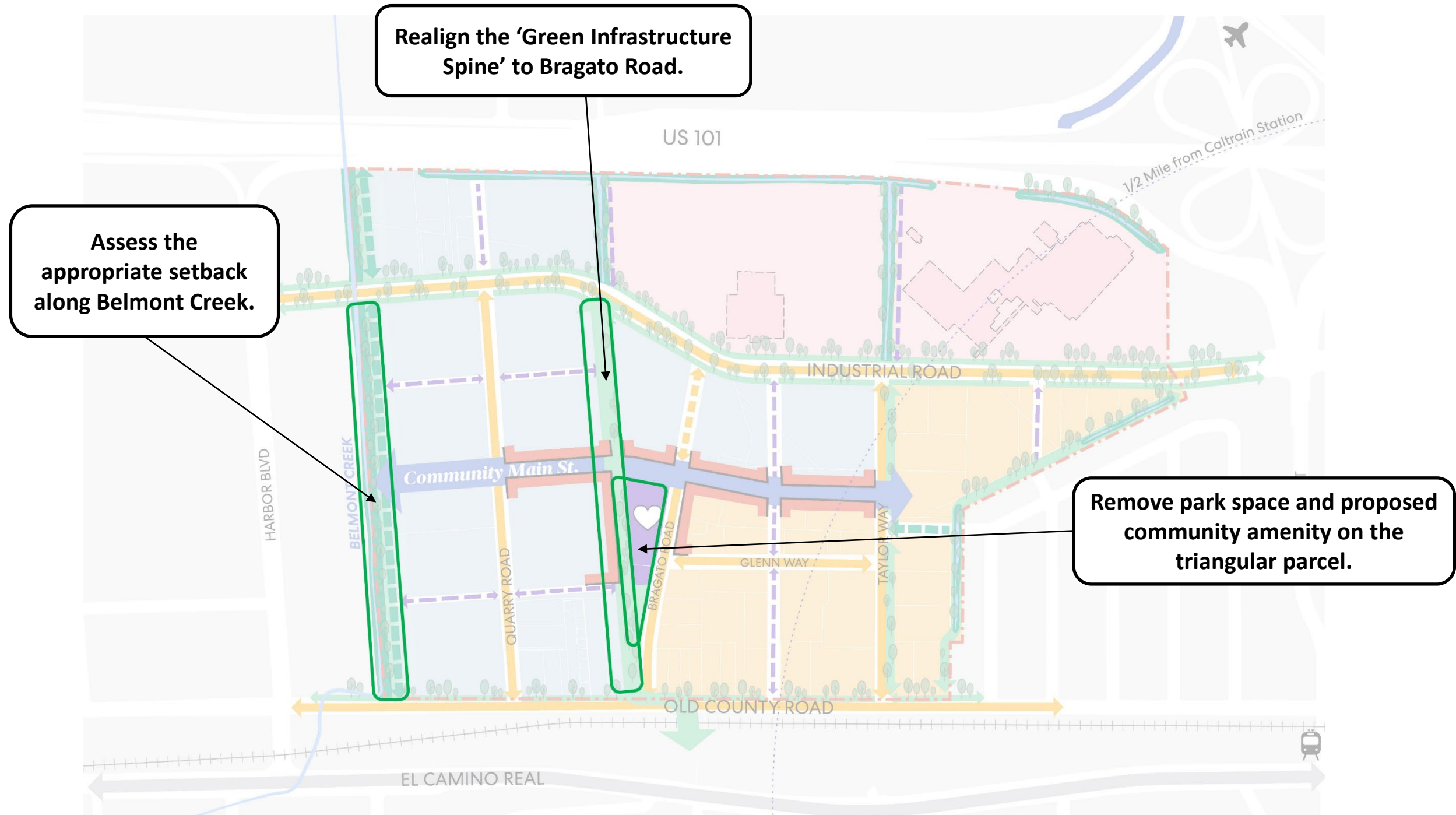
Old County Road continues Eastside Connect Street Improvements.

Pedestrian connection to GESC neighborhood.



② Resilience Framework

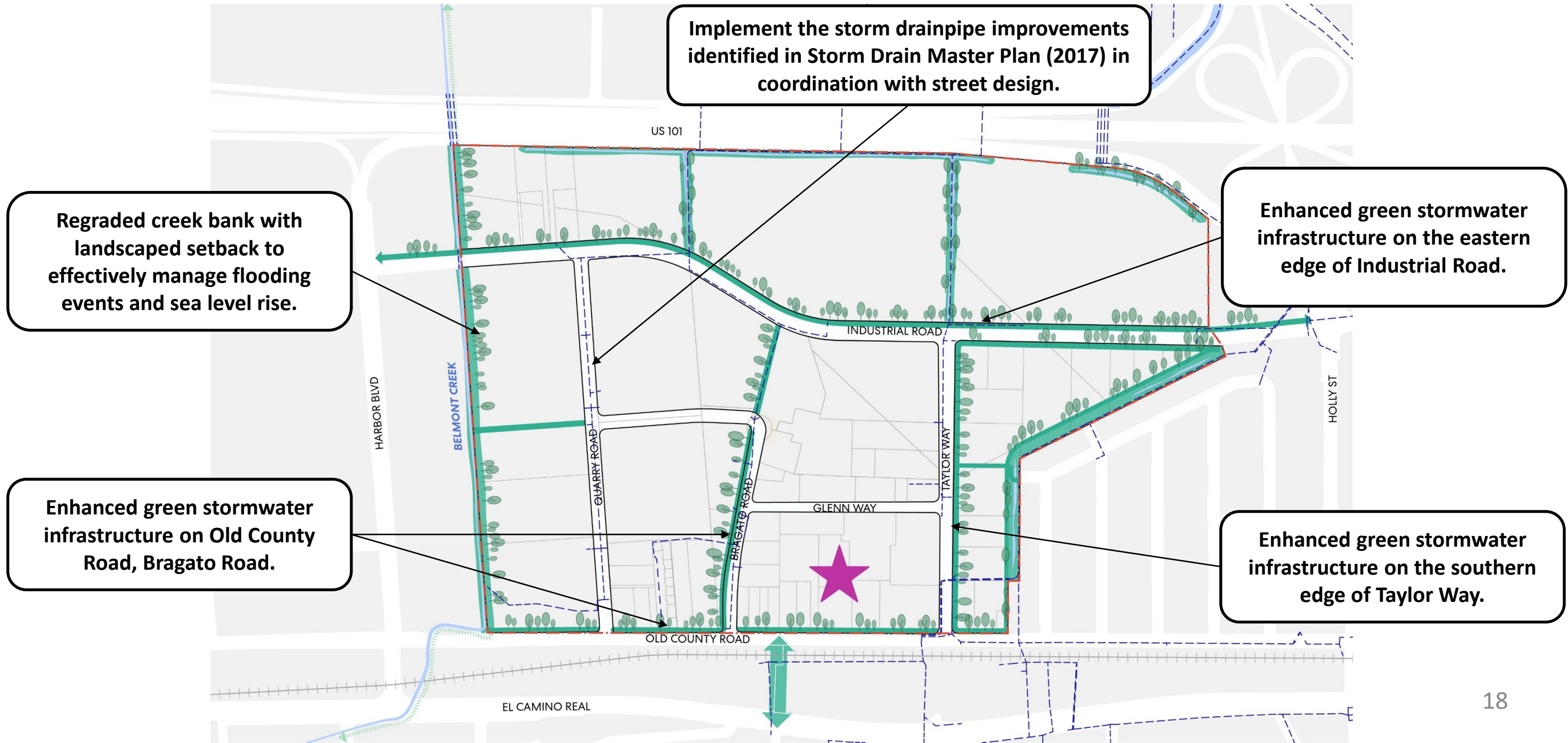
Modifications Based on Input



Proposed Resilience Framework

RESILIENCE FRAMEWORK

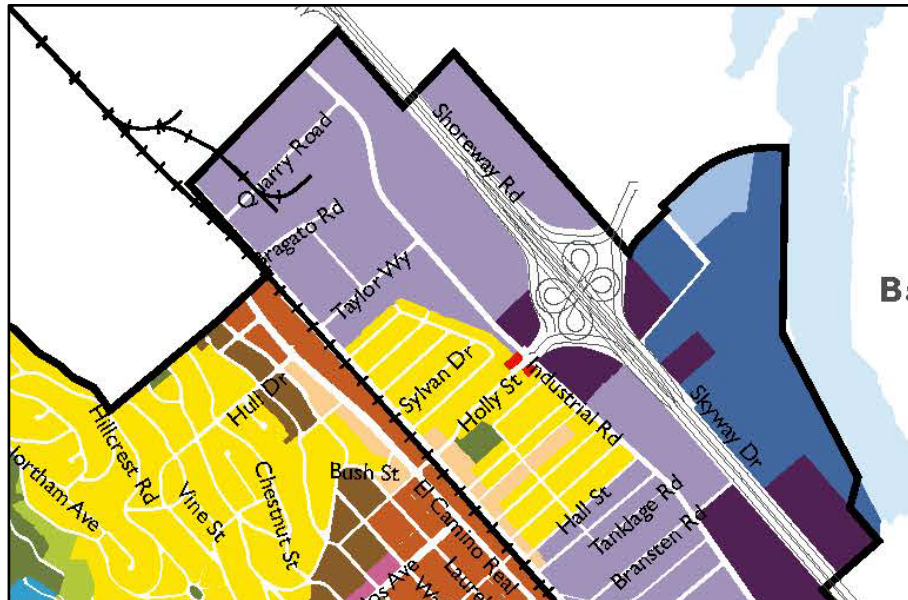
- STORMWATER INFRASTRUCTURE
- ★ REQUIRED COMMUNITY AMENITY



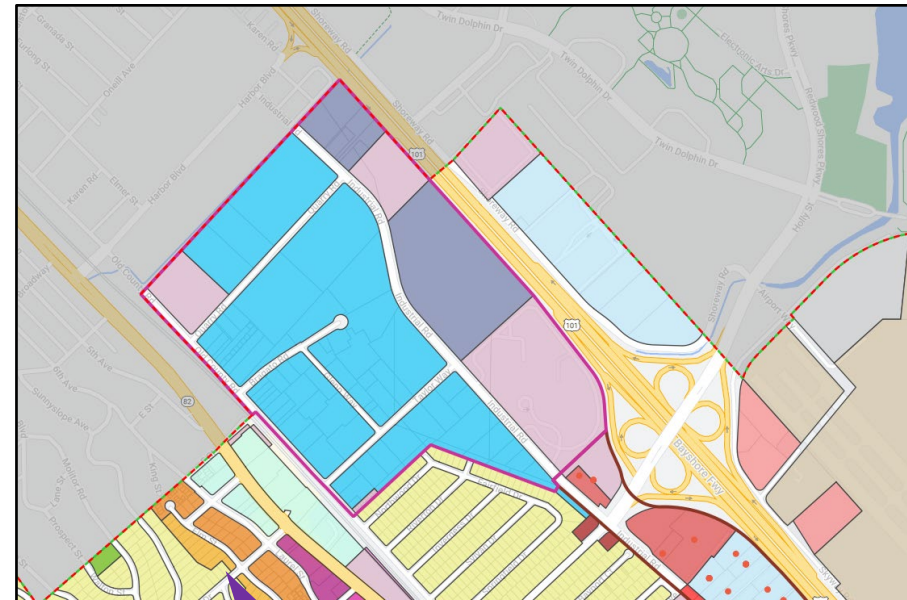
3 Land Use Plan

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

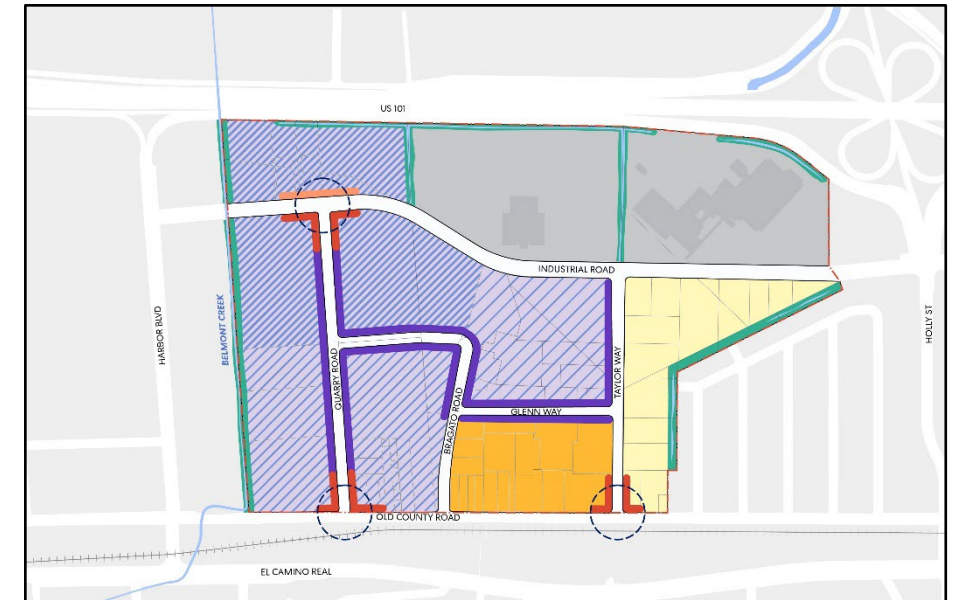
General Plan



Zoning Code



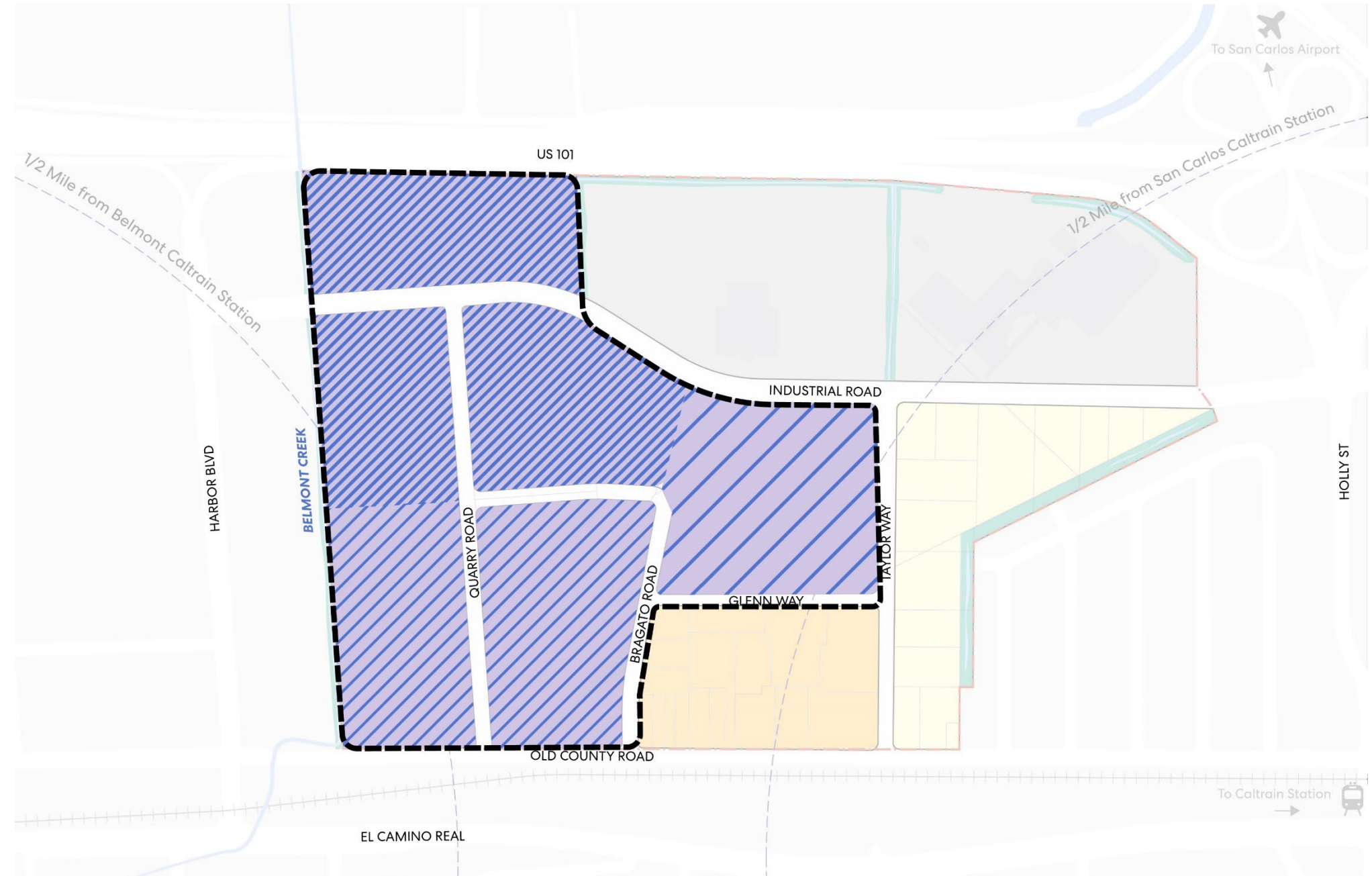
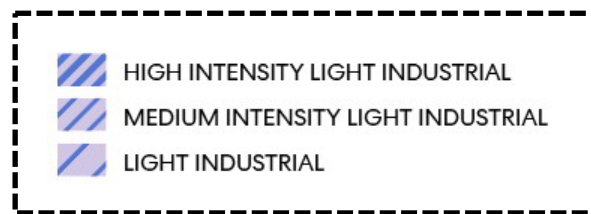
Land Use Categories



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

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.



Calibrating Existing Permitted Uses

Light Industrial, Warehousing, Service Commercial



Research and Development, Biotechnology



Small Scale Industrial, Artisan, Manufacturing



Retail and Neighborhood Services



Integrating Residential Mixed-Use

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



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

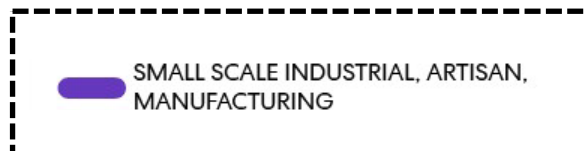
District Gateways and Retail Nodes

- 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 are encouraged along major corridors.



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.



Enhance Small Scale Industrial Spaces



5 Heights and Density

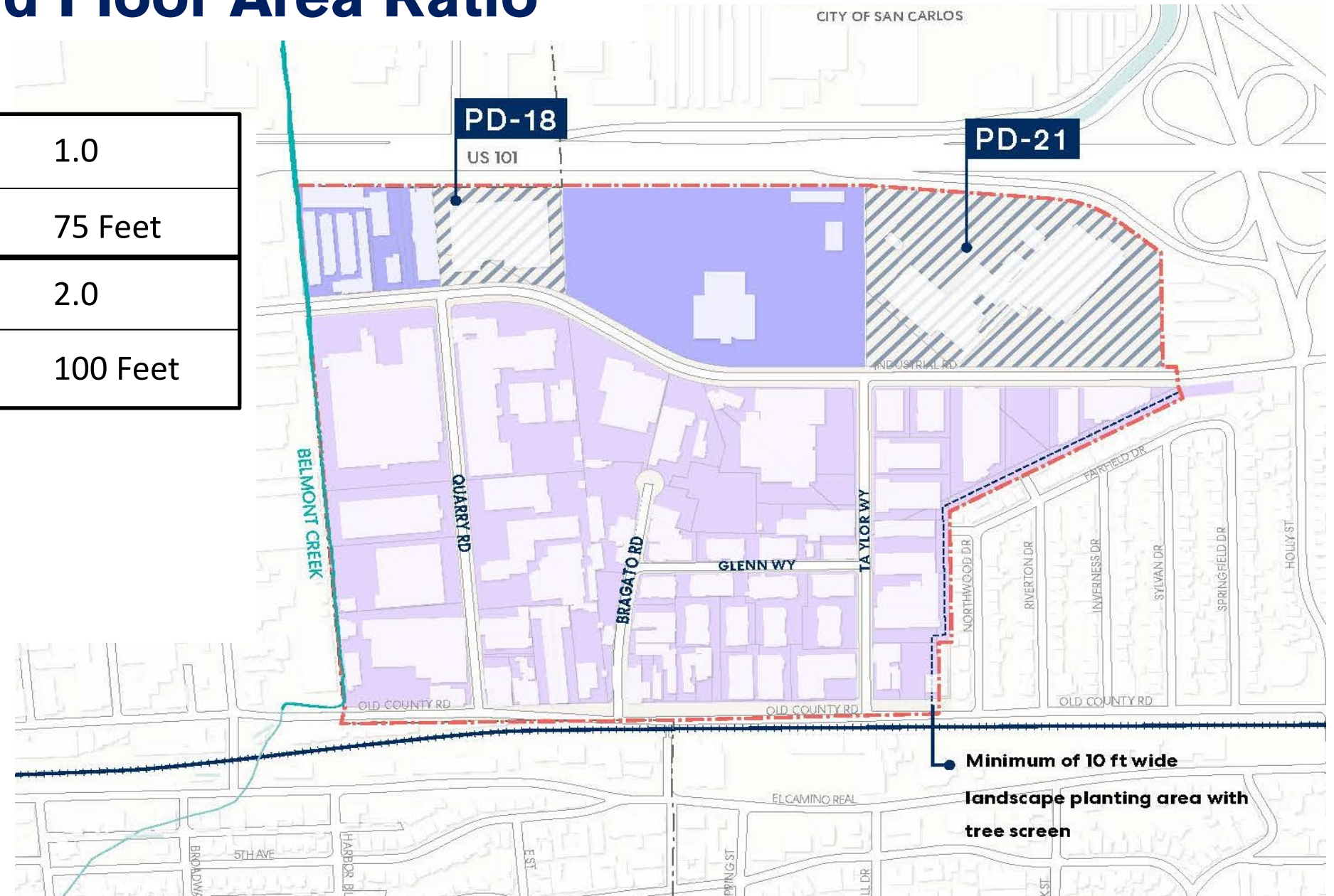
Existing Zoning and Corresponding Maximum Height and Floor Area Ratio

Zoning District

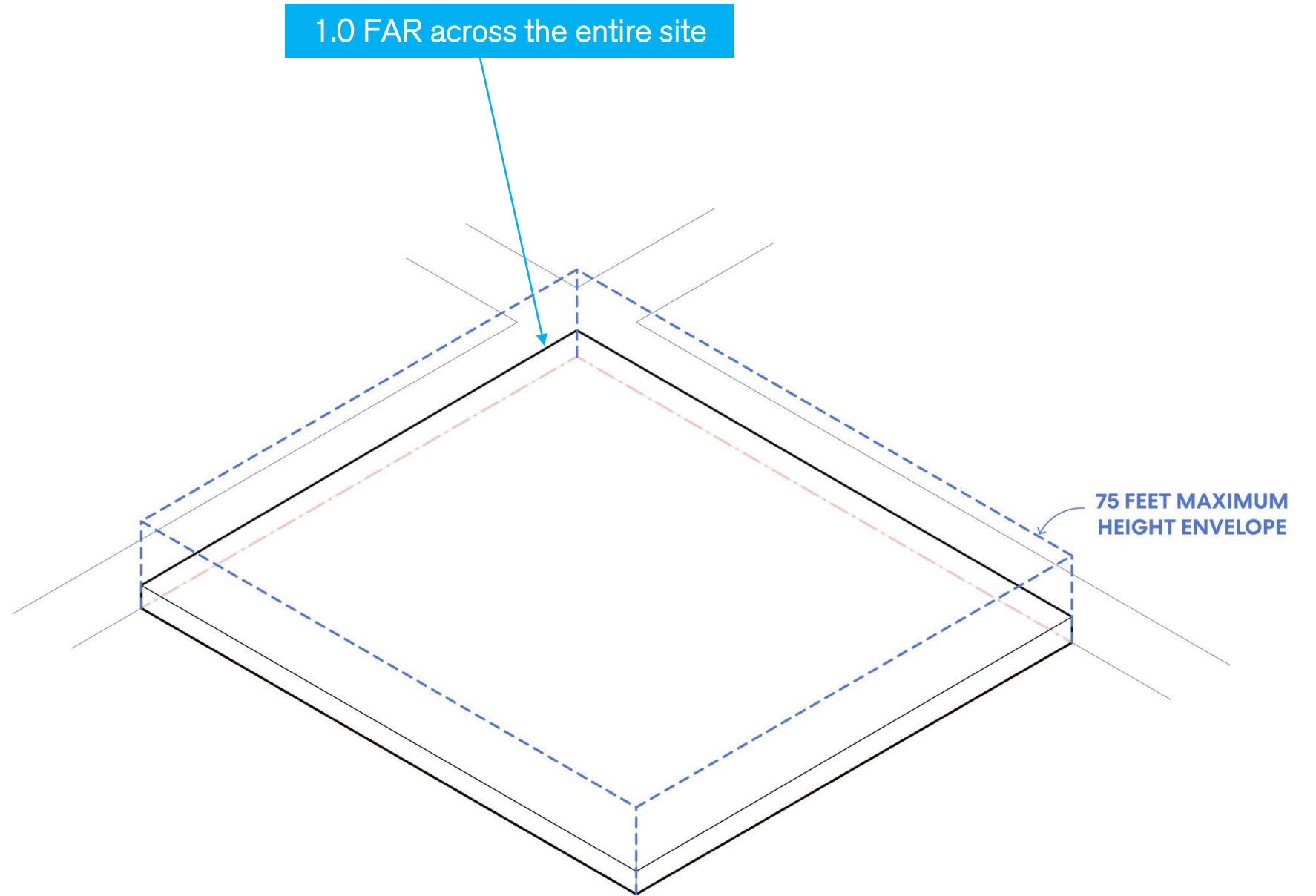
Light Industrial	FAR	1.0
	Height	75 Feet
Industrial Professional	FAR	2.0
	Height	100 Feet

Zoning

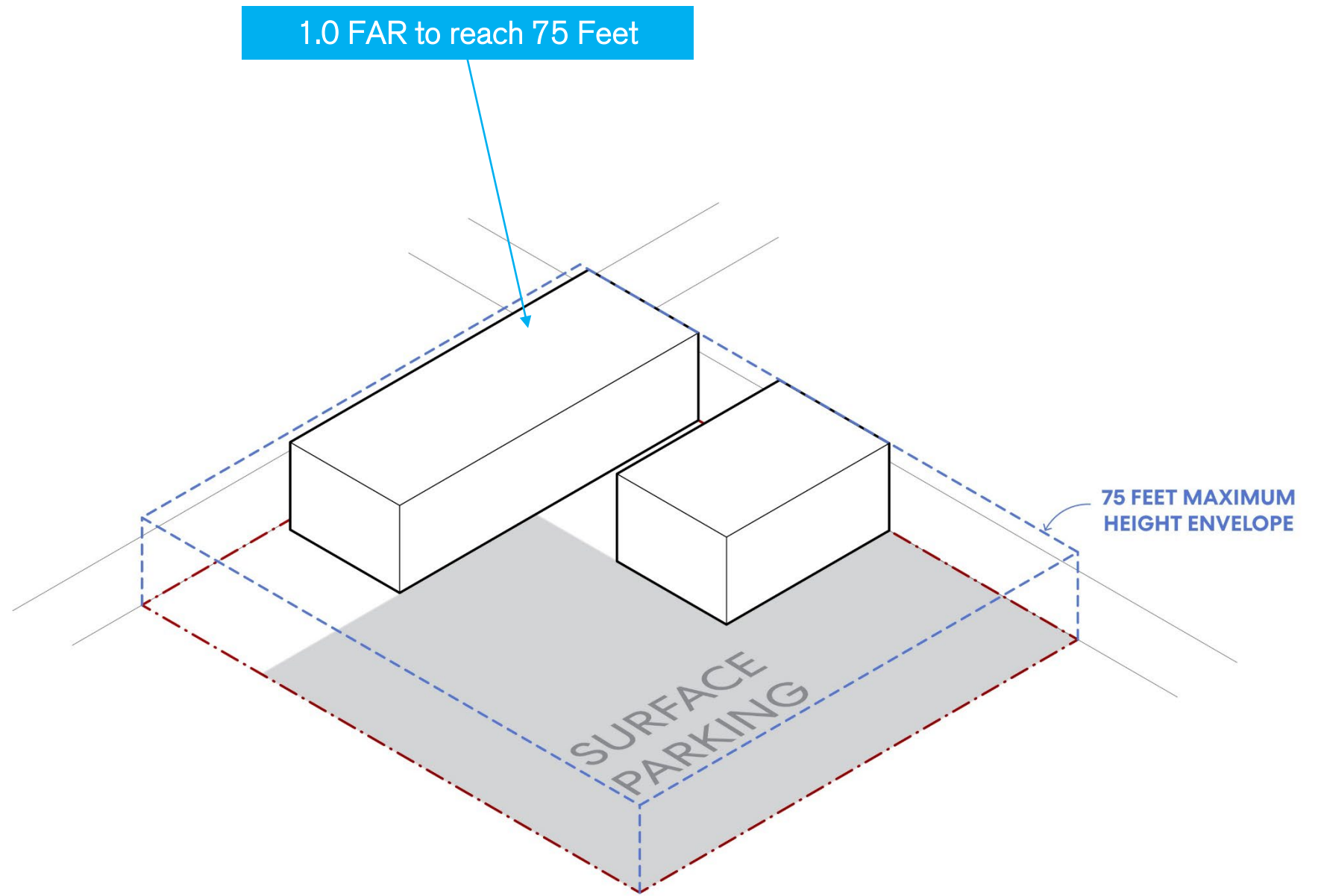
- Light Industrial
- Industrial Professional
- Planned Development
- Study Area Boundary



Existing Allowable Height and FAR



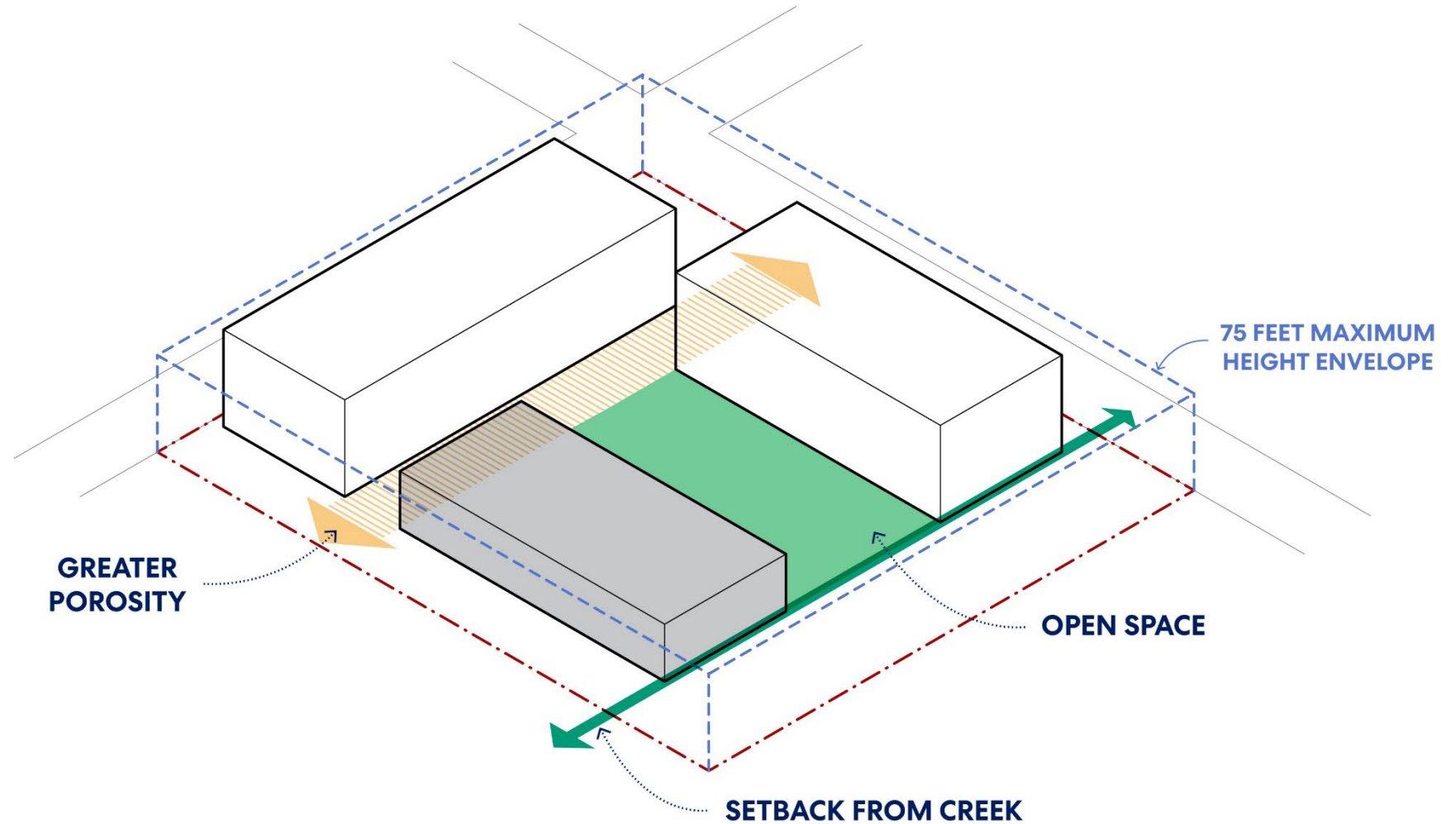
Existing Allowable Height and FAR



Proposed Height and FAR

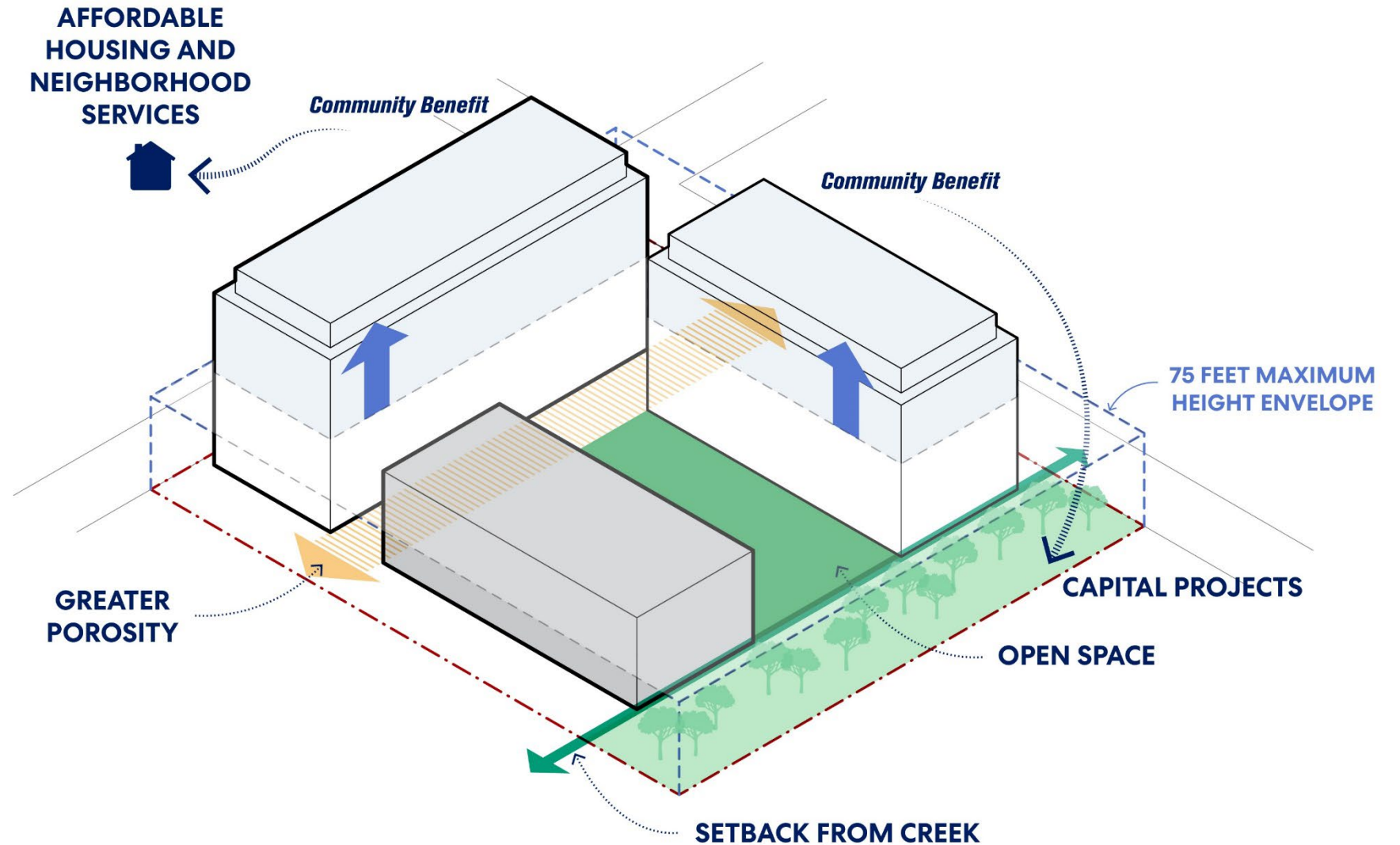
- Keep maximum height at 75 Feet for IL and 100 Feet for IP.
- Increase the FAR to allow more substantial development.
- New development must adhere to site development and design standards included in the Specific Plan document.

Our Future Work:
Right Size The FAR for
Council



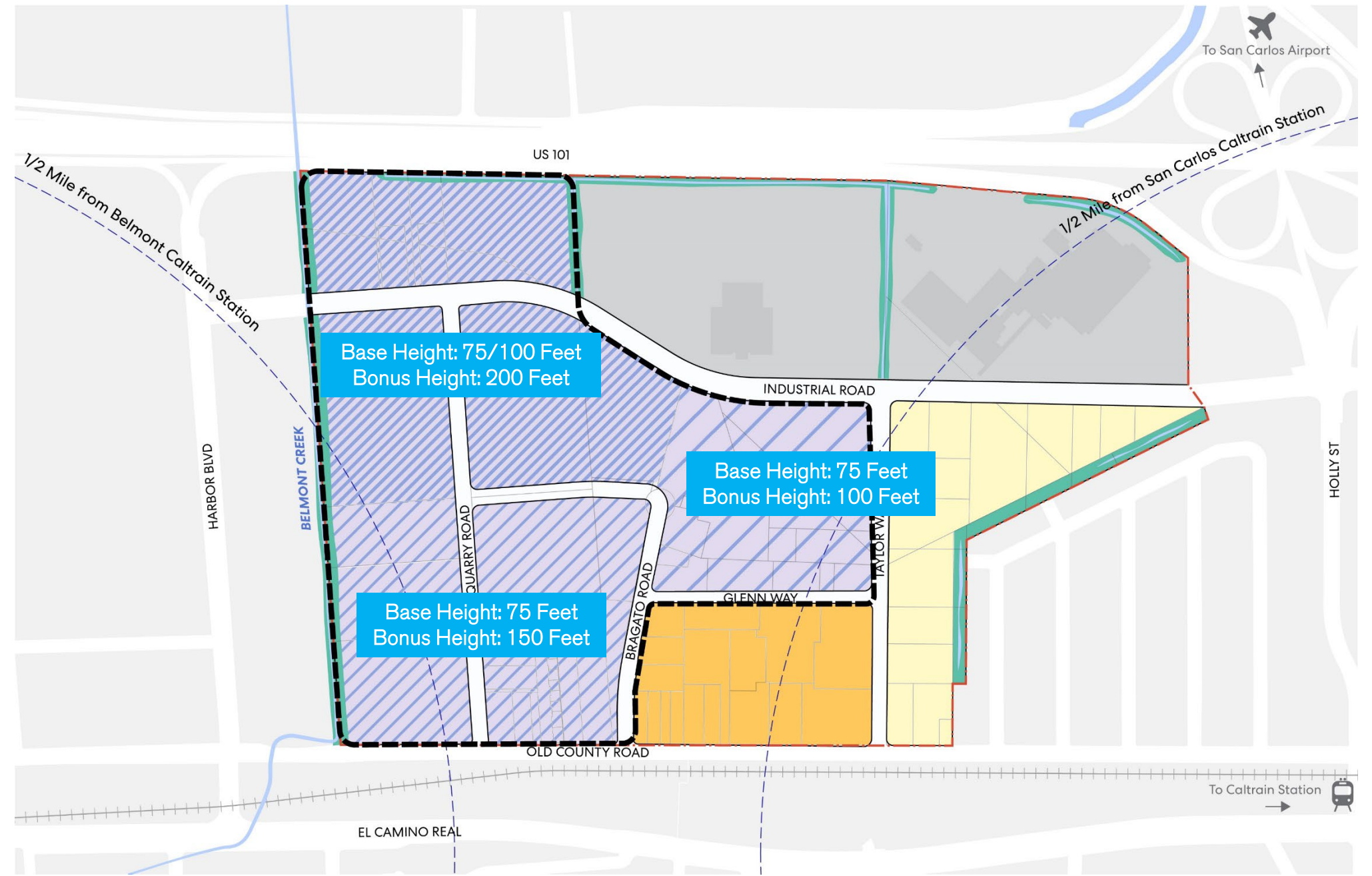
Proposed Bonus Height and FAR

- 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 City leadership input.



Early Consideration for Bonus Height and FAR

- Maximum base heights will be based on the existing zoning district.
- Bonus heights are subject to change based on Airport FAA regulations and additional massing studies.



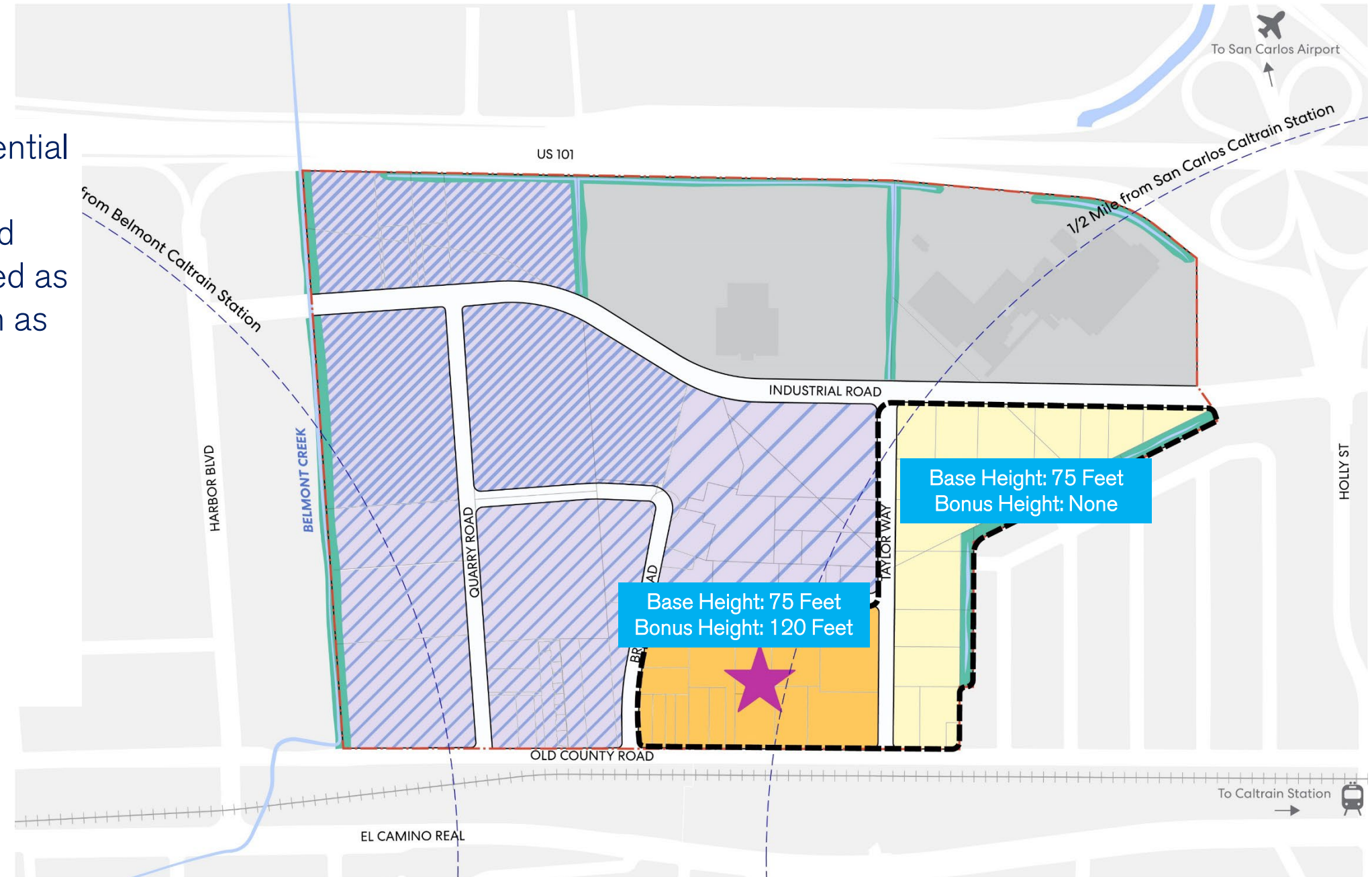
LAND USES

	HIGH INTENSITY LIGHT INDUSTRIAL
	MEDIUM INTENSITY LIGHT INDUSTRIAL
	LIGHT INDUSTRIAL

Proposed Bonus Height and FAR for Residential Uses

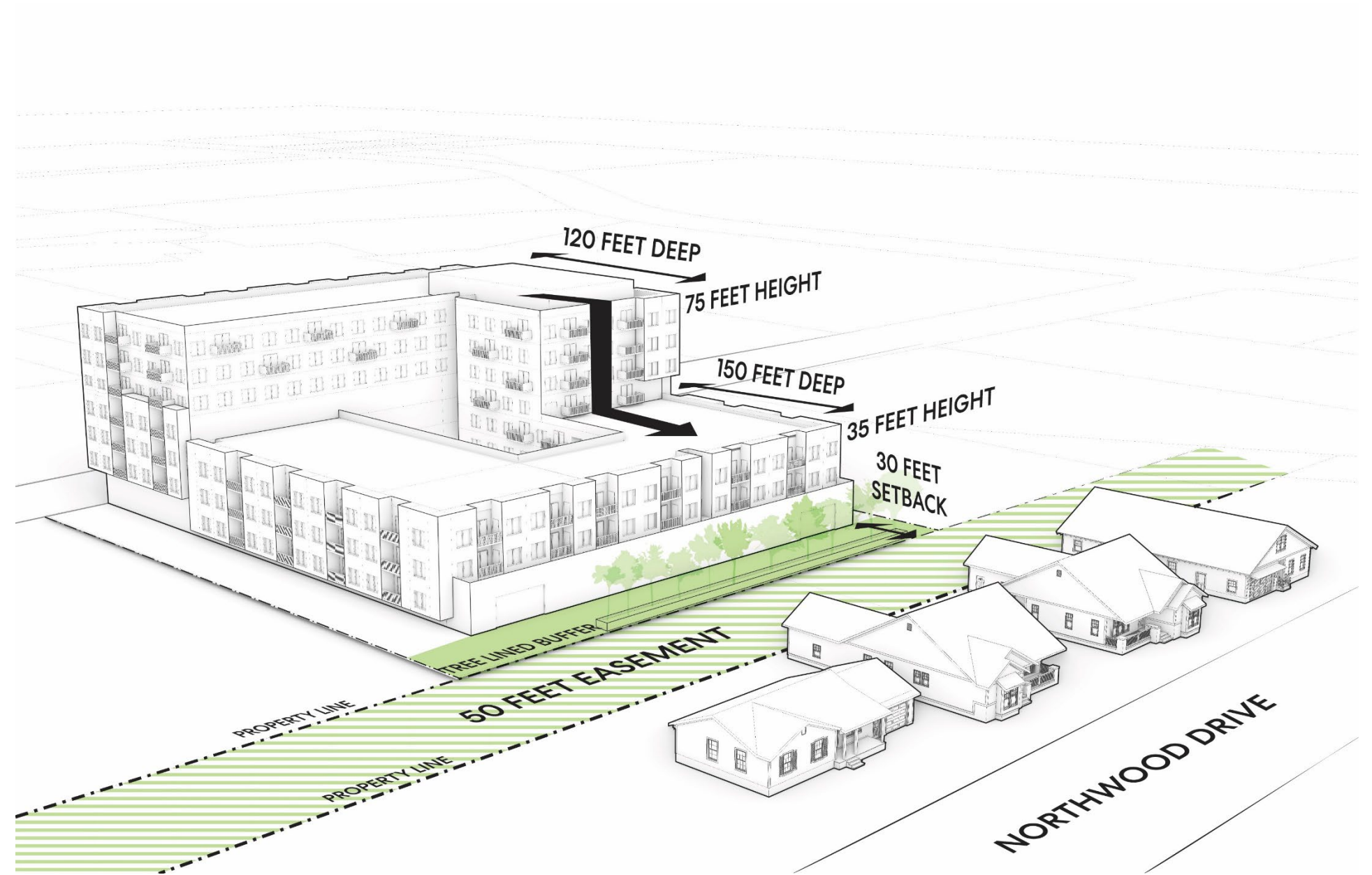
- Additional height on residential properties adjacent to the GESC neighborhood would only be allowed if requested as a development concession as allowed under the State Density Bonus Law.
- If the mixed-use area is redeveloped, a public community amenity will be required.

- MIXED-USE (RESIDENTIAL, LIGHT INDUSTRIAL)
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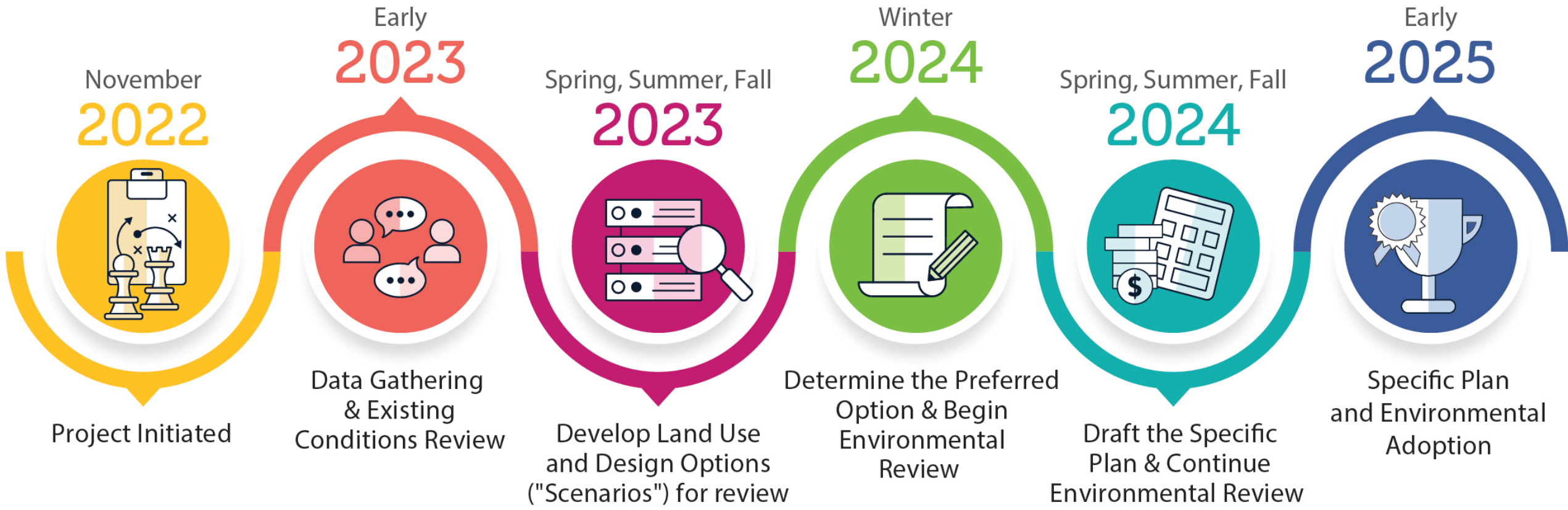


Proposed Bonus Height and FAR

- The distance between the proposed 75-foot height allowance and the rear of a single-family lot is 230 Feet.



Project Timeline and Next Steps

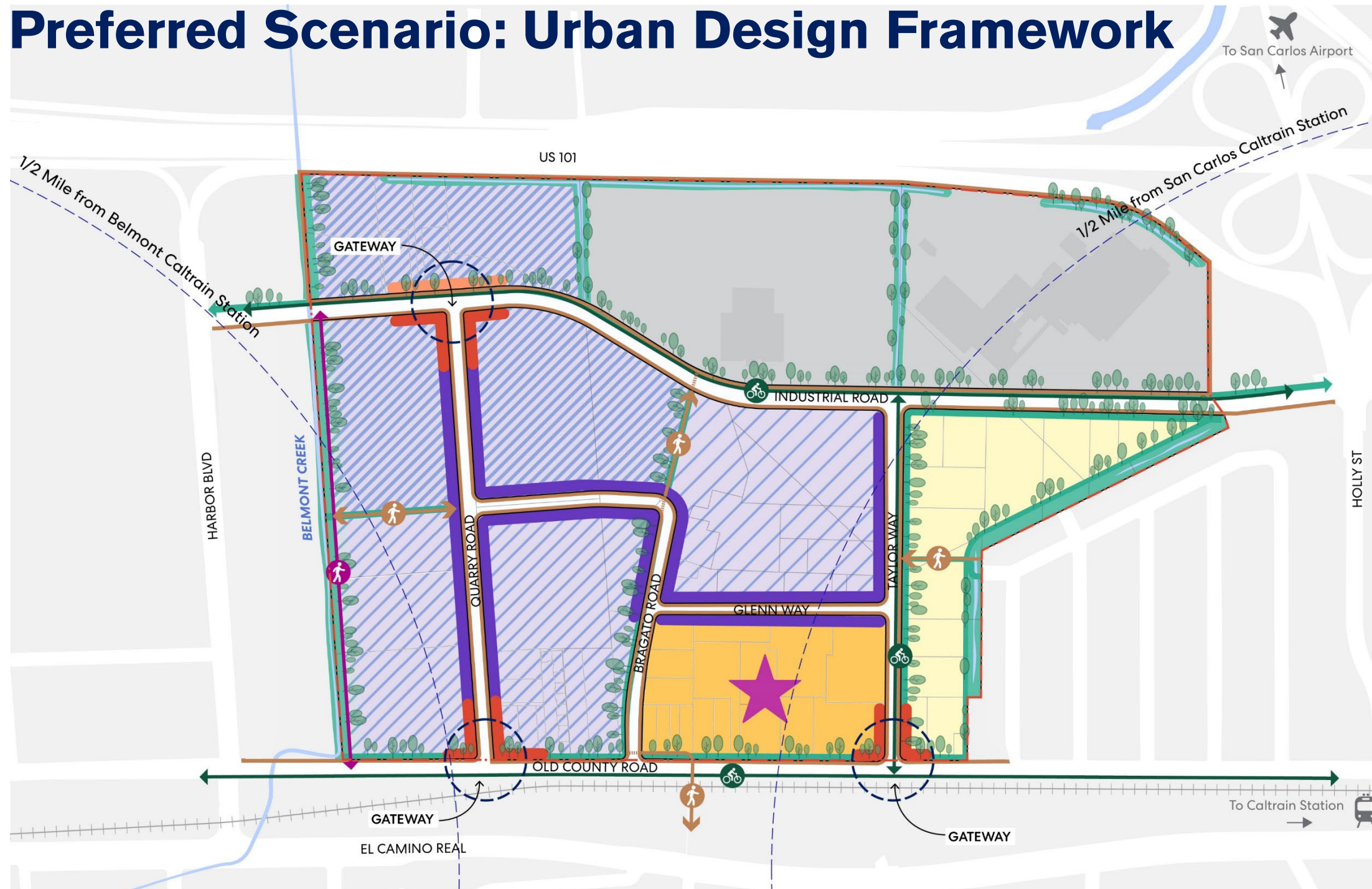




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From Revised Land Use Option to Proposed Preferred Scenario: Urban Design Framework



LEGEND ☉

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Thank You!



Regional Multifamily Pipeline: Projects by Density, # of Stories

- Most multifamily projects in the region (built since 2017, or currently proposed) are six stories or smaller
- No developments from 8-9 stories
- Units/acre for 10-story developments are misleading. These also involve:
 - Committed retail anchor
 - High-density office development

