



COMMUNITY WORKSHOP #3 & ONLINE SURVEY SUMMARY

This document provides a summary of the third Community Workshop for the Northeast Area Specific Plan, held virtually via Zoom on Thursday, November 7, 2024. An Appendix is provided at the end of the document which includes the live poll responses from the Community Workshop, and the chat comments.

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

PART 1: COMMUNITY WORKSHOP #3 | MEETING SUMMARY

Thursday, November 7, 6:30 - 8 pm
Virtual Meeting via ZOOM

Workshop Agenda

1. WELCOME/TEAM INTRODUCTIONS/PARTICIPANT POLL
2. PRESENTATION AND DISCUSSION BY TOPIC
 - a. **Part 1: Project Refresher**
 - b. **Part 2: Overview of the Big Ideas in the Specific Plan**
 - i. **Land Use and Urban Form + Q+A**
 - ii. **Mobility and Parking + Q+A**
 - iii. **Resilience + Q+A**
3. NEXT STEPS



NORTHEAST AREA SPECIFIC PLAN

Participants

Members of the public: 49

City of San Carlos Team

- Al Savay, Community & Economic Development Director
- Sajuti Haque, Project Manager
- Lisa Porras, Advance Planning Manager
- Lisa Costa Sanders, Principal Planner
- Akanksha Chopra, Associate Planner
- Rendell Bustos, Senior Planner
- Laura Richstone, Senior Planner
- Hanieh Houshmandi, Senior Traffic Engineer
- David Talgo, Planning Technician
- Grace Le, City Engineer
- Linnet Kwok, Senior Administrative Clerk
- Deanna Skaggs, Assistant Planner

Consultant Team

- Perkins&Will - Marc Asnis, Geeti Silwal, Dishadra Poddar, Sharvari Raje
- Plan to Place - Dave Javid, Quentin Freeman
- Nelson\Nygaard - Alex Mercuri
- BKF - Patrick Connors

MEETING SUMMARY

The purpose of the third Northeast Area Specific Plan virtual community workshop was to 1) share what the project team has heard from the second community meeting and other outreach efforts and demonstrate how this feedback has guided the development of the proposed design standards; 2) offer opportunity for Q&A about the Admin Draft; 3) gather responses and preferences on land use and urban form, mobility, and resilience. Feedback received during the workshop will be shared with the Planning & Transportation Commission and the City Council, and design standards will be revised in response to what we hear from the public.



Main Room: Presentation and Live Poll

Sajuti Haque opened the meeting and welcomed all participants, introducing the team, workshop intent, and agenda. During this initial part of the meeting, the chat function was available for participants to submit questions and comments. The chat transcript 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.

- 41% attendees were property owners in the Northeast Area, 24% were residents of San Carlos, and 12% were residents of East San Carlos
- 50% attendees identified as Non-Hispanic White, 25% as Asian, 12.5% as Middle Eastern or North African
- 50% attendees were between 55-74 years of age, 39% were between 35-54, and 11% were between 25-34

After the live poll, Consultant team Project Manager Marc Asnis presented a project refresher, including the Vision for 2045, the Guiding Principles, an overview of the engagement conducted so far and the feedback provided by the community, as well as an overview of what a Specific Plan is and how it relates to other City directives and Plans.

Following the project refresher, there were presentations on Land Use and Urban Form, Mobility and Parking, and Resilience, detailing the vision, what we've heard so far, how the Specific Plan responds, and the proposed Development Frameworks and Design Standards for each of these topics. The community had the opportunity to ask any clarifying questions via the Chat function or verbally following the topic-specific presentations, to be answered by City staff or Consultant team.



A summary of the frequently asked questions and responses both through Chat and verbal discussion are included below. A full transcript of questions and responses through the Chat function is included in the Appendix.

Frequently Asked Questions & Answers

Key questions posed by meeting participants verbally and via the chat are included below, with answers from the City and Consultant team. A full transcript of the questions posed in the chat and verbally is included in the appendix.

Land Use and Urban Form

Q: Why aren't more parks proposed? There is a deficit of green space on the East Side of the neighborhood— can this area have more parks and open space than just the Belmont Creek?

- *A: The City doesn't own any land within this district. Creating new greenspace and open space must be done incrementally in partnership with new developments. We are creating a standard that new developments would have to allocate a certain percentage of the area to publicly accessible green space. The Belmont Creek setback is currently a key area for publicly accessible open space.*

Q: Are we addressing the need for more housing/more types of housing? There is a lack of permanent supportive housing for aging residents.

- *A: Creating residential zoning in this district is meant to address the need for housing in this district. The Specific Plan doesn't outline the specifics of types of housing, but it does create the land use plan to accommodate housing in the future. We project upwards of 1890 units in the district, and opportunities for many types of housing to support a wide range of people. Designating specific housing programs is outside the scope of the Specific Plan. The City does have affordable housing resources here: https://www.cityofsancarlos.org/city_hall/departments_and_divisions/community_development/housing/affordable_housing_and_resources/index.php*

Q: Can we create a community gathering area in this district?

- *A: Belmont Creek could be that community gathering area. Looking at the larger vision for the district, we hope to create a variety of different gathering spaces that serve a wide variety of people with a wide variety of uses.*

Mobility and Parking

Q: What will parking be like in the district? What requirements will there be for the creation of new parking?

- A: *The Specific Plan takes a multi-pronged approach to manage parking needs, including eliminating minimum parking requirements. This gives developers flexibility to only create the parking that they need, while incentivizing other forms of transportation, to ensure that enough parking is built without inducing more traffic in the neighborhood.*

There is a new state-level law allowing a city to require any new parking to be shared, either as a public parking garage or as a private garage with some public access. Part of the strategy is to use any new parking more efficiently for more users. Because the city doesn't own any parcels in the district, this will be a longer term discussion. The Specific Plan will balance on- and off-street parking management, multi-modal transportation, and parking requirements to address parking in the district.

Q: What is the timeline/decision process for implementing parking infrastructure/locations?

- A: *The Specific Plan is a general outline of the area, including detailed code on parking and traffic demand management. The City is embarking on a city-wide parking and transportation demand management (TDM) project that will address these issues across the whole city and is intended for adoption in early 2026.*

Q: Old County Rd is a designated north-south bikeway but is poorly paved, with a heavy crown and too much parking. What is proposed for bicycles and parking from Springfield to Belmont Creek?

- A: *See street section in the presentation; proposing 2-way buffered bikeway, separation between sidewalk and bikeway with multi-use curb zone to accommodate different features, and 2 lanes of traffic.*

Q: How many vehicles will be added to the area based on the proposed housing? How will this demand for parking be met without impacting residential neighborhoods to the south?



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- *A: Parking studies did account for expected family versus individual housing to predict future vehicles. There will be off-street and some on-street parking, with increased management and on-street regulations (time limits, etc). The plan attempts to reduce parking demand by incentivizing bike trips, carpooling, and other forms of transportation in addition to managing parking. The City is holistically revisiting parking management strategies citywide.*

Resilience

Q: Is there a plan for the floodplain to address future flooding risks?

- *A: There is a draft Pulgas Creek Watershed Management Plan with applicable strategies, such as to build in detention to reduce the peak flows. These mirror strategies being discussed in the District Plan. Flood waters don't follow City boundaries and this will be reflected in our flood management strategies. Learn more at https://www.cityofsancarlos.org/city_hall/departments_and_divisions/public_works/pulgas_creek_watershed.php.*

Q: There are several drainages and culverts in the project area which should be considered for flood risk and potential restoration. How is the City addressing potential flooding along these drainages and culverts?

- *A: There is a setback along this channel, handled similarly to Belmont Creek. There is both a 50ft easement already in place in addition to a 30ft setback required with new developments, but not to the same extent as Belmont Creek. We heard from the community to prioritize Belmont Creek for resilience, and this is reflected in the Specific Plan.*

Q: There is a 25-foot riparian landscape setback from top of the bank, but the top of the bank is inconsistent along Belmont Creek. Is a new development not obligated to allocate the full 50ft setback? Where does 25-foot setback come from for the riparian landscape?

- *A: The top of the bank differs from property to property: the specifics will be addressed at a project level. The frontage area is not part of standard: 35 feet is the standard, and this extension is per guidance from OneShoreline. The 25 foot setback is in coordination with regional partners, and is planned to include a 10-foot multi-use trail while the rest of the area will remain for habitat creation and flood prevention.*

Q: Where will the multi-use path go? Will the city compensate landowners for that property?



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- *A: There won't be a future extension across the freeway as a part of this plan, but we see value in creating a crossing of Industrial to the north. This is considered a setback from the top of the bank, which is a required development standard to be followed without compensation as a base requirement in the area.*

Q: It looks like the berm plants between Old County Road and the tracks are to be removed. Is the planting bed on the berm berm going to be reduced?

- *A: The proposed specific plan does not alter the planting along the berm.*

General Comments

- Concern that proposed zoning, height limits, and setbacks will severely impact property values
 - Concern that variation in heights and bonus heights will significantly affect individual property values of neighboring properties
 - heights across land use areas should be consistent between neighboring properties
 - Interest in a set of standards that regulate height transitions between properties
- Concern that polluted sites should be completely cleaned up rather than capped to prevent pollutants and toxins from continuing to leach into groundwater and the SF Bay
- Concern over public/private partnerships in open space (like Alexandria on Old County Road); despite being technically public, concern that property owners will not treat parks/open space as such
- Community resiliency needs to be addressed: need for permanent supportive housing, low-income/underserved residents need to be close to transit. Please earmark/mandate low-income housing in this district
- Need green infrastructure, street trees, and shade
- Need to address potential flood risks along culverts and drainages, as new development will affect groundwater and absorption and contribute to flood impacts even outside of district boundaries
- Importance of traffic plans that maintain industrial traffic access to long-standing manufacturing uses

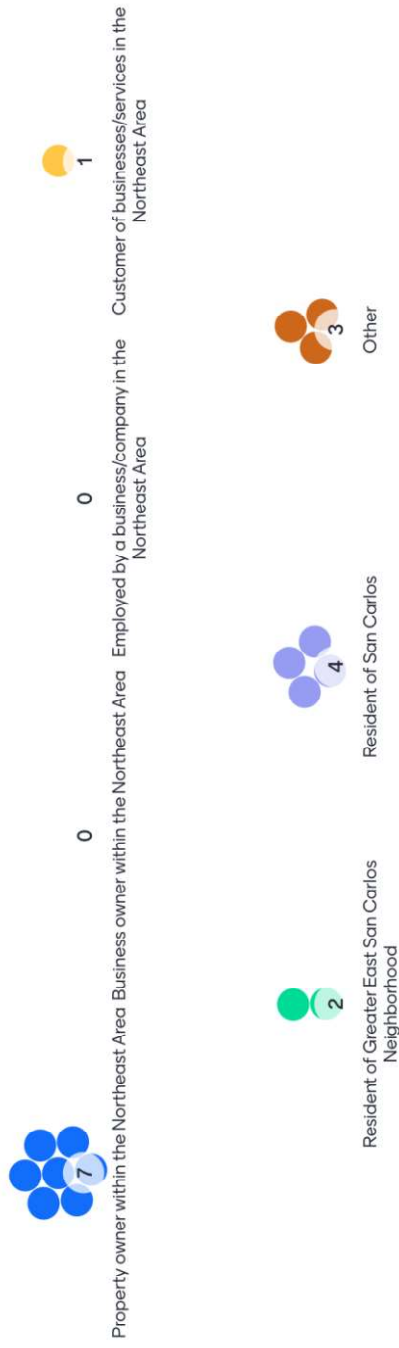


APPENDIX

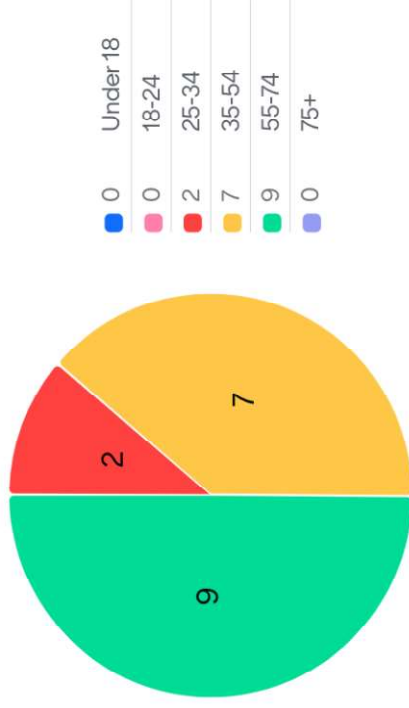
Section 1: Demographic Poll

The following are the demographic analytics collected during the live poll at the beginning of the workshop, from workshop participants that contributed to the poll.

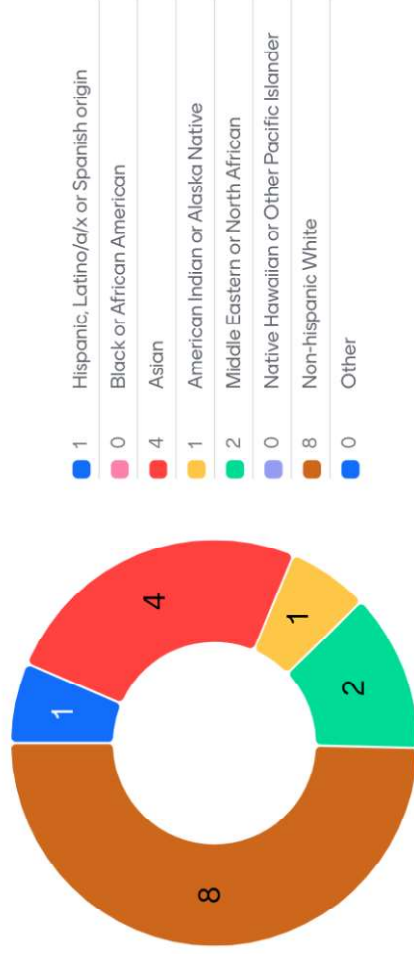
Which best describes your connection to the Northeast Area?



What is your age?



Which category best describes you?





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Section 2: Chat Transcript - Comments & Questions

Note that relevant questions that were answered during or after the workshop are included in the Frequently Asked Questions + Answers section of this summary. The following is a transcript of all the comments and questions received during the workshop.

- Don't forget East Side General Plan update and Zoning
- Where is the Community Benefit Area?
- Height for land use areas needs to be the same for everyone to not affect future property value of neighboring properties.
- These bonus heights cannot vary between our next door neighbor and our property. This will significantly affect the potential value of our property compared to the next door property.
- Except for the expanded creek flood plain for obvious reasons there are no parks proposed while more residential is proposed and there is an existing deficit on the east side.
- Would like to see clear policy that polluted sites will be completely cleaned up and not capped before being redeveloped and not be allowed to continue to leach toxins into groundwater and SF Bay.
- 360-380 Industrial Road: As we have previously communicated, the proposed zoning combined with the height limits and setbacks severely limit the development possibilities of our property, due the shape and dimensions of our parcels. It is our belief that the proposed zoning very negatively impacts the value of our property.
- Thanks for the thoughtfully prepared land use plan and presentation. It seems well thought through and sensitively laid out.
- These properties wanting height/setback bonuses will face strong local opposition.
- Our experience with prior public open spaces being required by large developments (i.e. Alexandria on Old County Road) is that the property owners do not believe the park/open spaces are for public use/ This really needs to be memorialized by easement and through complete transparency with the community.
- A continuation of East Side Connect needs to continue along Old County Road including undergrounding the power lines. Bike lanes need improvement on Old County Road too.
- Bike lane improvement
- There should be a street tree plan (including maintenance and irrigation) and a green infrastructure plan.
- Old County Rd is a designated north-south bikeway but is poorly paved, with a heavy crown and too much parking. What is proposed for bicycles and parking from Springfield to Belmont Creek?
- Why not create a community gathering area in this second downtown?
- The creek is a creek, and a sensitive environment. A community gathering area is different.
- Got disconnected. Industrial Rd. has been mentioned to become a boulevard. Need to make sure that this change does not restrict the truck and trailers access to our property and business so we can continue manufacturing the products we have been manufacturing for 50+ years at this location.



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- In addition to Parking and TDM standards there should be a set of standards throughout San Carlos for screening the transitions from one land use to the next including single family homes to multi family homes especially when there is a large difference in height.
- It looks like the berm plants between old county and the tracks are to be removed. Is the planting bed on the berm berm going to be reduced?
- Is there a study of how many vehicles will be added to the area based on the expected family housing vs. individual housing and how is the parking to accommodate the demand for space will be accomplished.
- If parking in this area is all going to be in parking garages, how do you protect parking in the residential neighborhood to the south?
- How do the sidewalks between Springfield and Northwood line up with the sidewalks in the picture of old co. rd.?
- Will there be an increased flood plain plan along the culvert north of Northwood to address future flooding risks? Similar to along Belmont creek. The culvert is south of development proposed in the NE area along Taylor Way. Should be addressed by plan
- There is a drainage between Taylor and Northfield that needs to be considered. Also a drainage between PAMF and PG&E east of Industrial. These should be restored and not culverted.
- How does the plan improve, at least maintain the flow of rainwater through and away from the existing residences? Or are you still only considering water flow within the district boundaries?
- The drainage on Industrial Rd in front of Delta Star is a low point where the water accumulates from other streets, especially from Taylor Way and every time it rains we need to call the City to unclog and help the water flow.
- Many of the residents have young children and can't attend at this time.

Section 3: Verbal Transcript - Comments & Questions

Note that relevant questions that were answered during or after the workshop are included in the Frequently Asked Questions + Answers section of this summary. The following is a transcript of the verbalized questions and comments during the workshop.

- Future property value limited by lower max. height than neighboring properties
- How do we define new construction? Are changes to existing structures new construction?
- Is there a bonus height for the residential area?
- Is there a requirement for trees to protect privacy adjacent to single family housing?
- Overflow parking will come into single family neighborhoods. How is this being managed?
- A community benefit area had been proposed but we don't see it here-- just more housing. This is an opportunity to clean up polluted sites and not capped prior to redevelopment, to avoid pollutants leaching into the bay.
- We already have a deficit of greenspace on the East Side. The creek has been constrained over time and the floodplain is important, but not quite a park.



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- These sites should be cleaned up rather than capped before being developed
- Wants Northbound highway 101 on ramp at Harbor
- Are we addressing the need for more housing/more types of housing? There is a lack of permanent supportive housing for aging residents.
- Is there no longer a community benefit associated with mixed-use parcels?
- Is there a maximum density/FAR for mixed-use parcels?
- Is there another venue to express support for including housing for people with mental illness to receive support?
- Are there minimum parking requirements? Up to developers?
- How realistic is a shared parking garage? Will we be using side streets to fill parking need? Ideally everyone would take CalTrain, but many people will drive.
- What is the timeline/decision process for implementing parking infrastructure/locations?
- Palo Alto had great success with providing a public parking garage
- Need green infrastructure and trees, shade for heat
- Community resiliency needs to be addressed, need for permanent supportive housing, low-income/underserved residents need to be close to transit. Please earmark/mandate low-income housing
- The south side of the project area has a culvert, from Old County along the property line. Is the city addressing potential flooding in this plan?
- 25 foot riparian landscape from top of the bank, which is inconsistent along Belmont Creek. Is a new development not obligated to allocate the full 50ft setback? Where does 25 foot setback come from for the riparian landscape?
- Where will the multi-use path go? Will the city compensate landowners for that property?
- Culvert should be on city's radar as needing to be addressed; new development will affect flow of groundwater and absorption, need to figure out how not to block water from draining to bay