



NORTHEAST AREA SPECIFIC PLAN

Community Workshop #2
August 30, 2023

Agenda

1. Welcome and Project Refresher
2. Flooding and Resilience
3. Transportation and Parking
4. Land Use and Placemaking
5. Break out Discussion
6. Next Steps



Welcome



Adam Rak

Mayor

City of San Carlos Team



Al Savay

**Community & Economic
Development Director**



Lisa Porras

Planning Manager



Megan Wooley-Ousdahl

**Project Manager,
Principal Planner**

Larger Project Team



Perkins&Will

Prime Consultant, Urban Design



Environmental Planning



Transportation Planning



Civil Engineering



Community Outreach



Economic Planning



General Plan Update

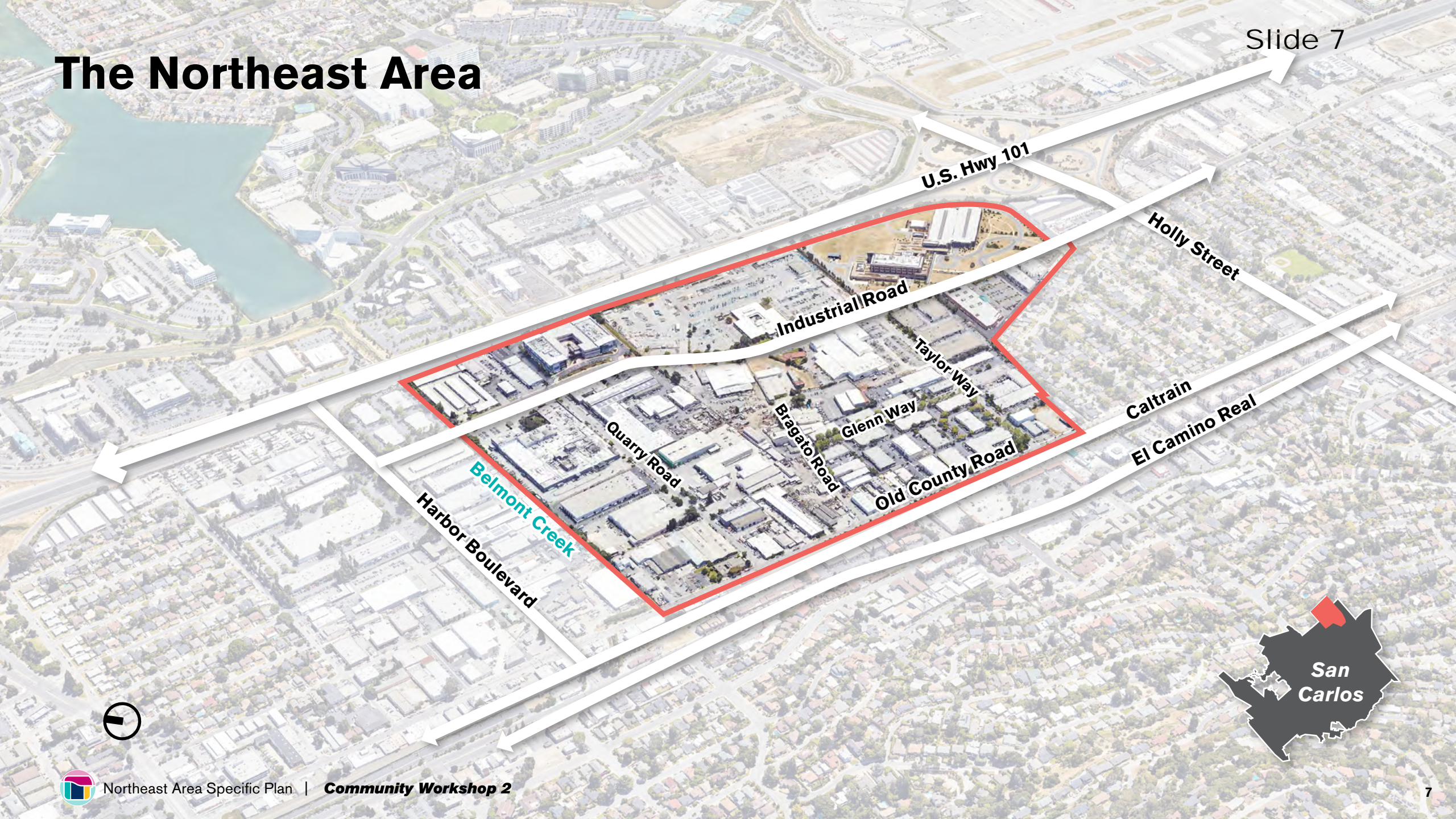


Project Refresher

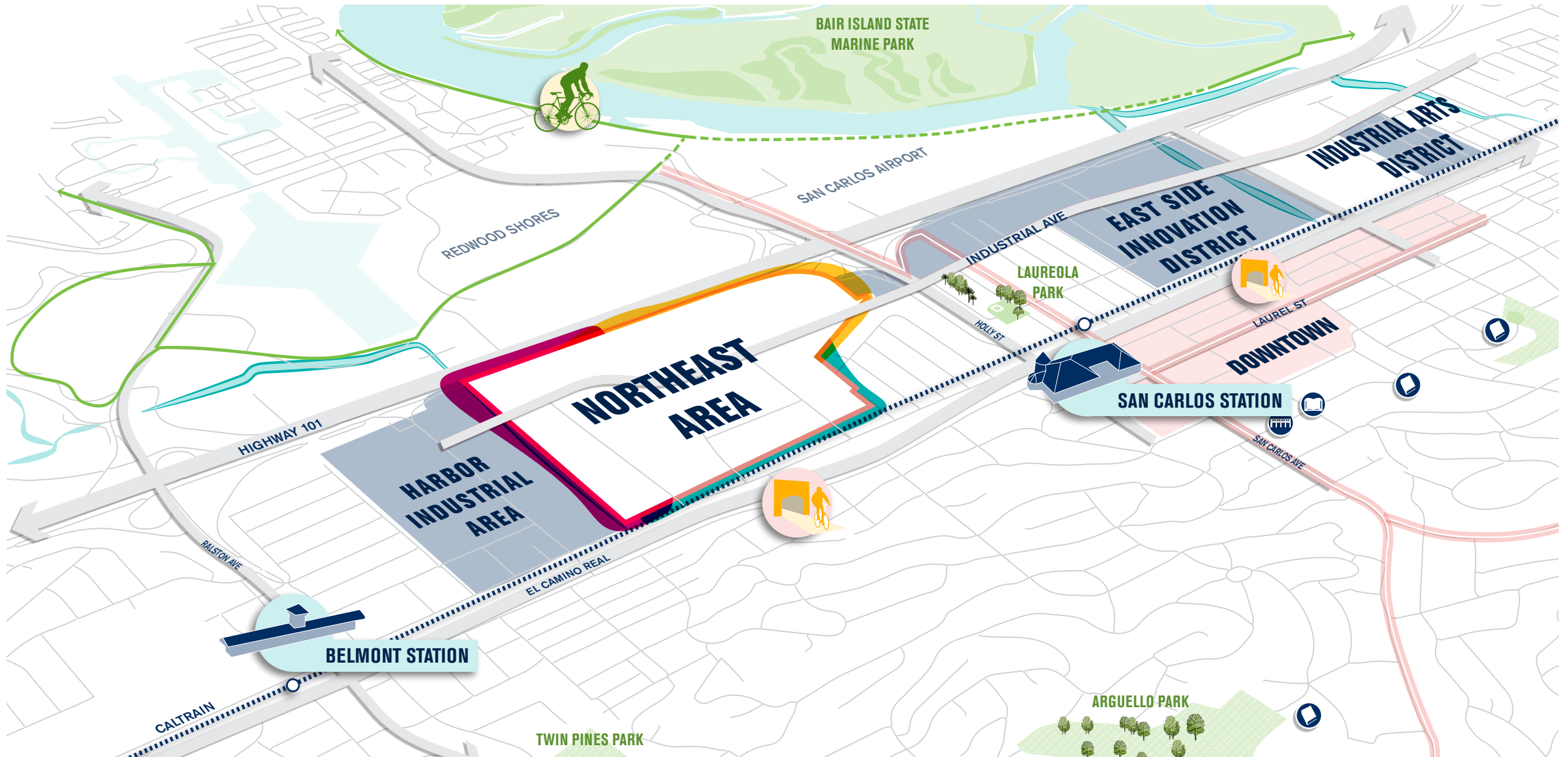


The Northeast Area

Slide 7



Why A Specific Plan? Why Now?



The Specific Plan as a Vehicle for Positive Change



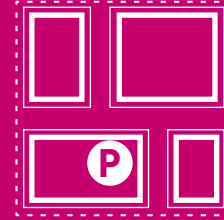
**Celebrate the Area's
Industrial Legacy**



**Calibrate the Right
Mix of Uses**



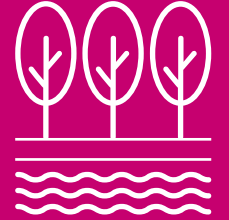
**Improve Access for All
Modes of
Transportation**



**Develop District
Parking Strategies**



**Champion District
Resiliency**



**Address Flooding
Issue and other
Environmental
Issues**

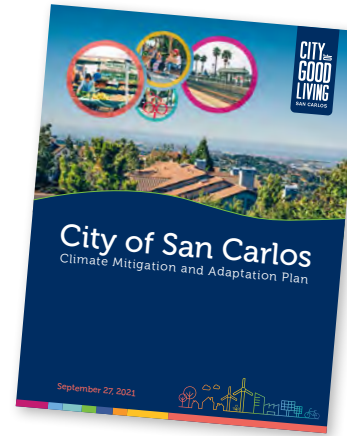
Building on San Carlos' Most Recent Planning Efforts



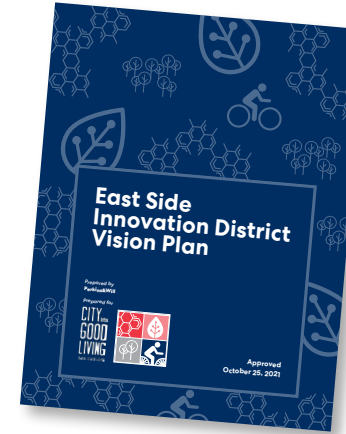
**Economic
Development Plan
(2021-2024)**
(2021)



**Bicycle and
Pedestrian Master
Plan**
(2020)



**Climate Mitigation
and Adaptation Plan**
(2021)



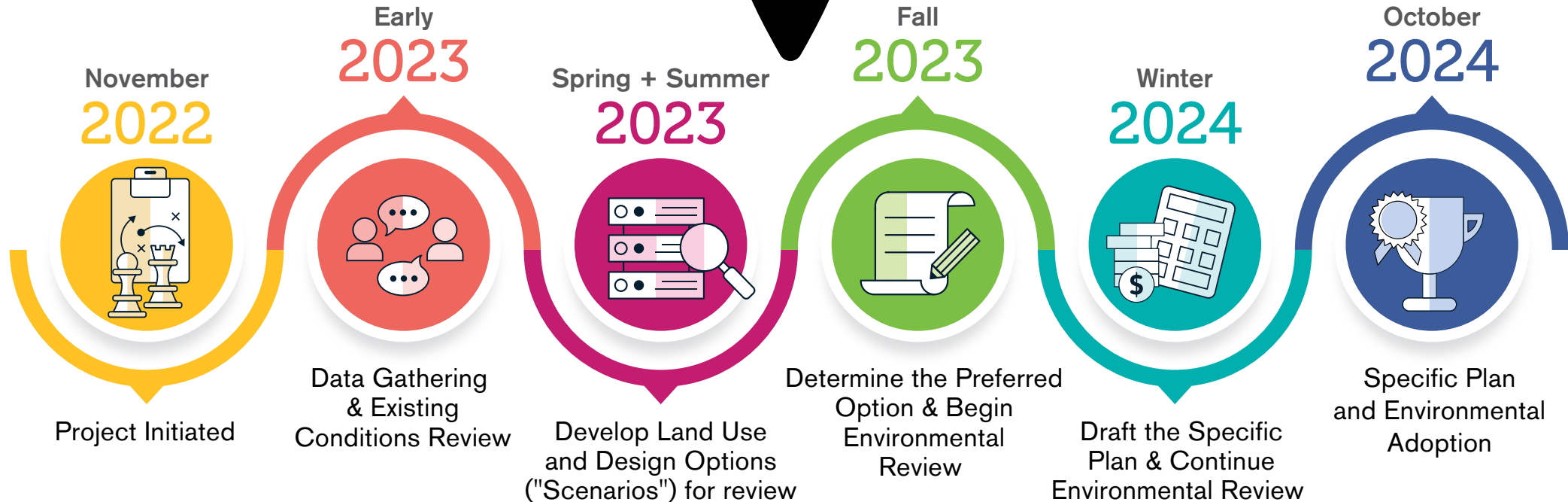
**East Side
Innovation District
Vision Plan**
(2021)



**General Plan
Housing Element**
(Updated in 2023)

Community Opportunities to Provide Input

We Are Here



Sign up at the project website for news and updates:

www.sancarlosnortheastplan.com

Upcoming In Person Pop-Up Events

Pop-Up 1:

Date

Thursday, August 31st from 2:00-4:00 pm.

Location

610 Elm Street, San Carlos

Table at the entrance to the San Carlos library

Pop-Up 2:

Date

Friday, September 8th from 4:00-6:00 pm.

Location

380 Industrial Road, San Carlos

Table at Auto Vino



Join at [menti.com](https://www.menti.com) use code 3645 3428



San Carlos Northeast Area Specific Plan Community Workshop #2

Go to

www.menti.com

Enter the code

3645 3428



Or use QR code



The Intent of Today's Workshop



**To hear your thoughts about the
proposed design guidance.**

Flooding and Resilience

Transportation and Parking

Land Use and Placemaking



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

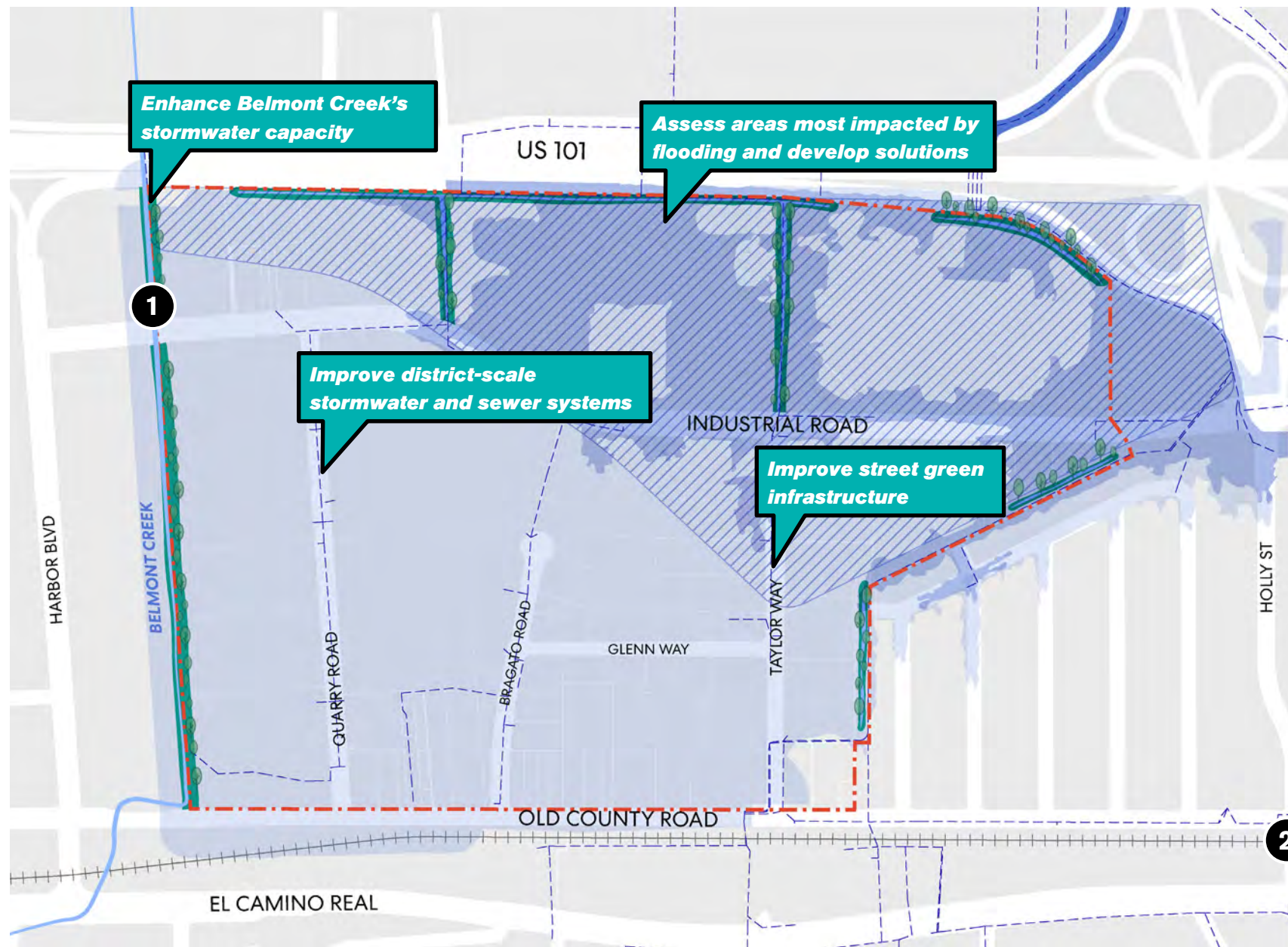


Belmont Creek in January 2023



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




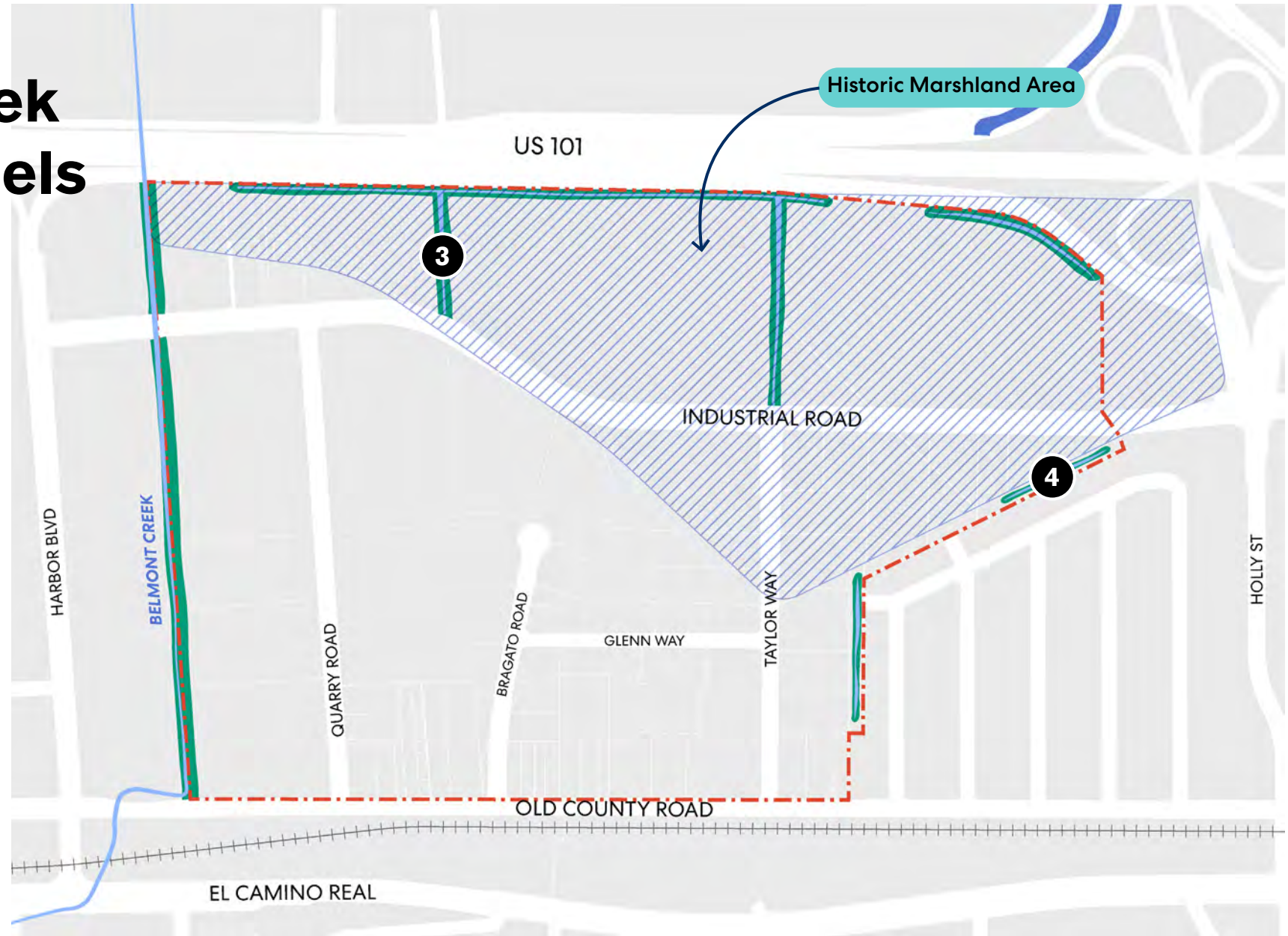
Freshwater marsh along channel



Channel adjacent to surface parking

 Existing Open Channels

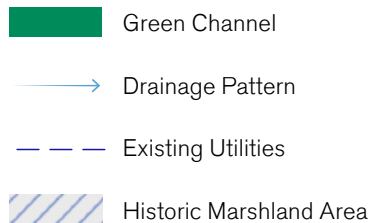
 Historic Marshland Area



Flooding and Resilience

Extending the Green Channels

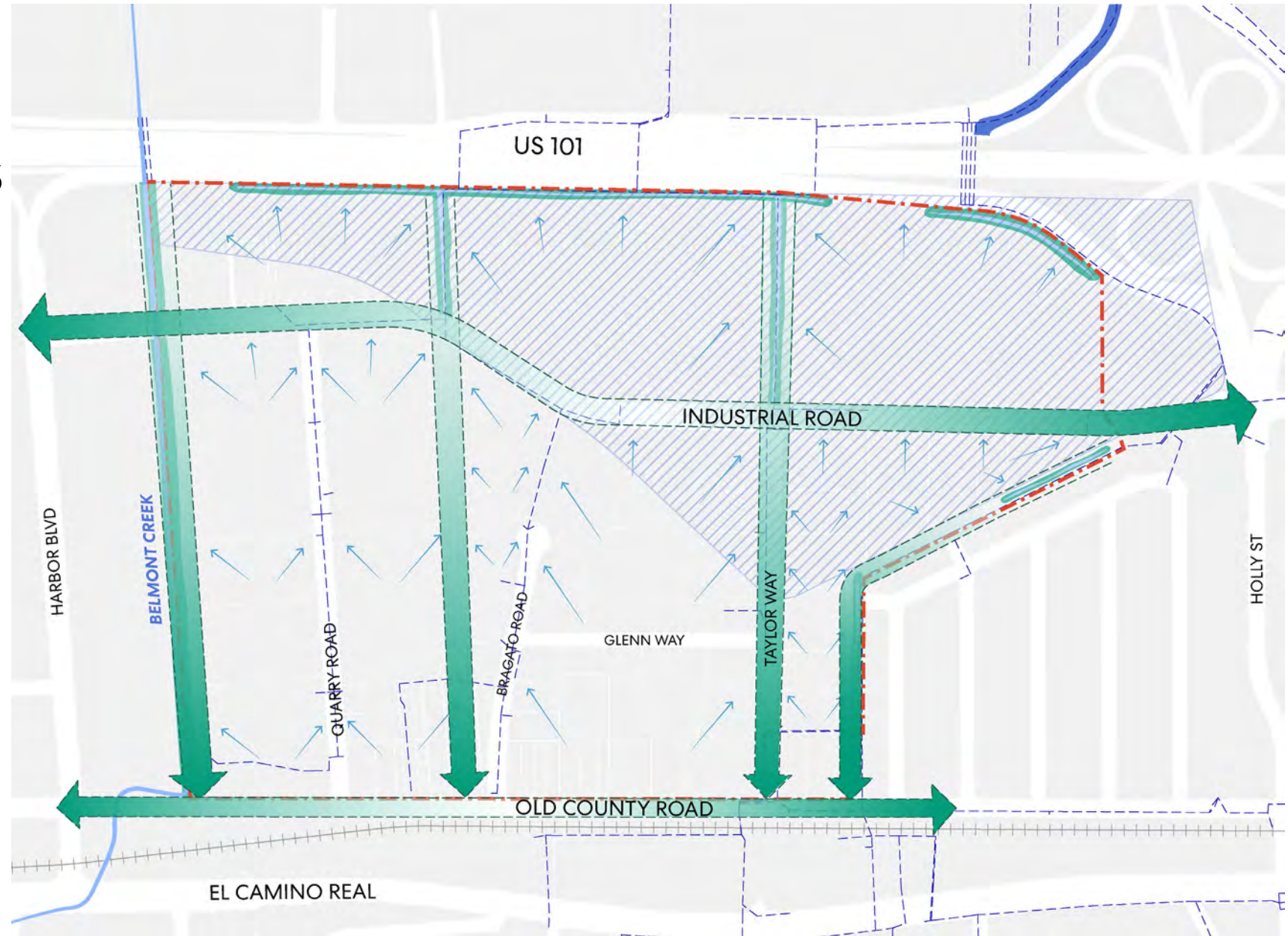
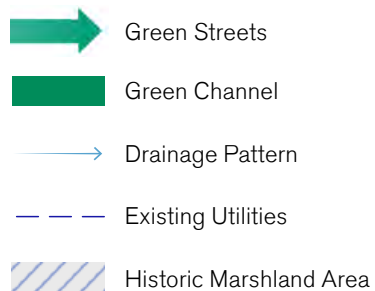
- The existing stormwater channels provide a natural starting point for increased investment.
- These are not just ditches for stormwater, but a celebration of critical infrastructure for a resilient region.



Flooding and Resilience

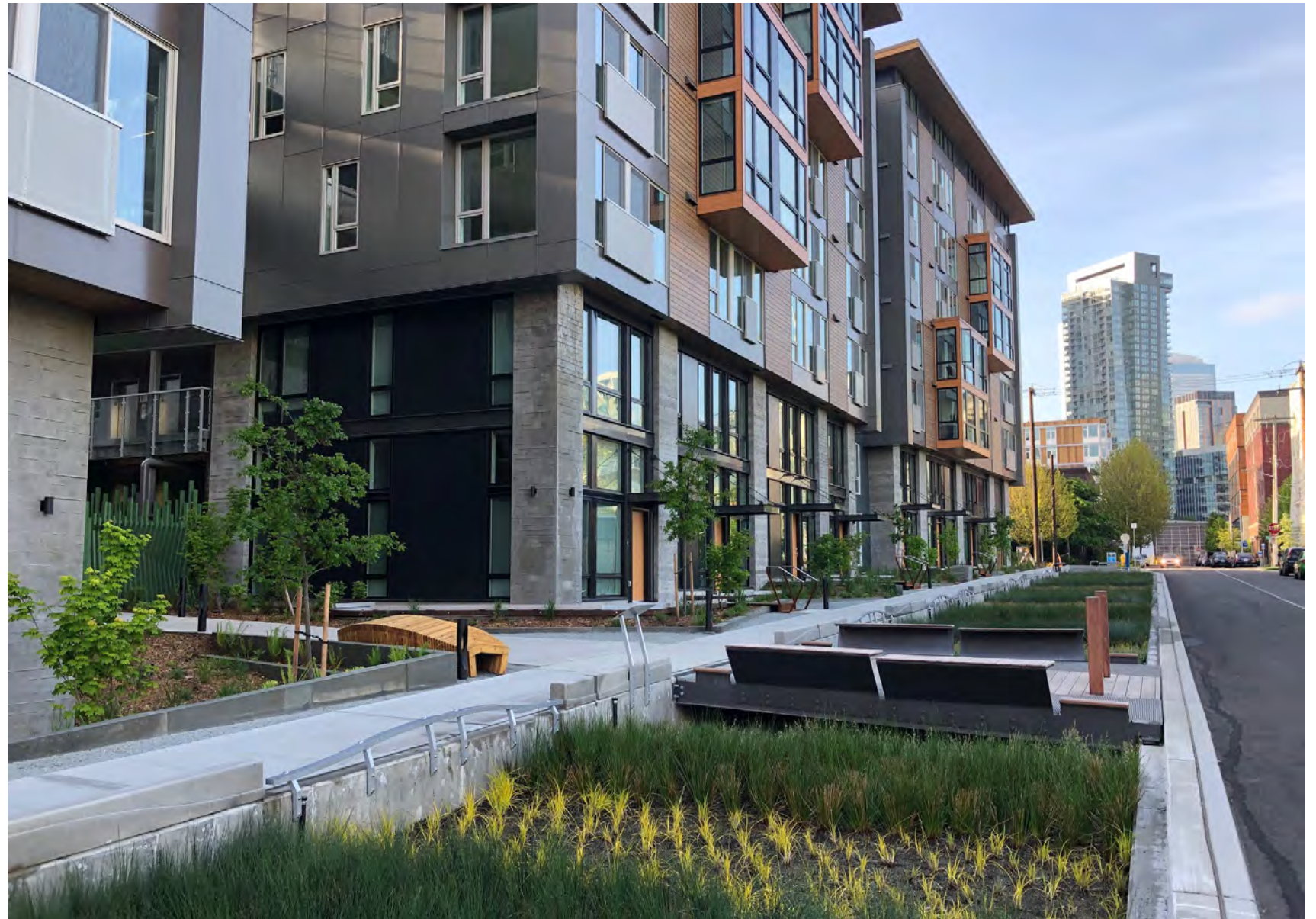
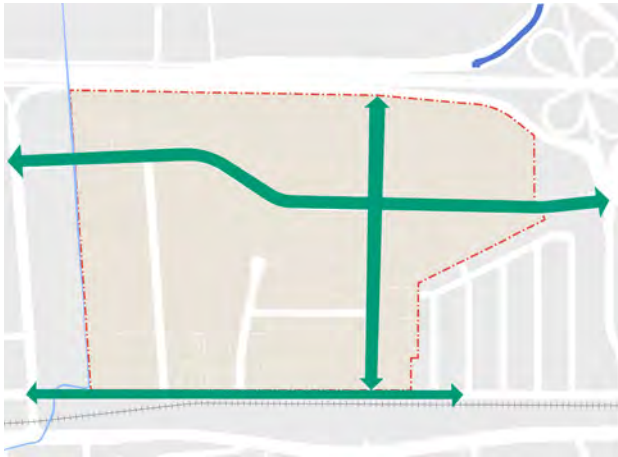
Complemented by Green Streets

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



Flooding and Resilience

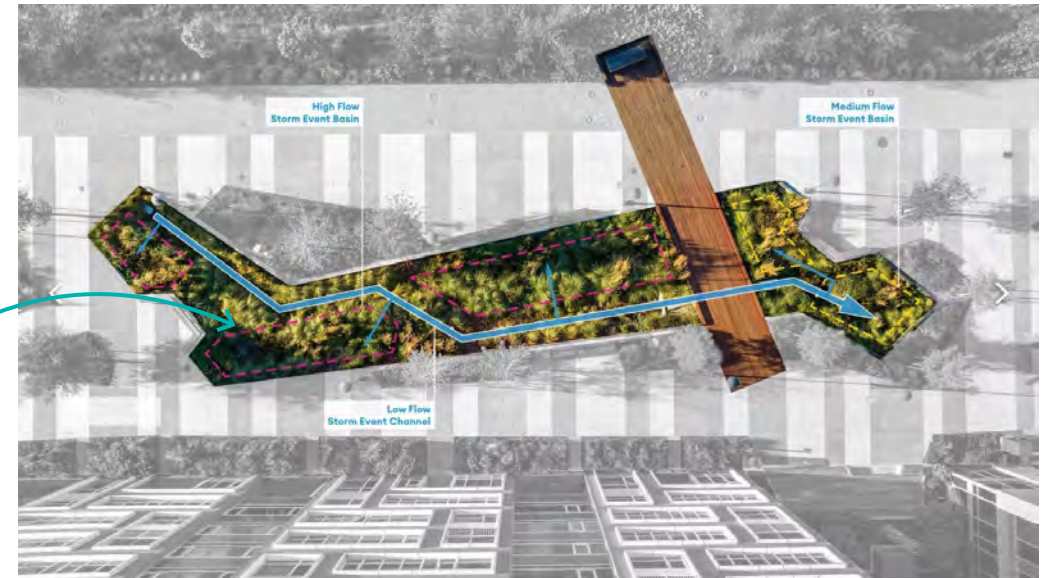
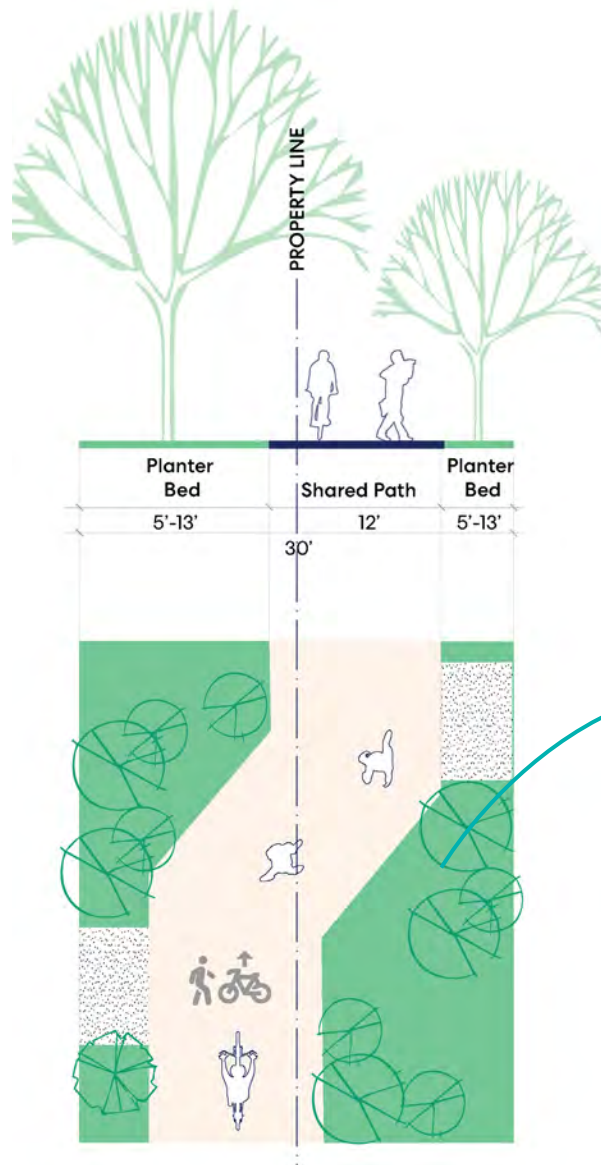
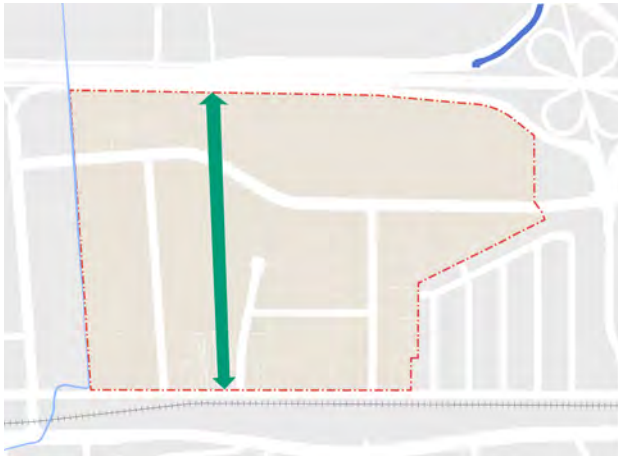
What could a green street look like?



Yale Street, Seattle

Flooding and Resilience

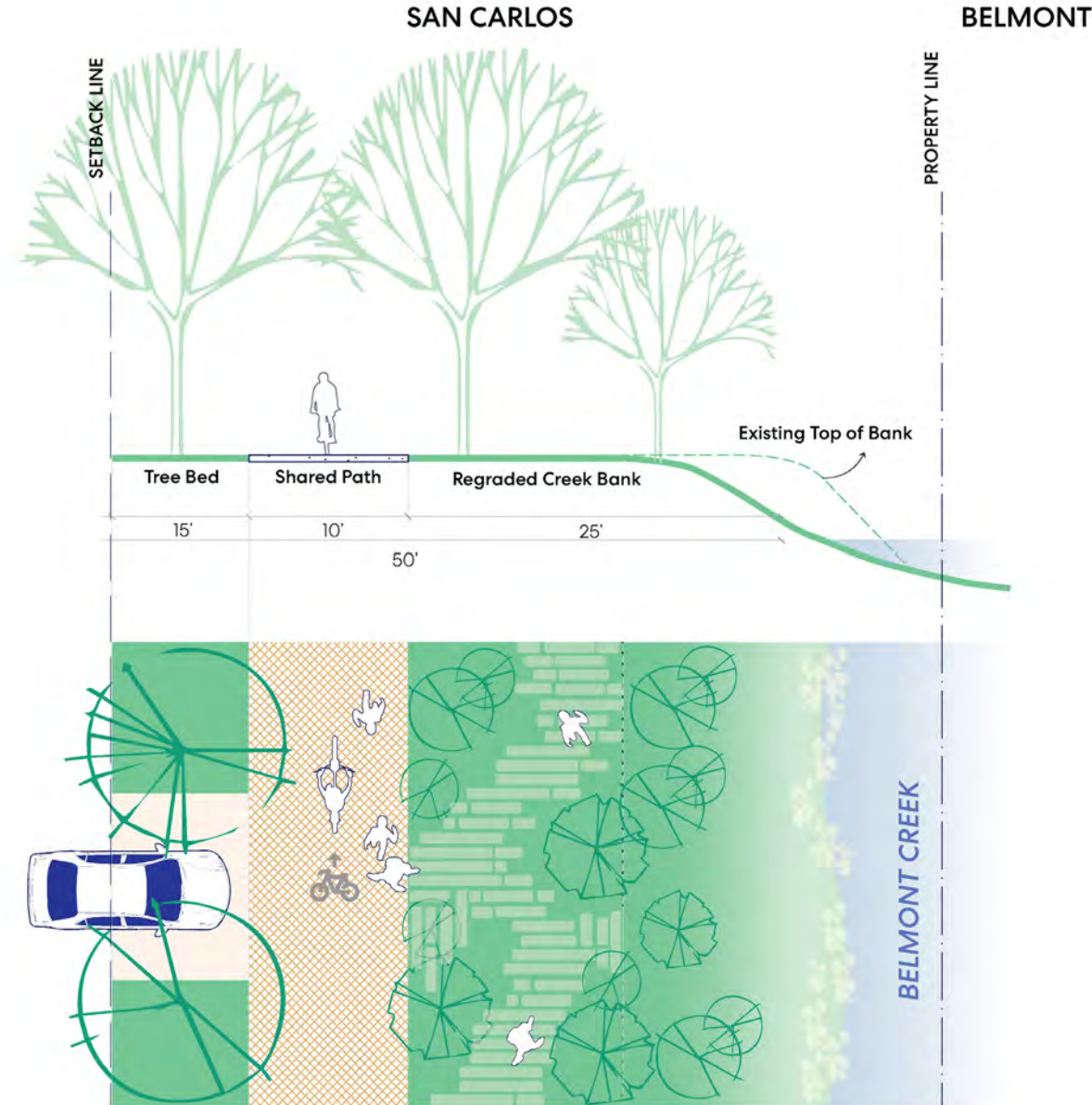
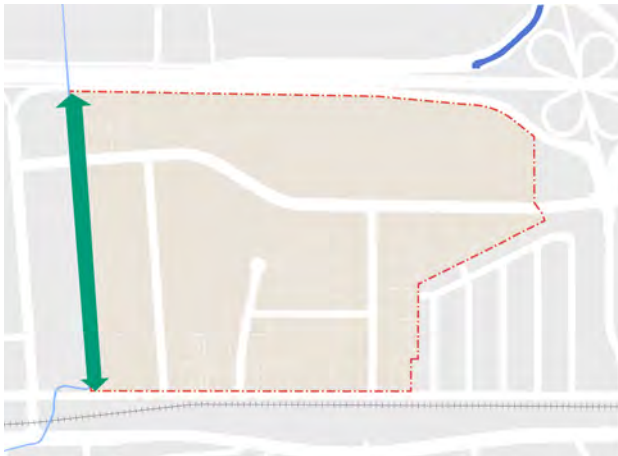
What could an internal green channel look like?



Case Study: Mission Creek Park (Credit: CMG)

Flooding and Resilience

What could Belmont Creek Restoration look like?



Conceptual Belmont Creek Section

Transportation and Parking

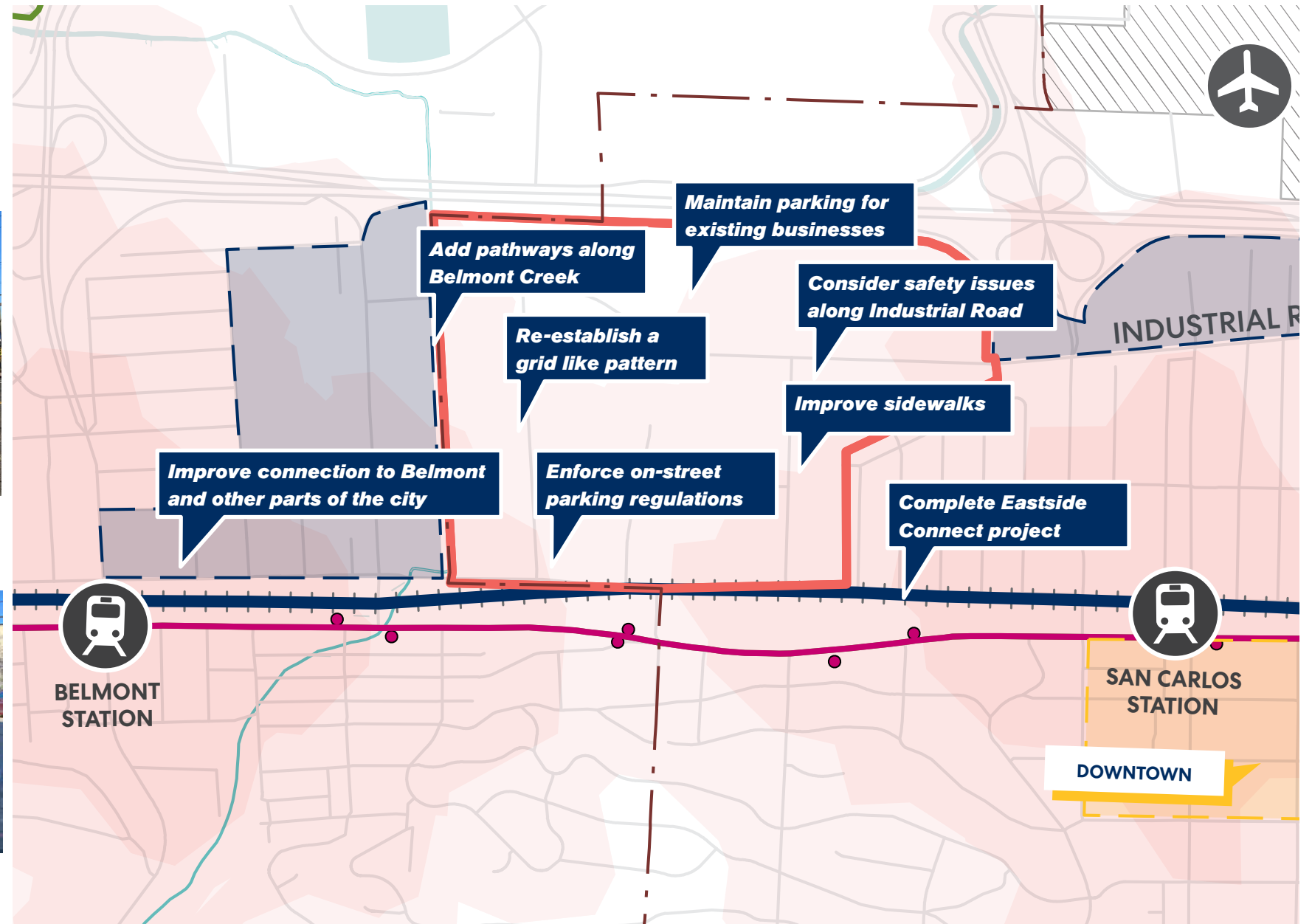
What We Heard



Truck obstructing bike lane on Industrial Road



Vehicles blocking the sidewalk on Quarry Road



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.

Transportation and Parking

New Public Streets



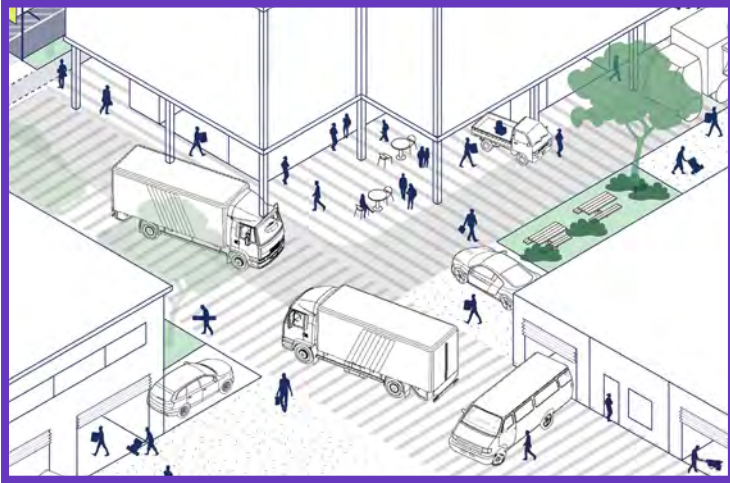
Why add new streets?

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



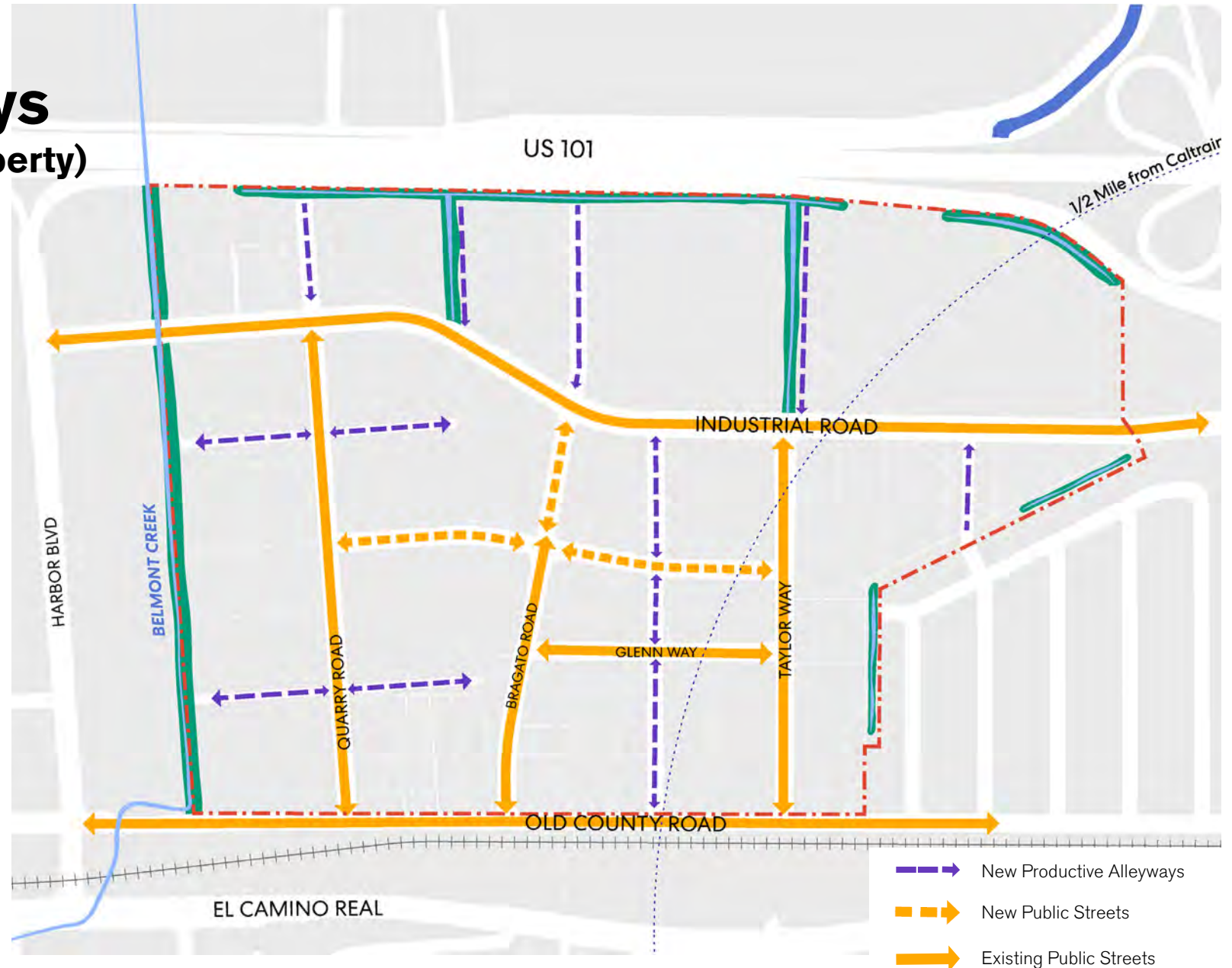
Transportation and Parking

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



Transportation and Parking

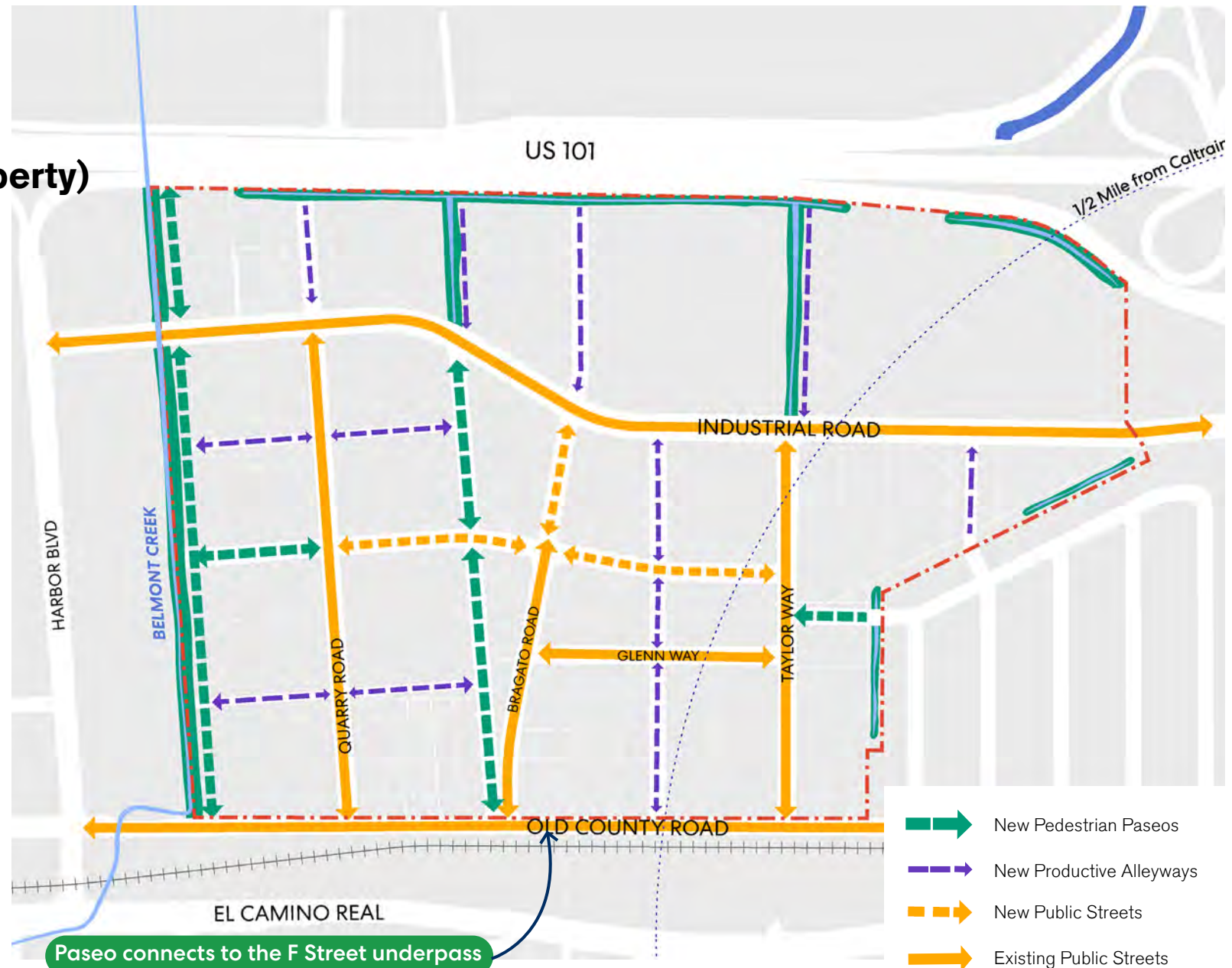
Pedestrian Paseos

(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



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

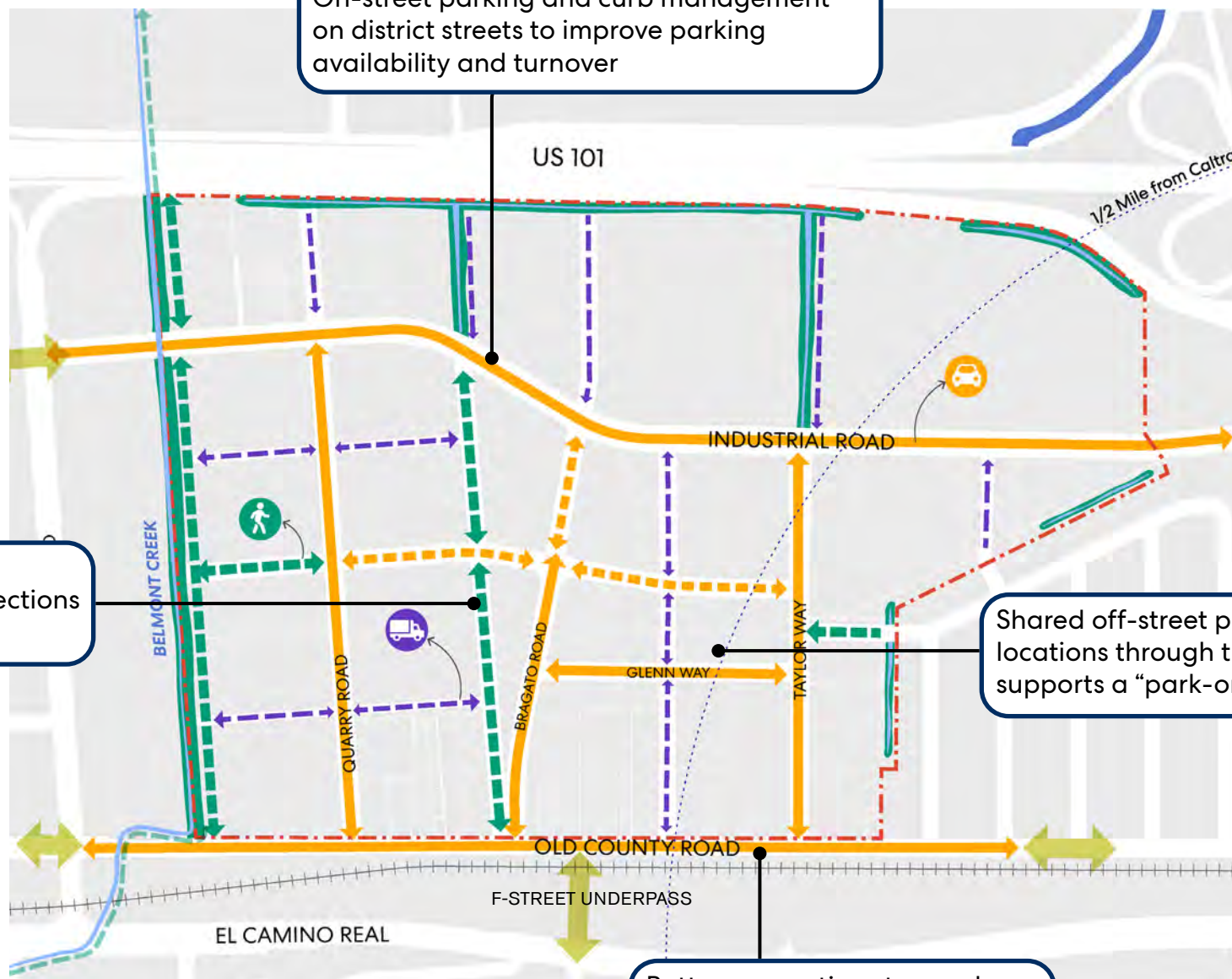
Connected Mobility Network

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

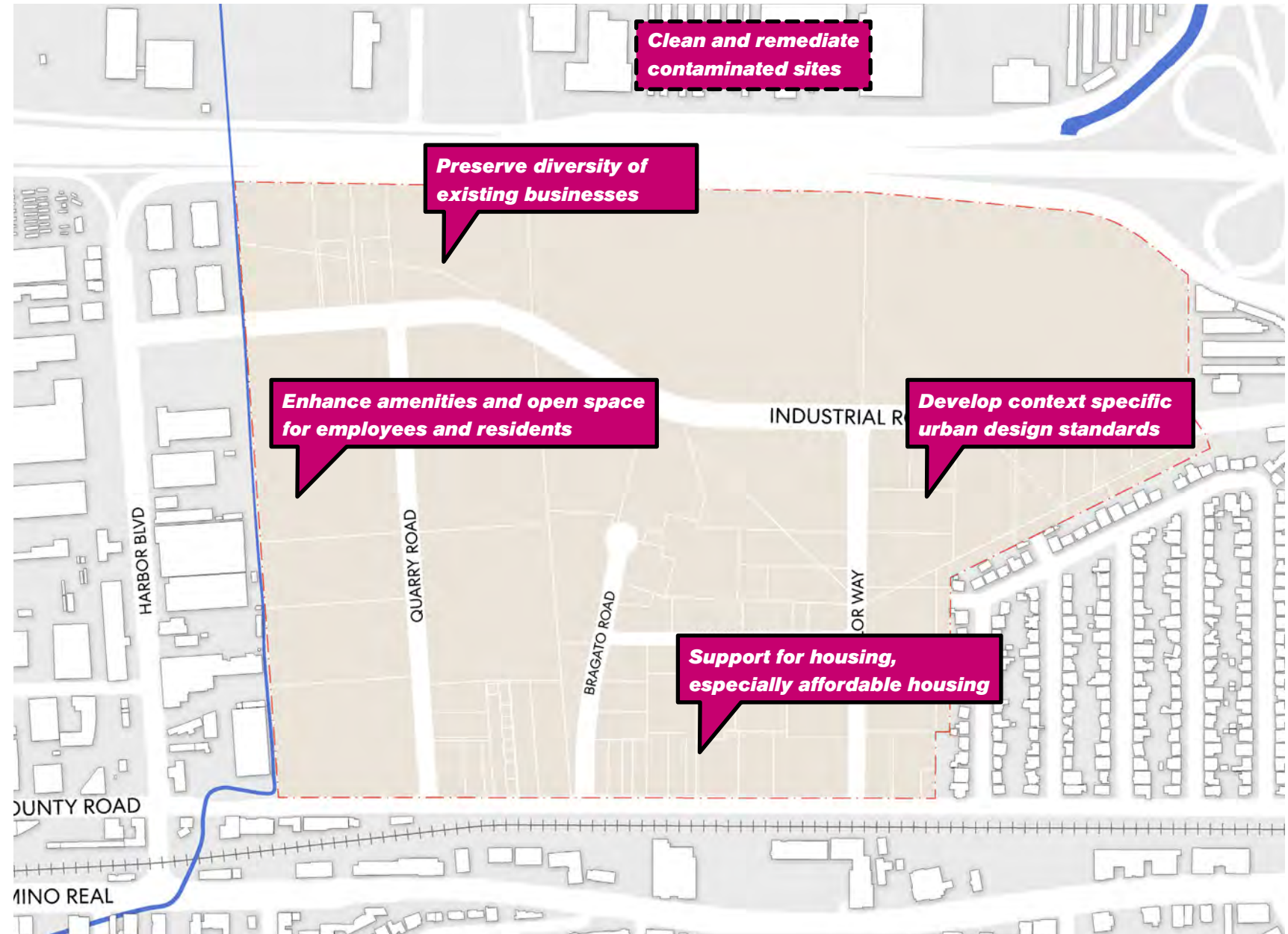
On-street parking and curb management on district streets to improve parking availability and turnover

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



What We Heard

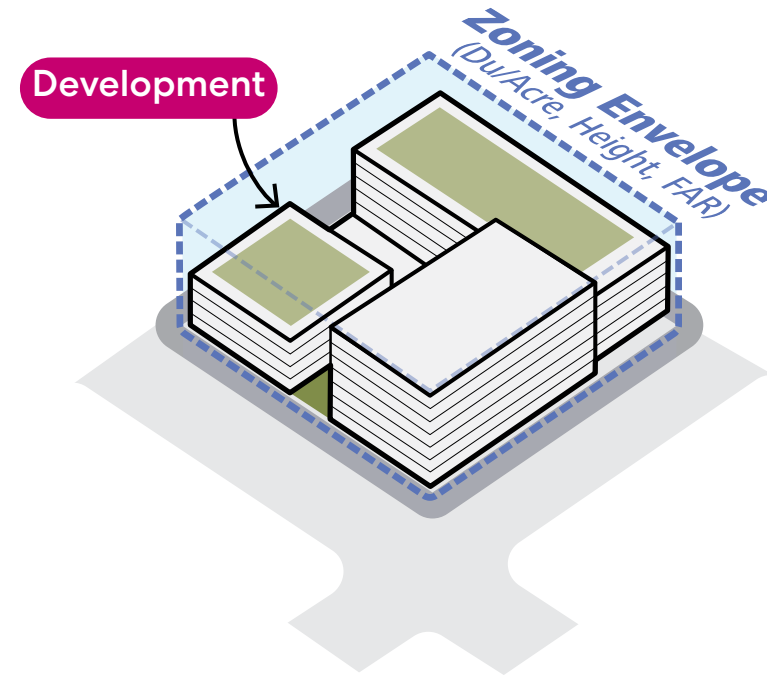
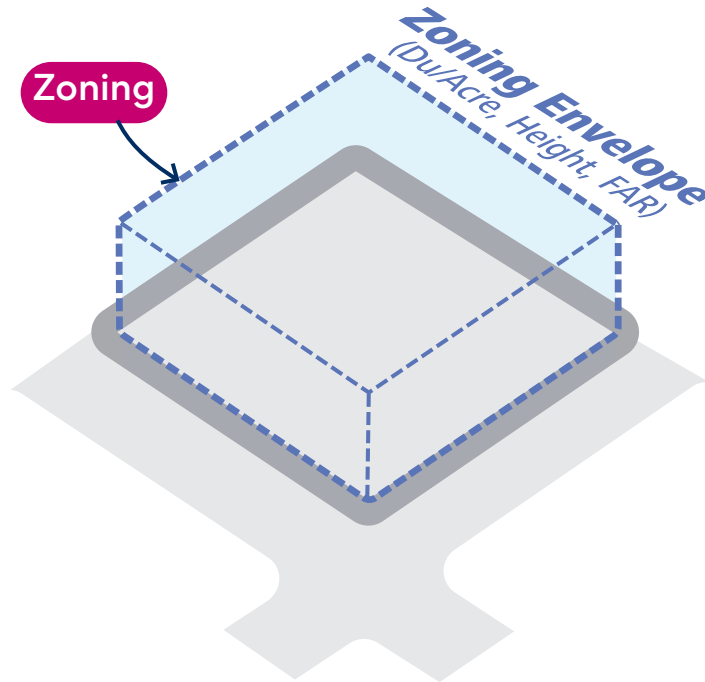




The City has not chosen a preferred land use option, yet.


The team has developed two distinct options for you to weigh in and let us know your thoughts.

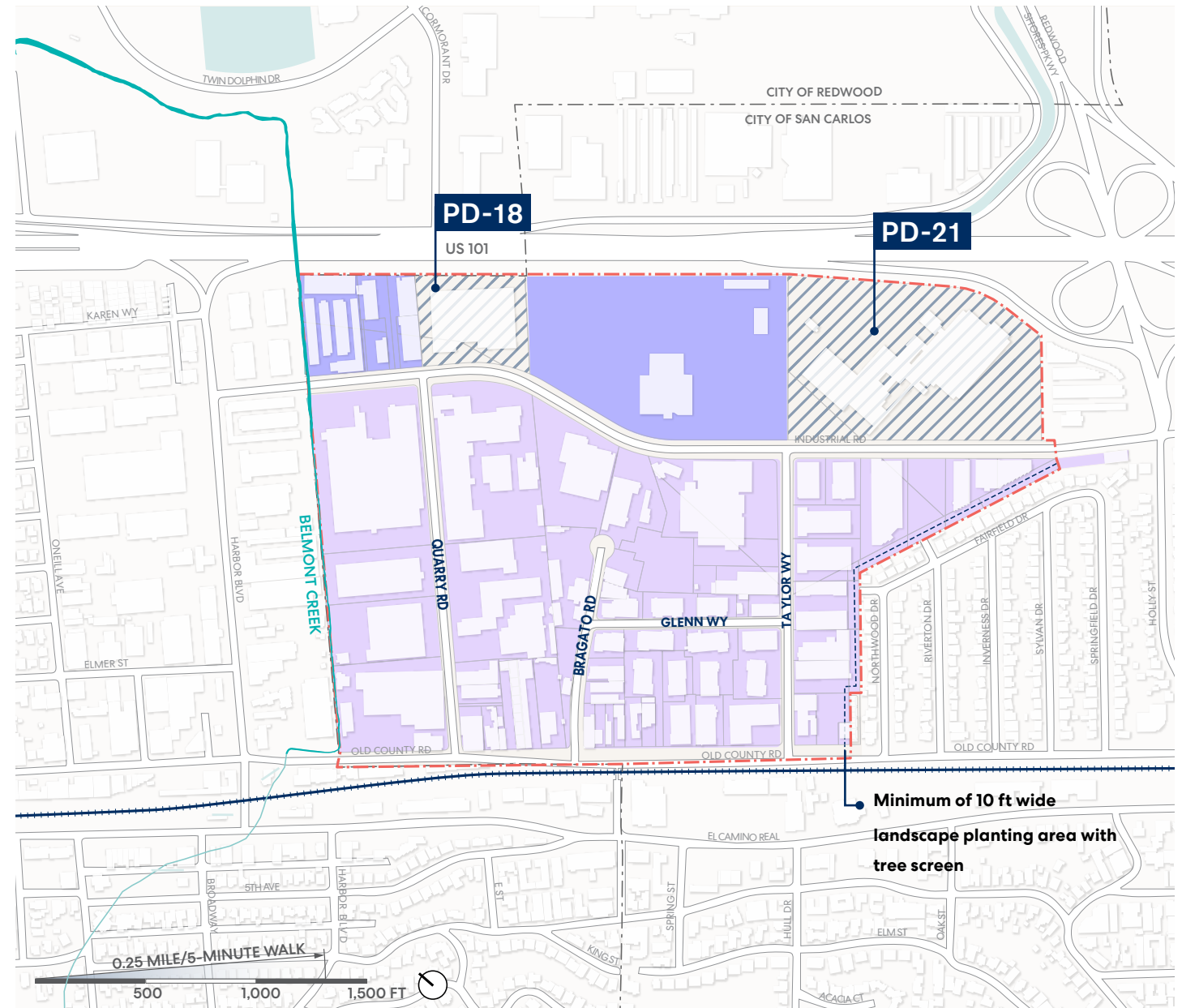
Difference between Zoning and Development



Current Zoning

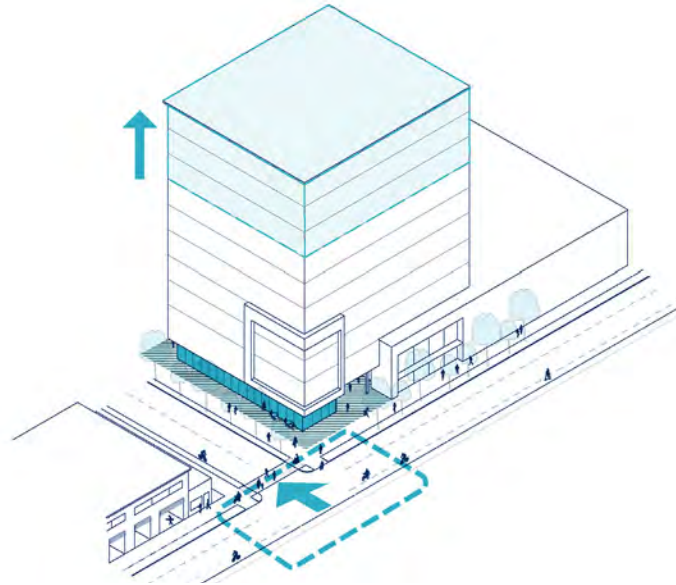
Zoning	Height
Light Industrial	75 Feet (Approximately 5 Stories)
Industrial Professional	100 Feet (Approximately 6-7 Stories)
Planned Development	As prescribed by the PD plan

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

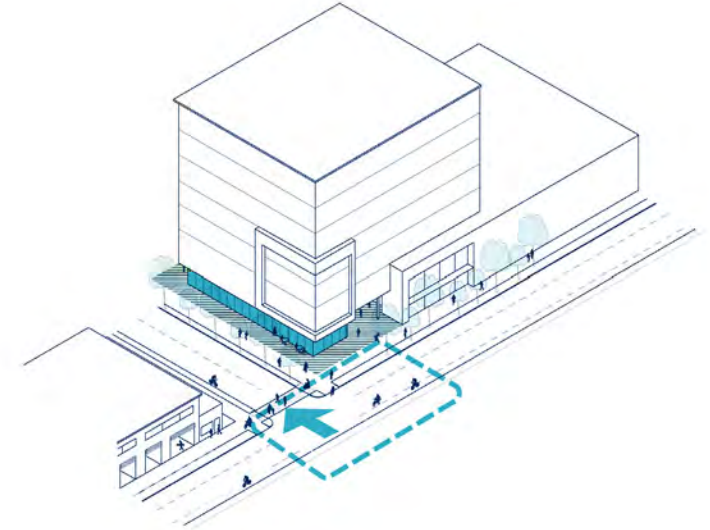


Land Use Designations

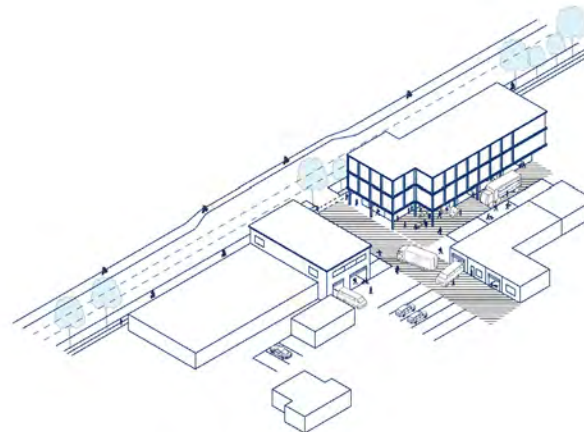
High Intensity Commercial



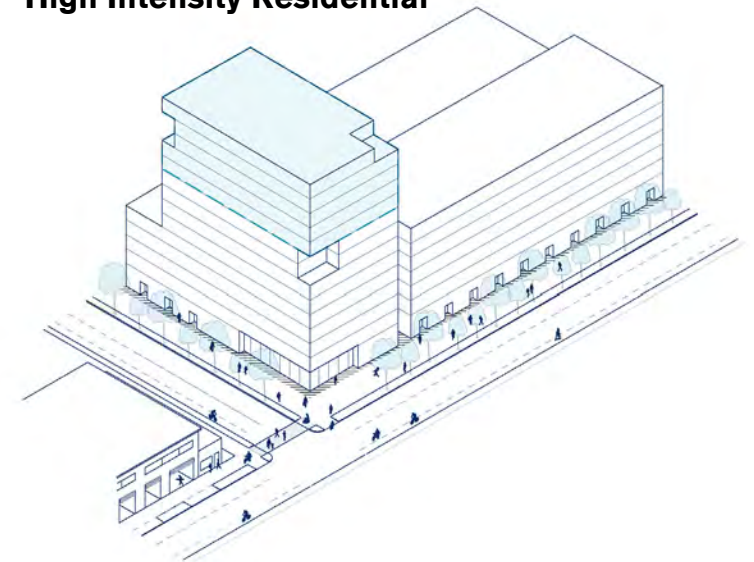
Medium Intensity Commercial



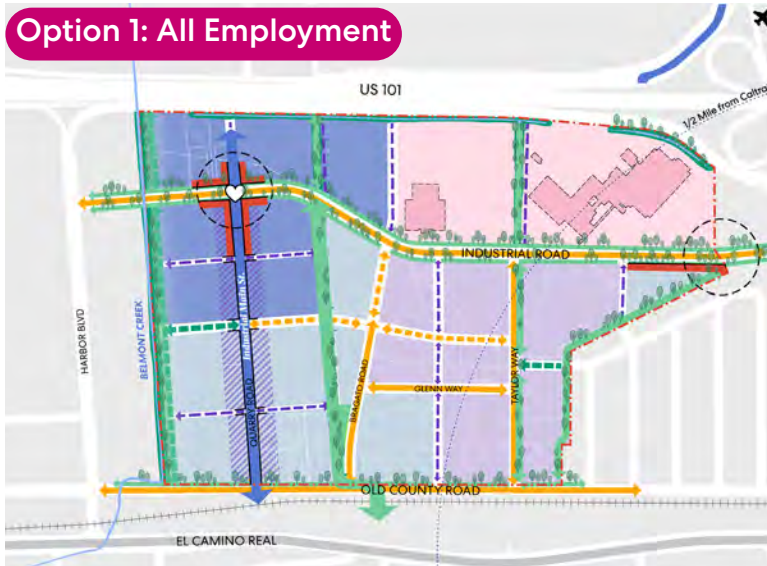
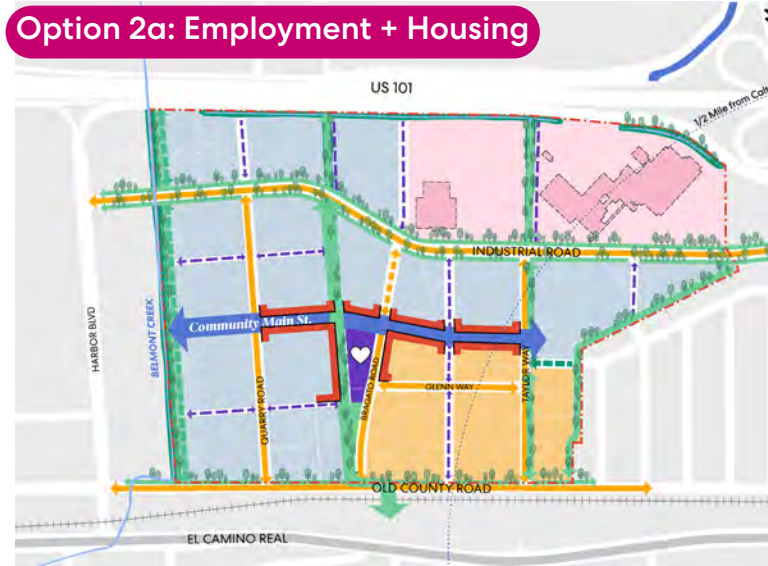
Light Industrial



High Intensity Residential



Land Use Options

Option 1: All Employment**Option 2a: Employment + Housing****Option 2b: Employment + More Housing****Our Goal:****To evaluate and determine a preferred option.**

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.

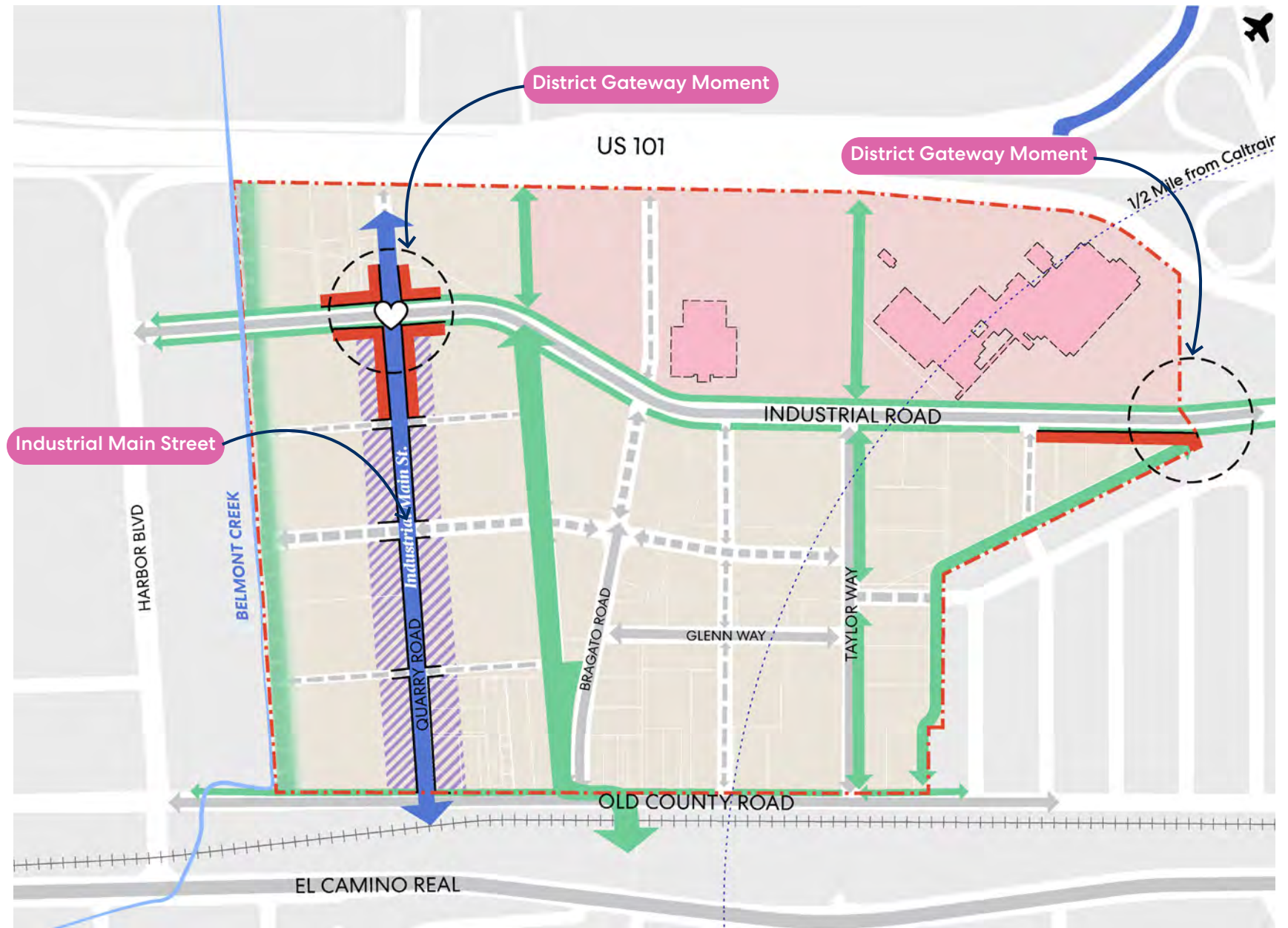


Land Use and Placemaking

Option 1

All Employment

-  Industrial Main St.
-  Ground Floor Active Use
-  Ground Floor PDR
-  Resilience Hub
-  Green Infrastructure
-  Study Area Boundary



Option 1









All Employment

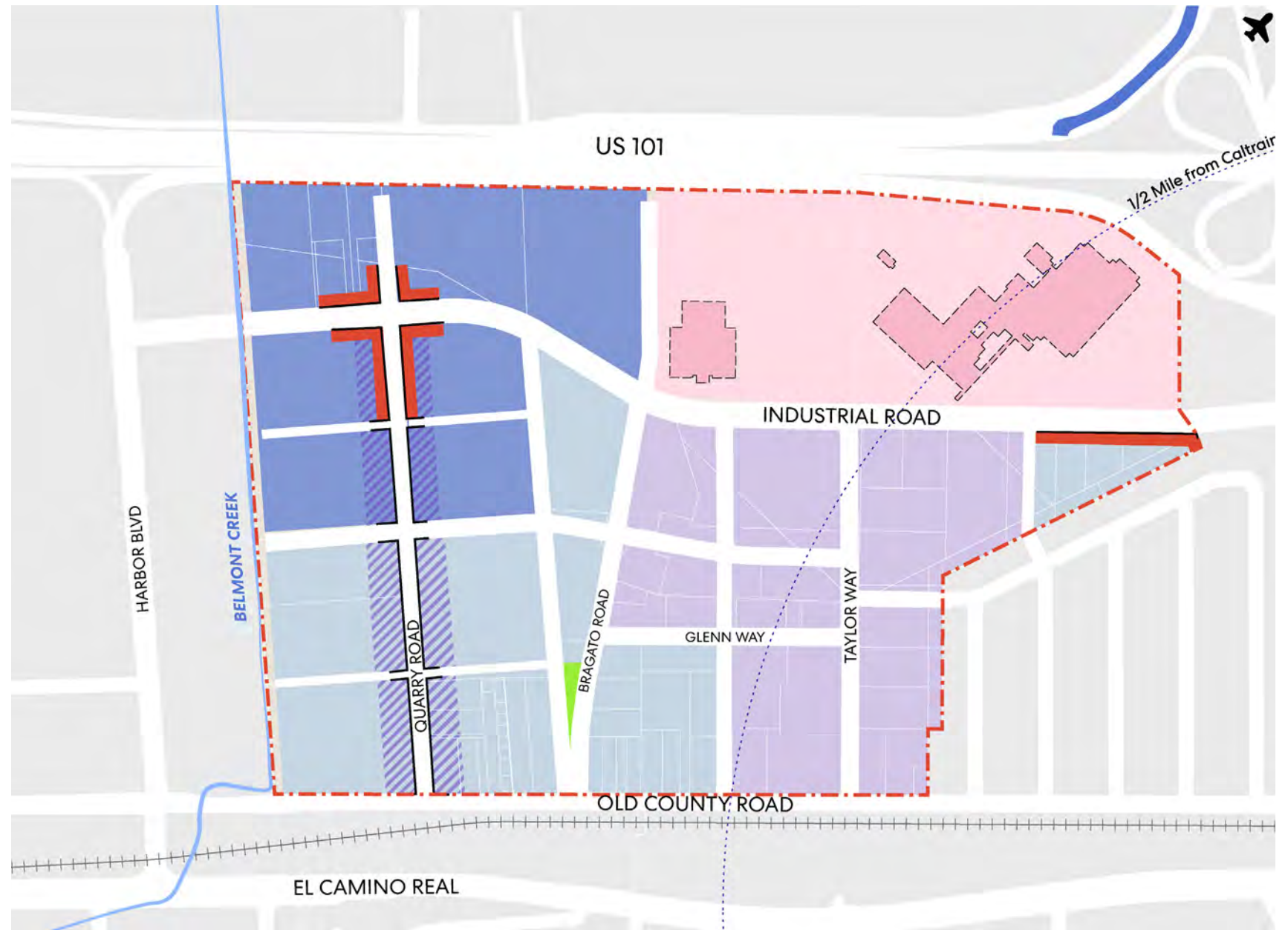


Land Use and Placemaking

Option 1

All Employment

-  Ground Floor Active Use
-  Resilience Hub
-  Medium Intensity Commercial
-  High Intensity Commercial
-  Light Industrial
-  Ground Floor PDR
-  Park
-  Study Area Boundary










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

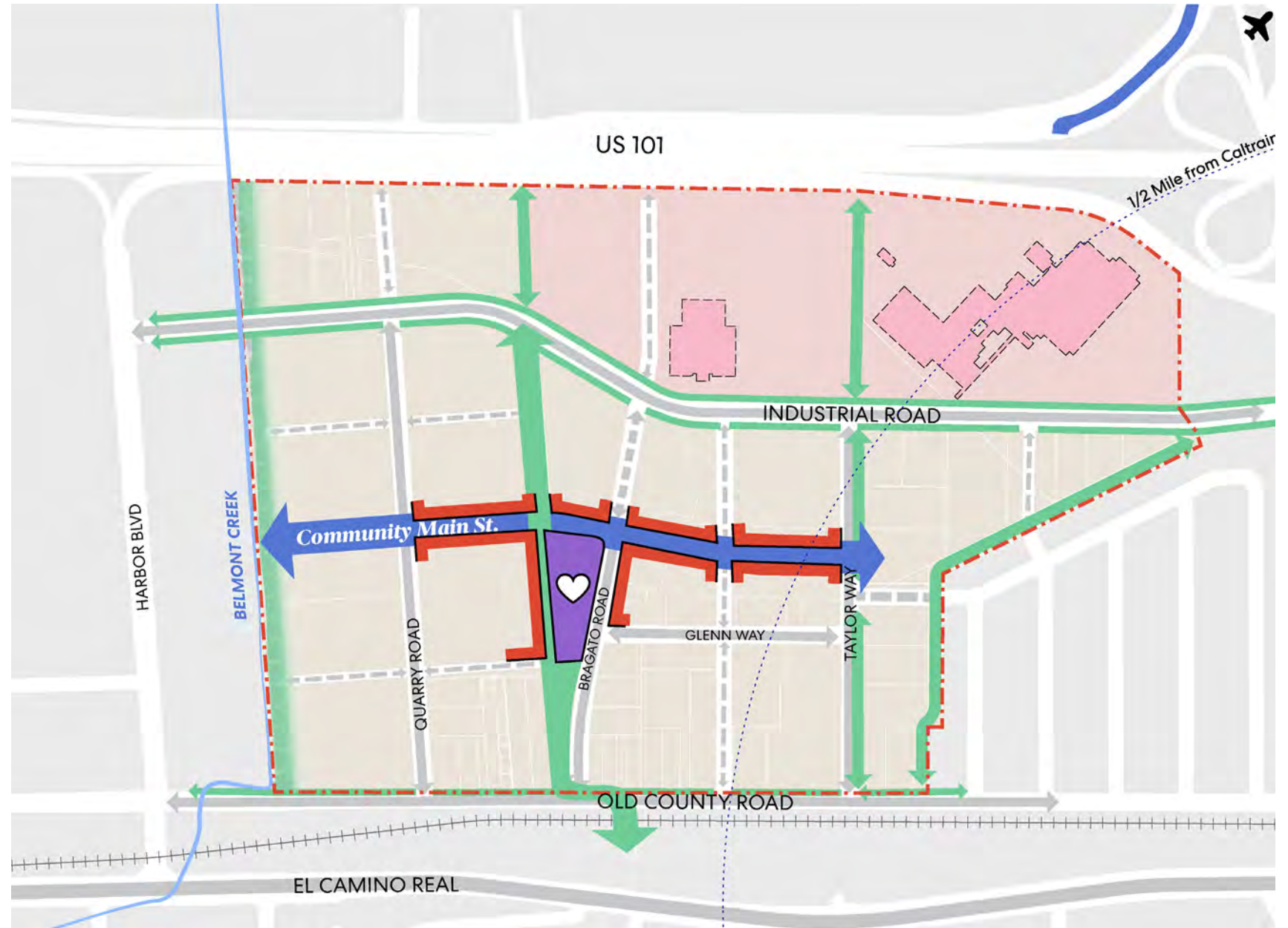
- Housing supply and affordability in San Carlos is a critical issue. The City has a **responsibility to identify more areas where housing could be built** over the next 10-20 years to support current and future residents.
- The southern portion of the district is an appropriate candidate for future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

Land Use and Placemaking

Option 2

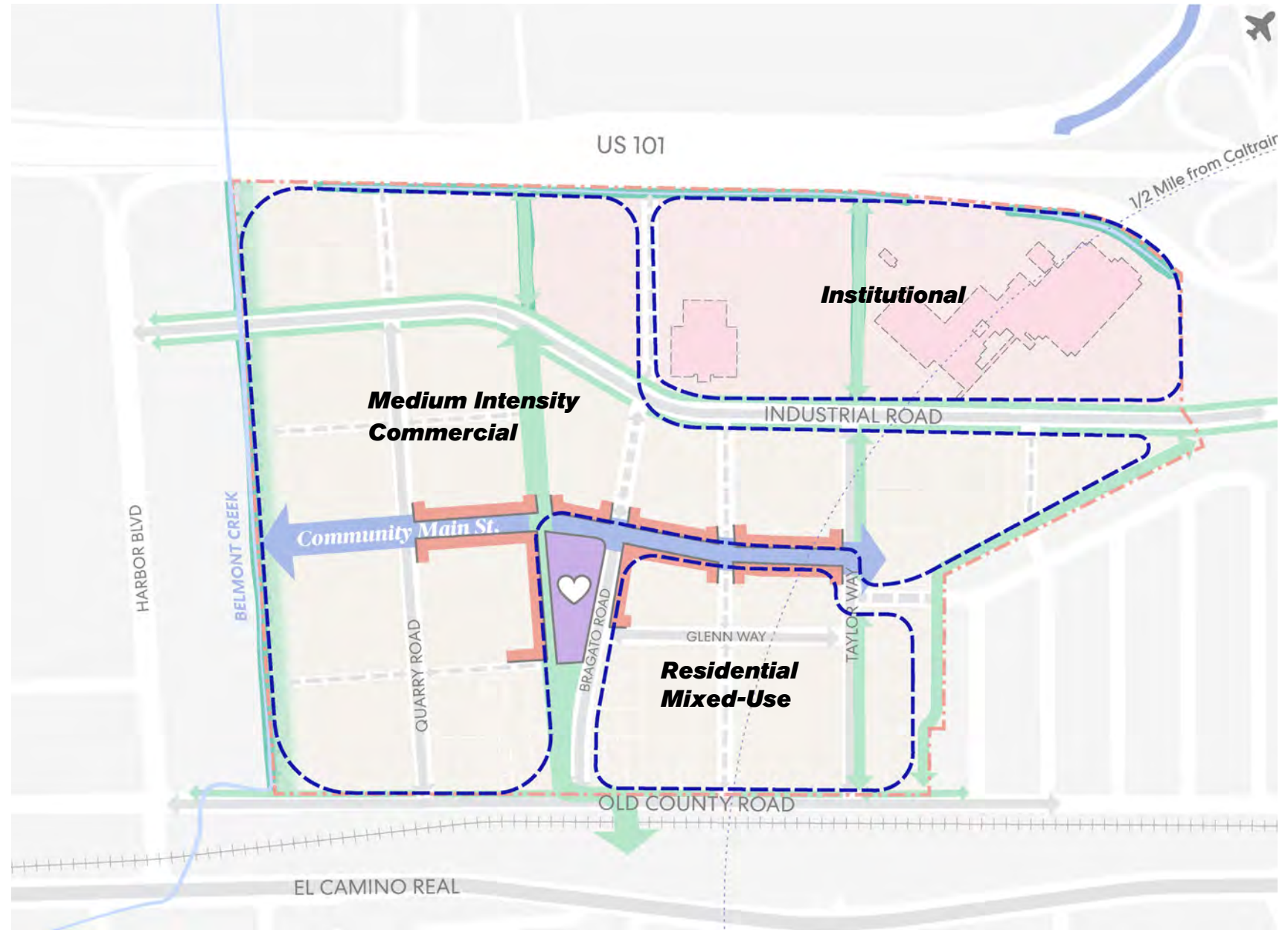
Employment + Housing

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



Option 2a

Employment + Housing

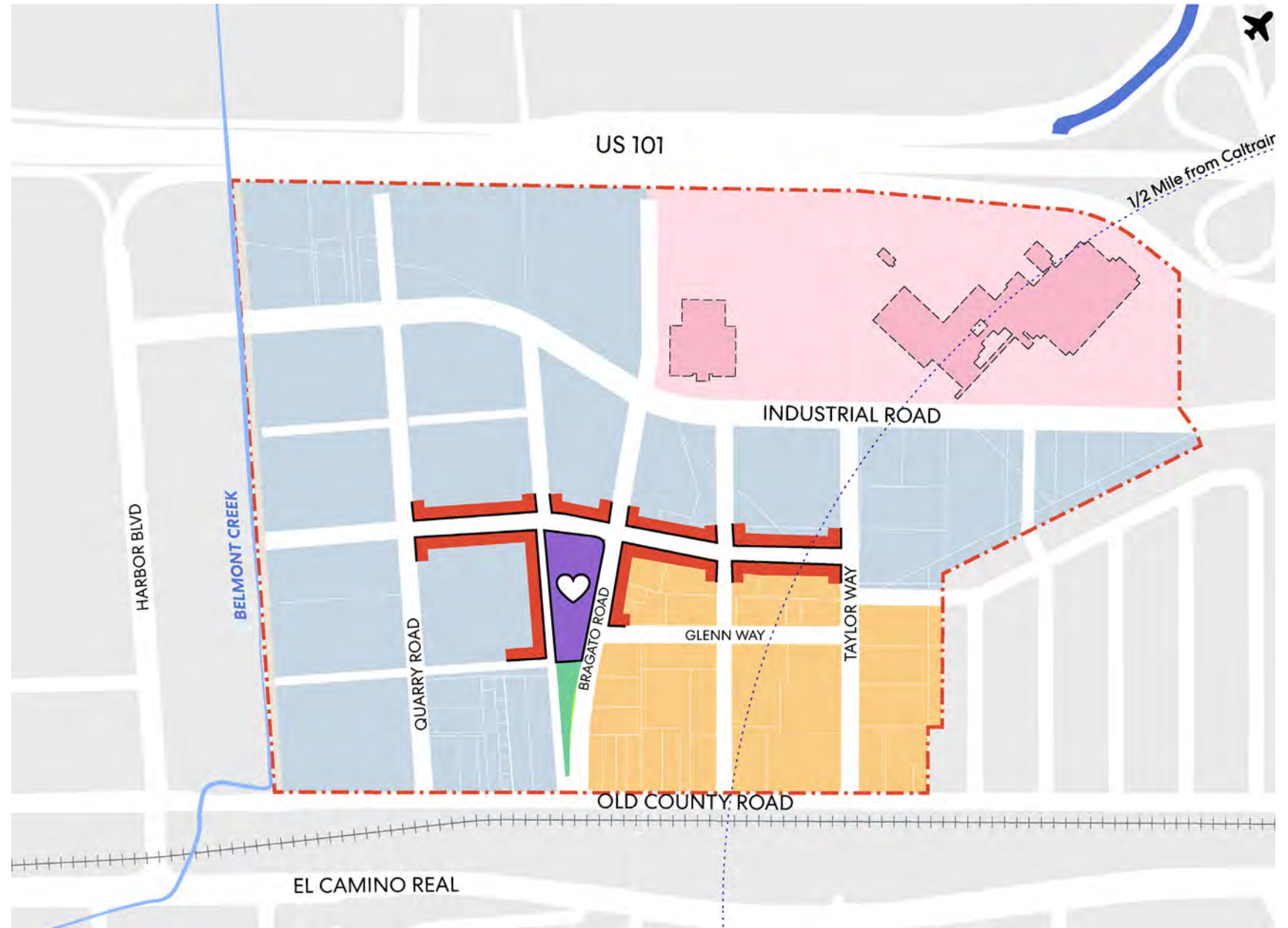


Land Use and Placemaking

Option 2a

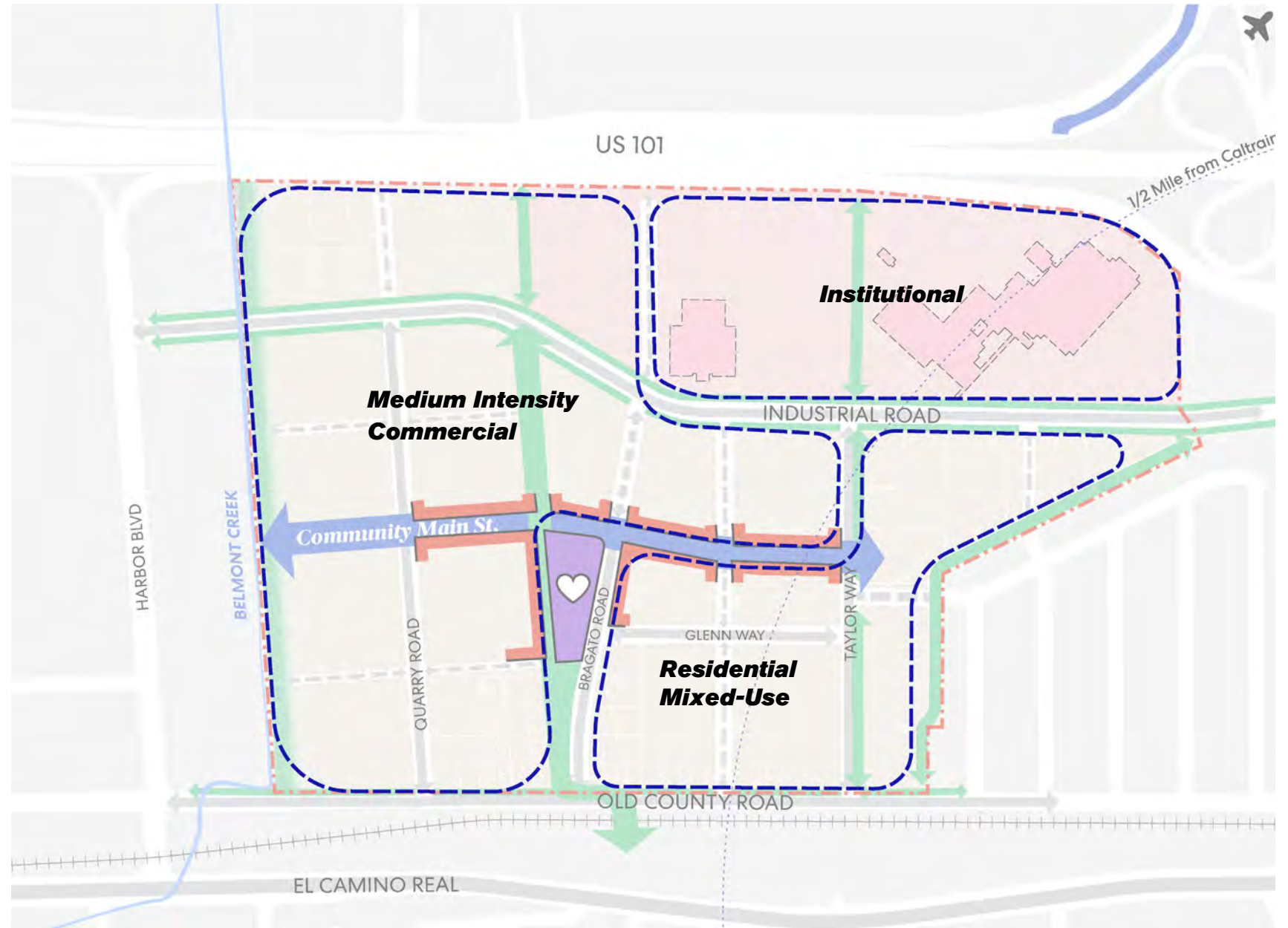
Employment + Housing

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



Option 2b

Employment + More Housing

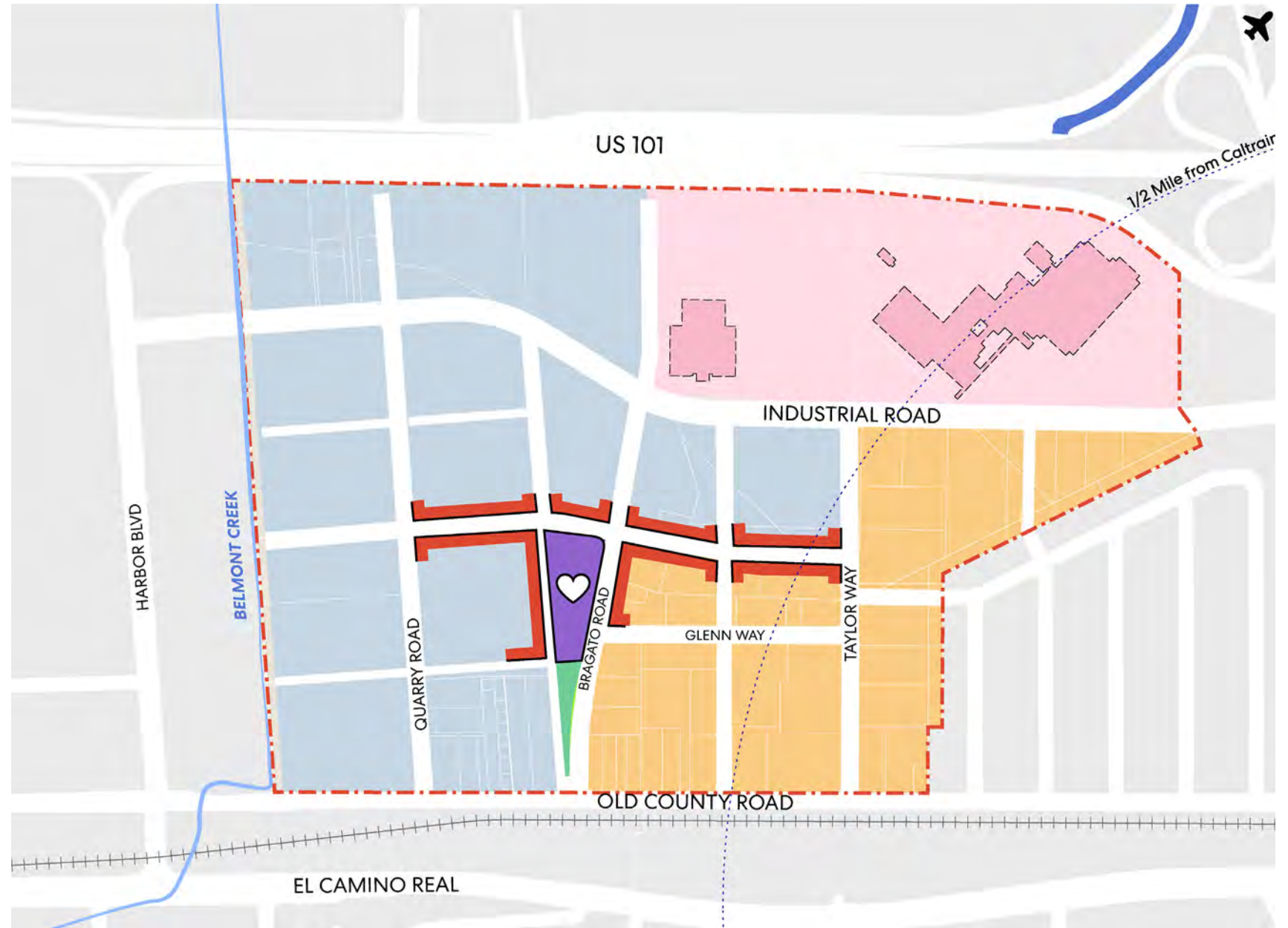


Land Use and Placemaking

Option 2b

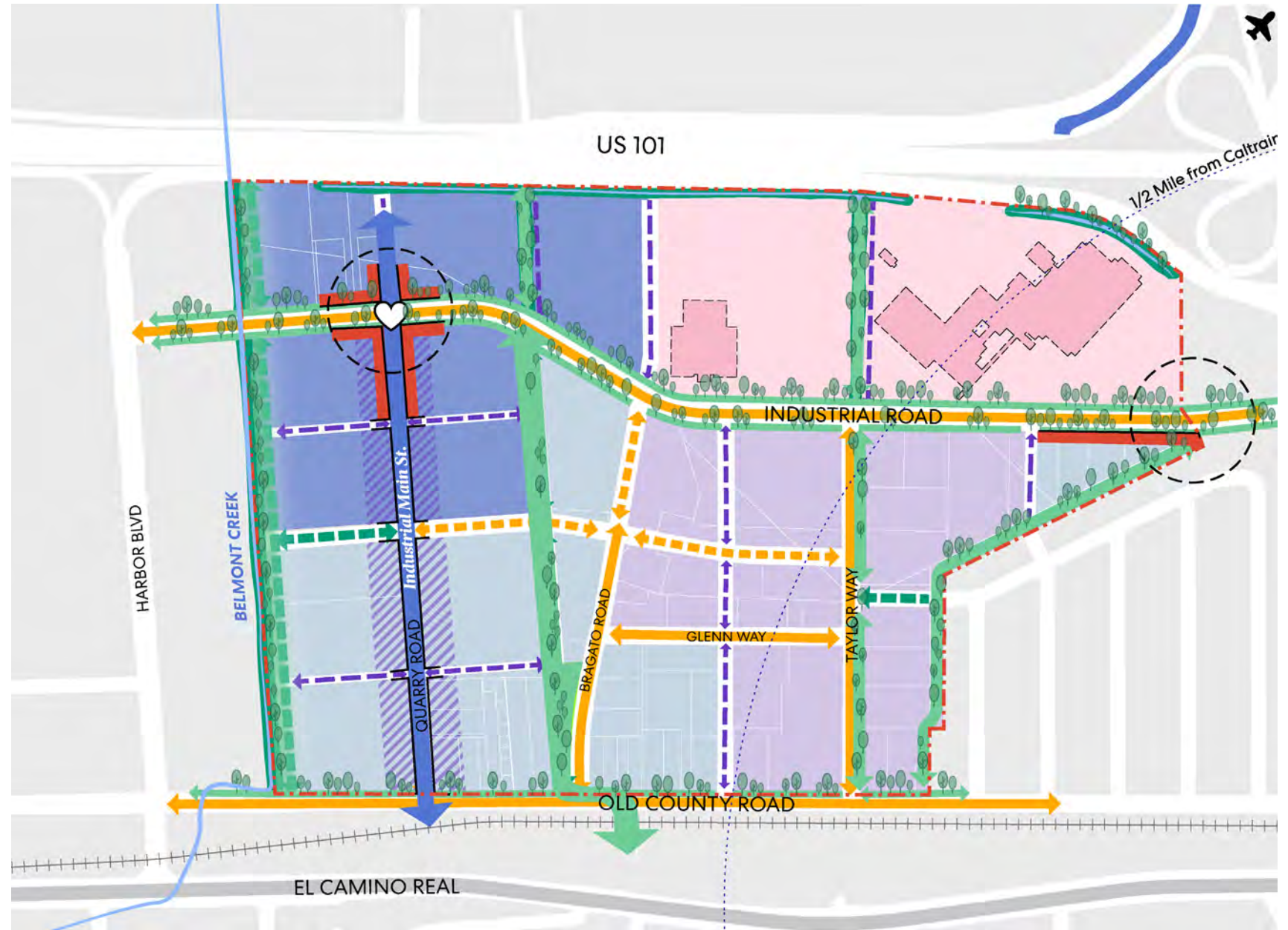
Employment + More Housing

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



Option 1

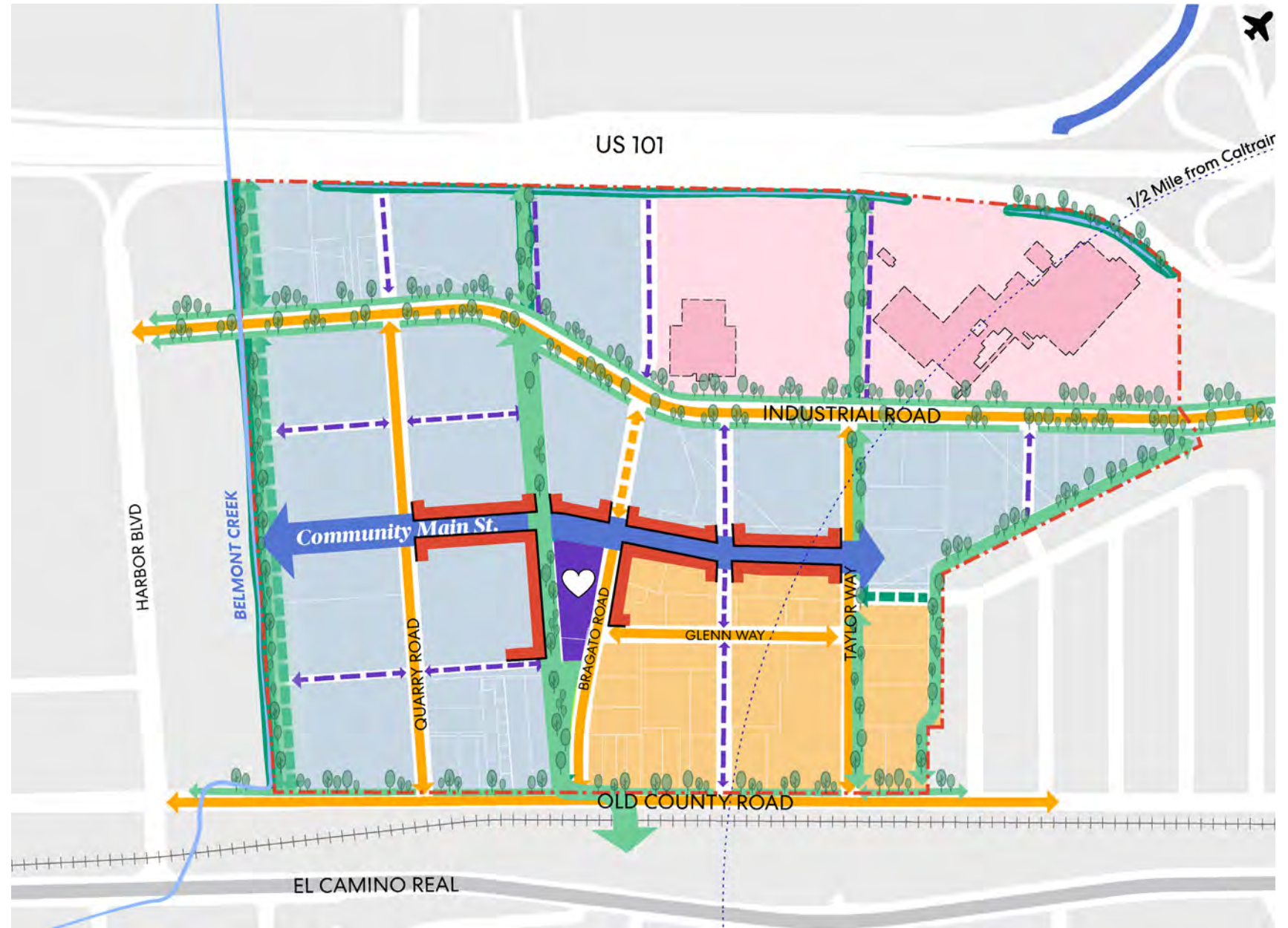
All Employment



Land Use and Placemaking

Option 2a

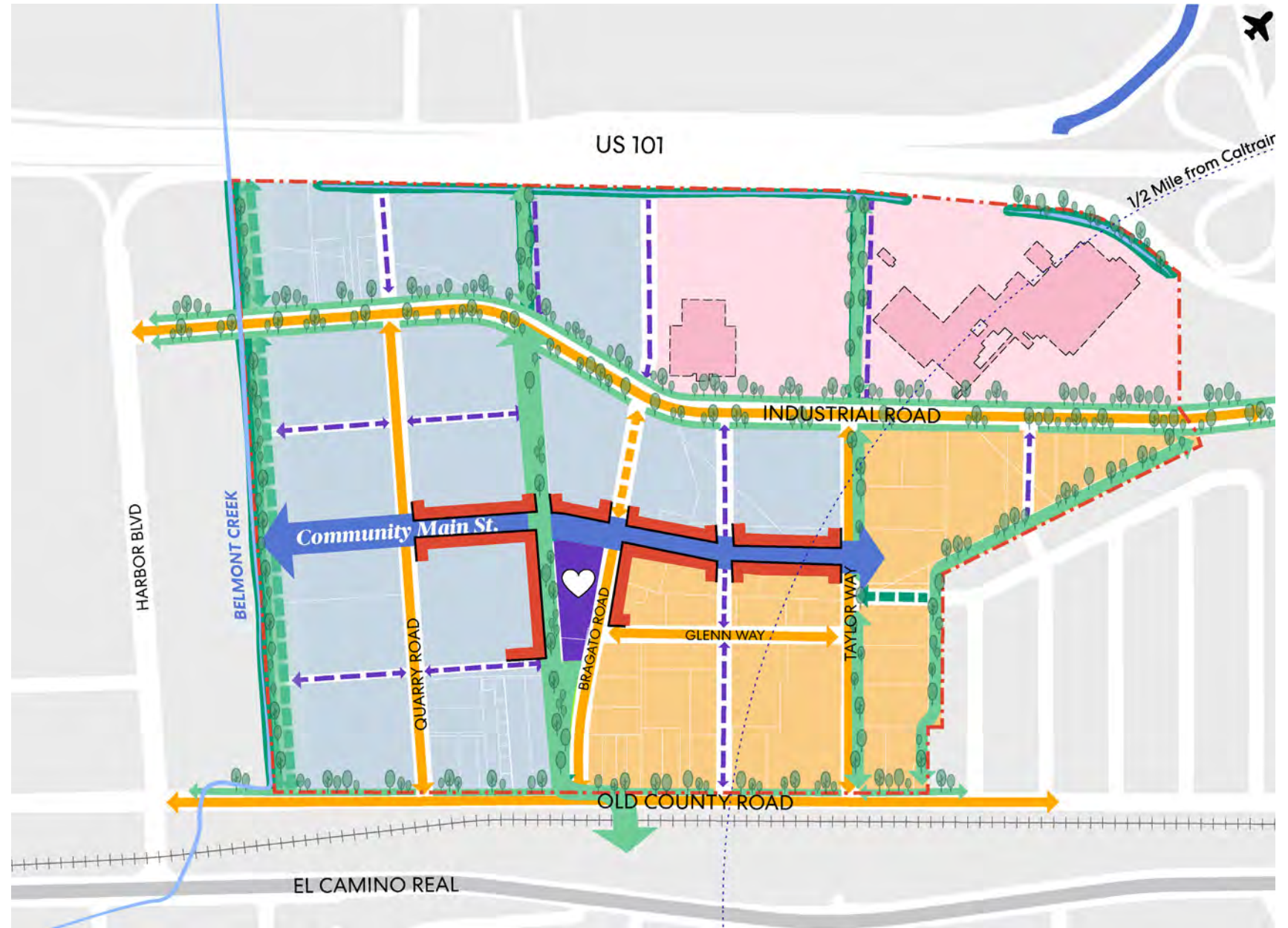
Employment + Housing



Land Use and Placemaking

Option 2b

Employment + More Housing





Open House: Breakout Discussion



Breakout Rooms



Resilience & Flooding

Complete Streets

Land Use Scenarios



Complete Streets

Land Use Scenarios

Resilience & Flooding



Land Use Scenarios

Resilience & Flooding

Complete Streets

Breakout Room Discussion Overview

1. Participants will be randomly assigned to a breakout room (A, B, or C)
2. Facilitators and notetakers will rotate to each room every 20 minutes to lead a discussion about each of the three topics.
3. After discussing all of the topics, we will come back together for a brief report out.

The workshop will adjourn at 8:30 pm.

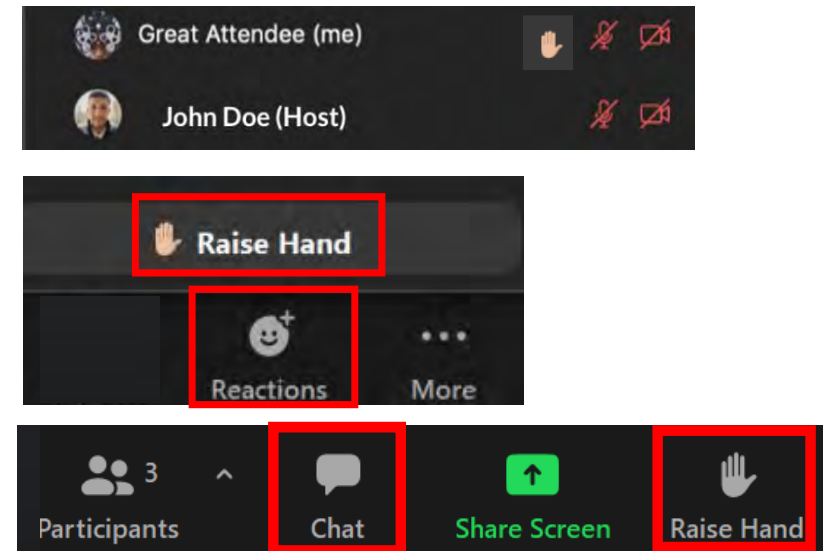


How to Participate

VERBAL COMMENTS – provide verbal comments via **Raise Hand** feature (either on computer or by dialing *9 on your phone). The room facilitator will recognize you and unmute your mic.

WRITTEN COMMENTS - use the **CHAT** feature to provide your questions or comments and the meeting notetakers will add them to the virtual whiteboard.

Raise Hand + CHAT



Share your feedback!

Leave comments and input on the future of the Northeast Area at:

<http://bit.ly/sancarlosurvey>

Questions? Please contact: advanceplanning@cityofsancarlos.org

Visit the project website for project news and updates:

www.sancarlosnortheastplan.com

