



NORTHEAST AREA SPECIFIC PLAN

Planning and Transportation
Commission Meeting

September 18, 2023

**CITY _{of}
GOOD
LIVING**
SAN CARLOS

Tonight's Study Session

City staff requests that the Commission:

- Provide feedback on the draft land use options and concepts, and
- Provide recommendations for the city and consultant teams to develop the preferred option.



Agenda

1. Project Introduction
2. Flooding and Resilience
3. Transportation and Parking
4. Land Use and Placemaking
5. Community Feedback on Options



Larger Project Team



Perkins&Will

Prime Consultant, Urban Design



Environmental Planning



Transportation Planning



Civil Engineering



Community Outreach



Economic Planning



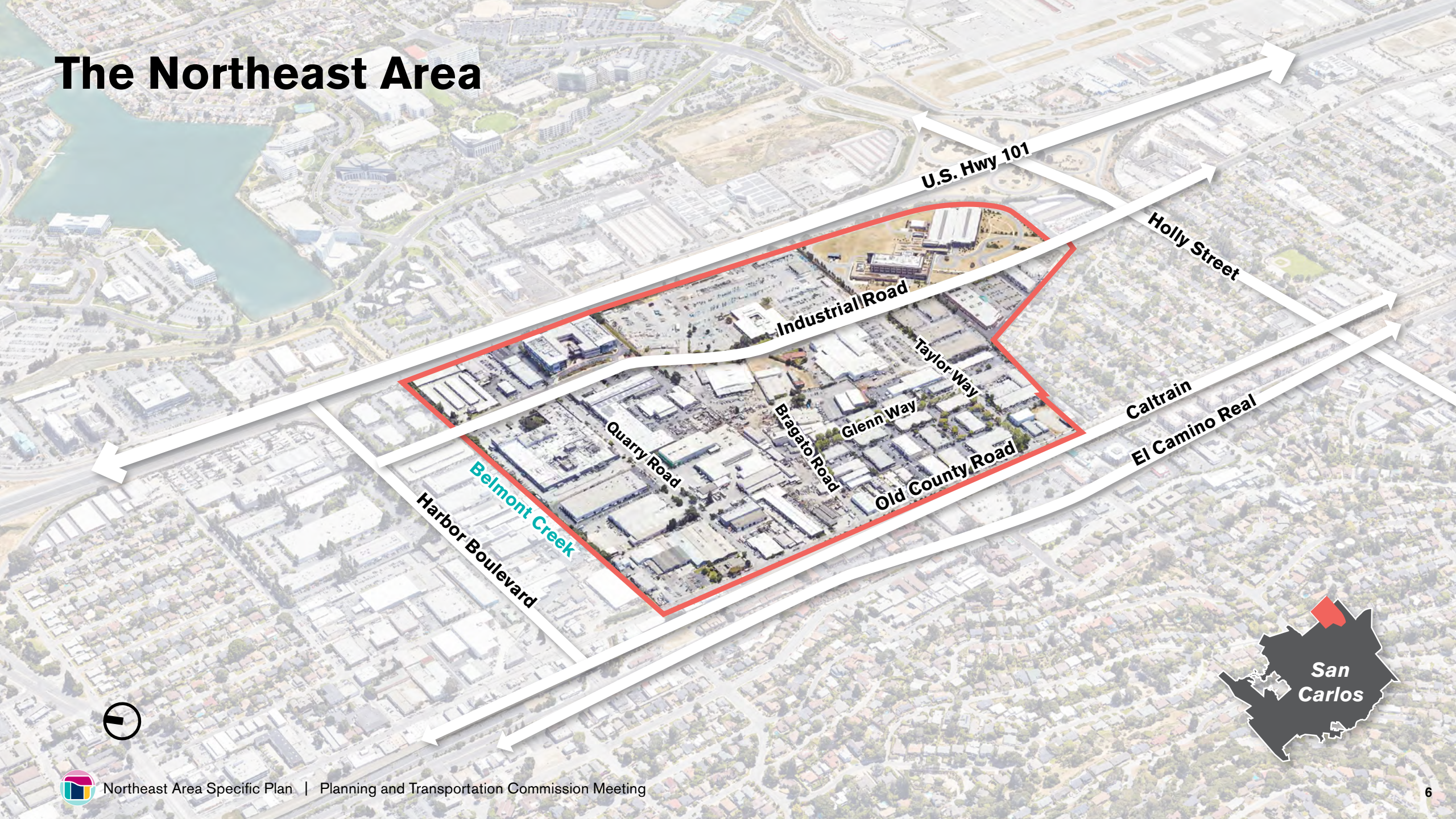
General Plan Update



Project Introduction



The Northeast Area



The map illustrates the proposed San Carlos Light Rail extension. The existing line runs from Belmont Station in the south to San Carlos Station in the north. A new extension, highlighted in red and orange, branches off from the existing line near the Harbor Industrial Area and runs through the Northeast Area, connecting to the San Carlos Airport and the East Side Innovation District. Key locations labeled include Bair Island State Marine Park, Redwood Shores, San Carlos Airport, Industrial Ave, Laureola Park, Industrial Arts District, East Side Innovation District, Downtown, and Arguello Park. The map also shows Highway 101, Ralston Ave, El Camino Real, and Caltrain. Icons of a person on a bicycle and a person walking are placed along the proposed route.

The Specific Plan as a Vehicle for Positive Change



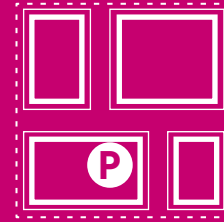
**Celebrate the Area's
Industrial Legacy**



**Calibrate the Right
Mix of Uses**



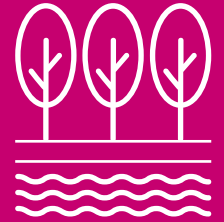
**Improve Access for All
Modes of
Transportation**



**Develop District
Parking Strategies**



**Champion District
Resiliency**

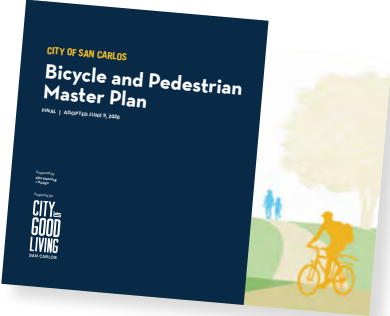


**Address Flooding
Issue and other
Environmental
Issues**

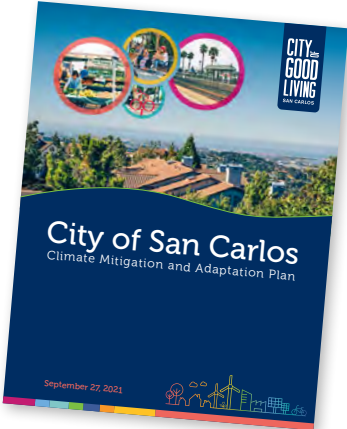
Building on San Carlos' Most Recent Planning Efforts



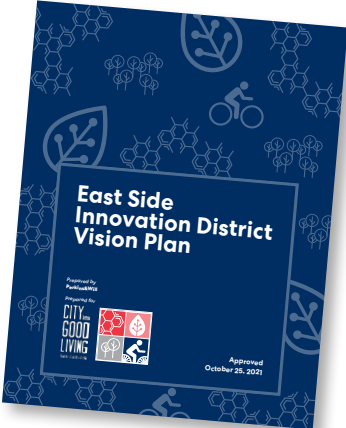
**Economic Development Plan
(2021-2024)**
(2021)



Bicycle and Pedestrian Master Plan
(2020)



Climate Mitigation and Adaptation Plan
(2021)

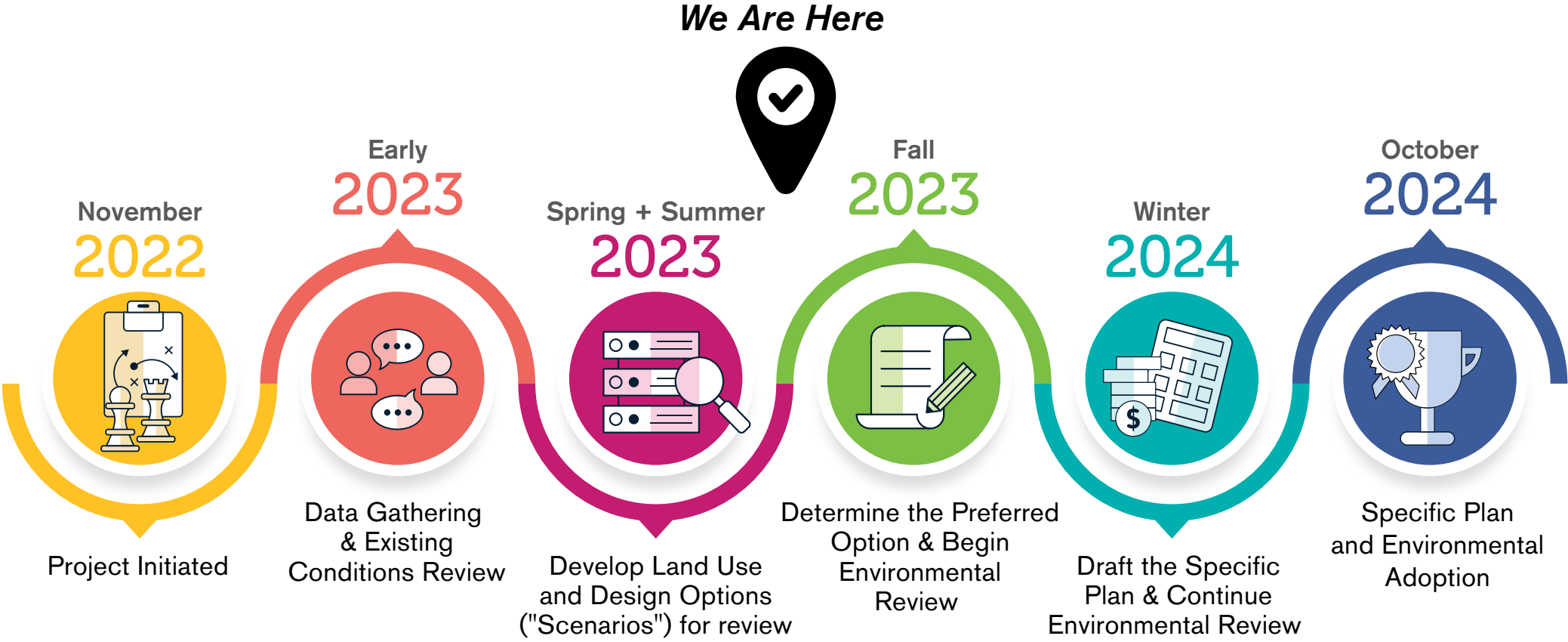


East Side Innovation District Vision Plan
(2021)



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

The Intent of Today's Meeting



**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)

What We Heard

Community Workshop, March 2023

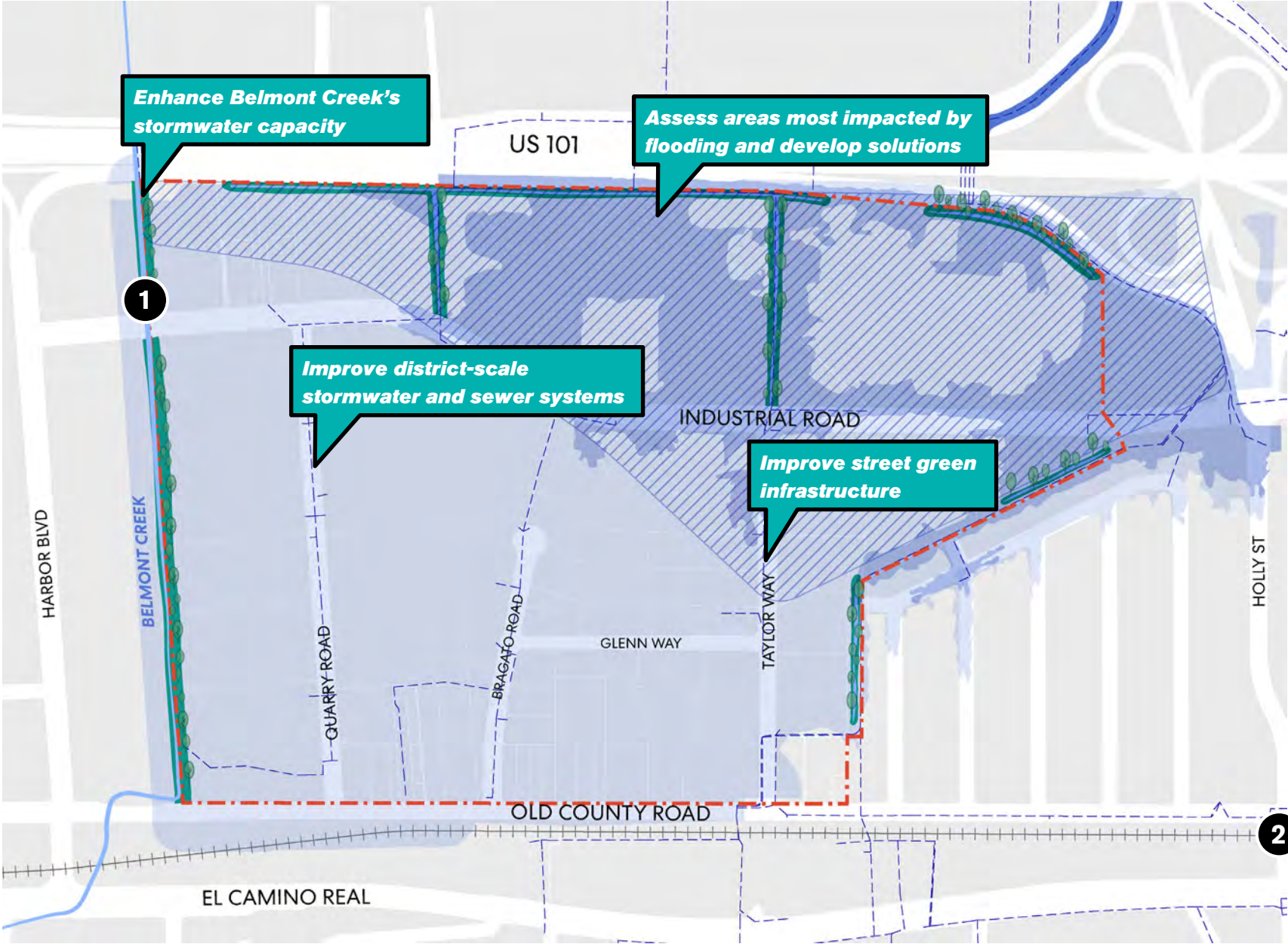


Belmont Creek in January 2023



Holly Street in January 2023

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



The Existing Creek and Open Channels



Freshwater marsh along channel



Channel adjacent to surface parking

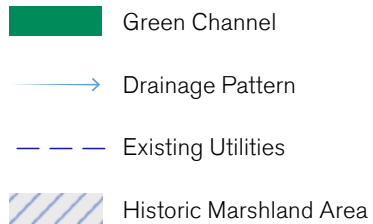
Existing Open Channels

Historic Marshland Area



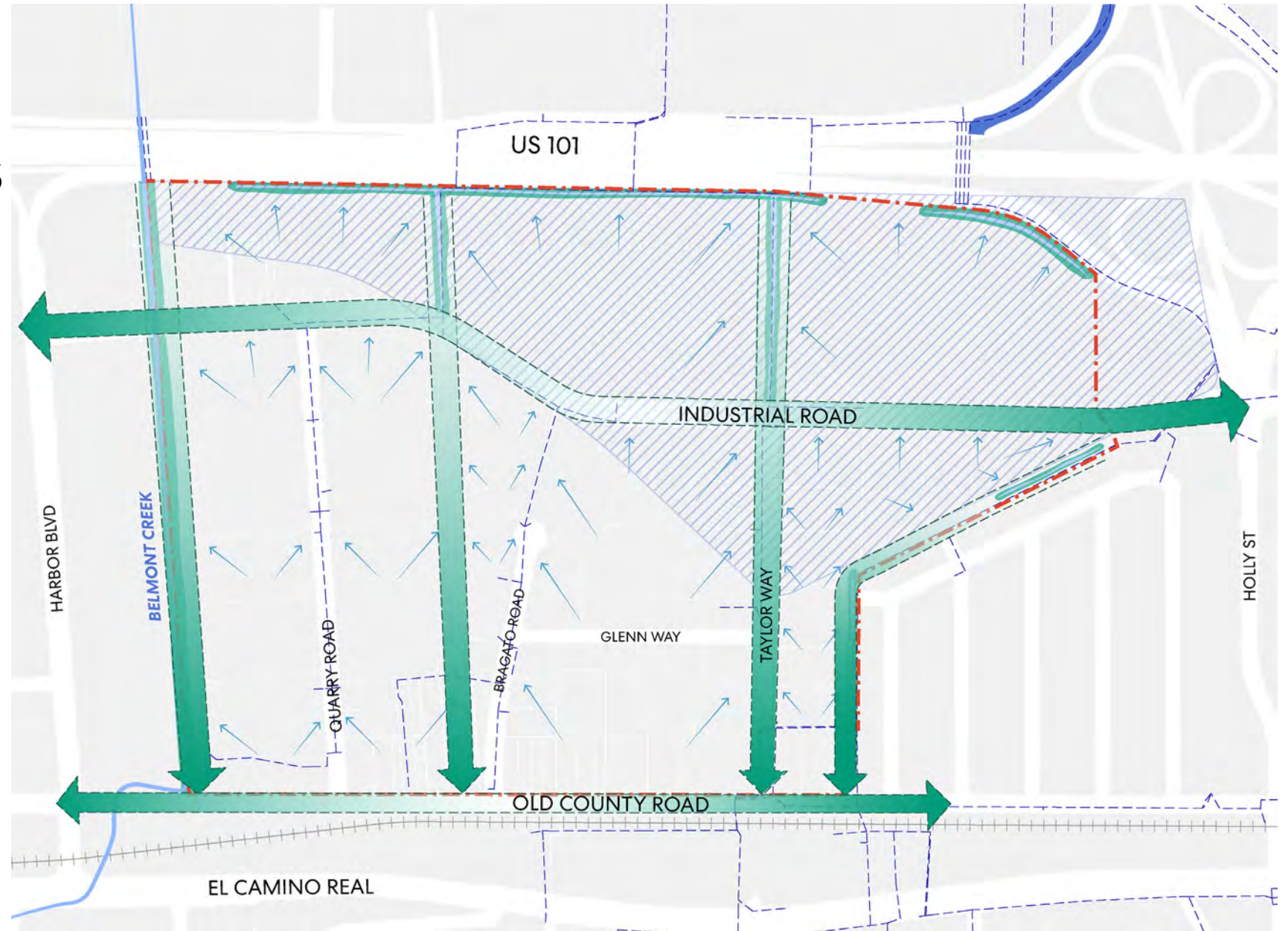
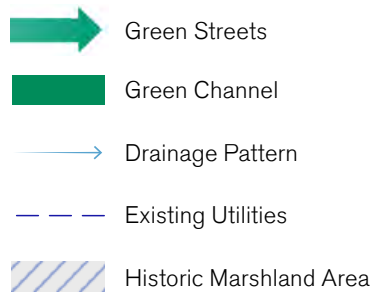
Extending the Green Channels

- 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.

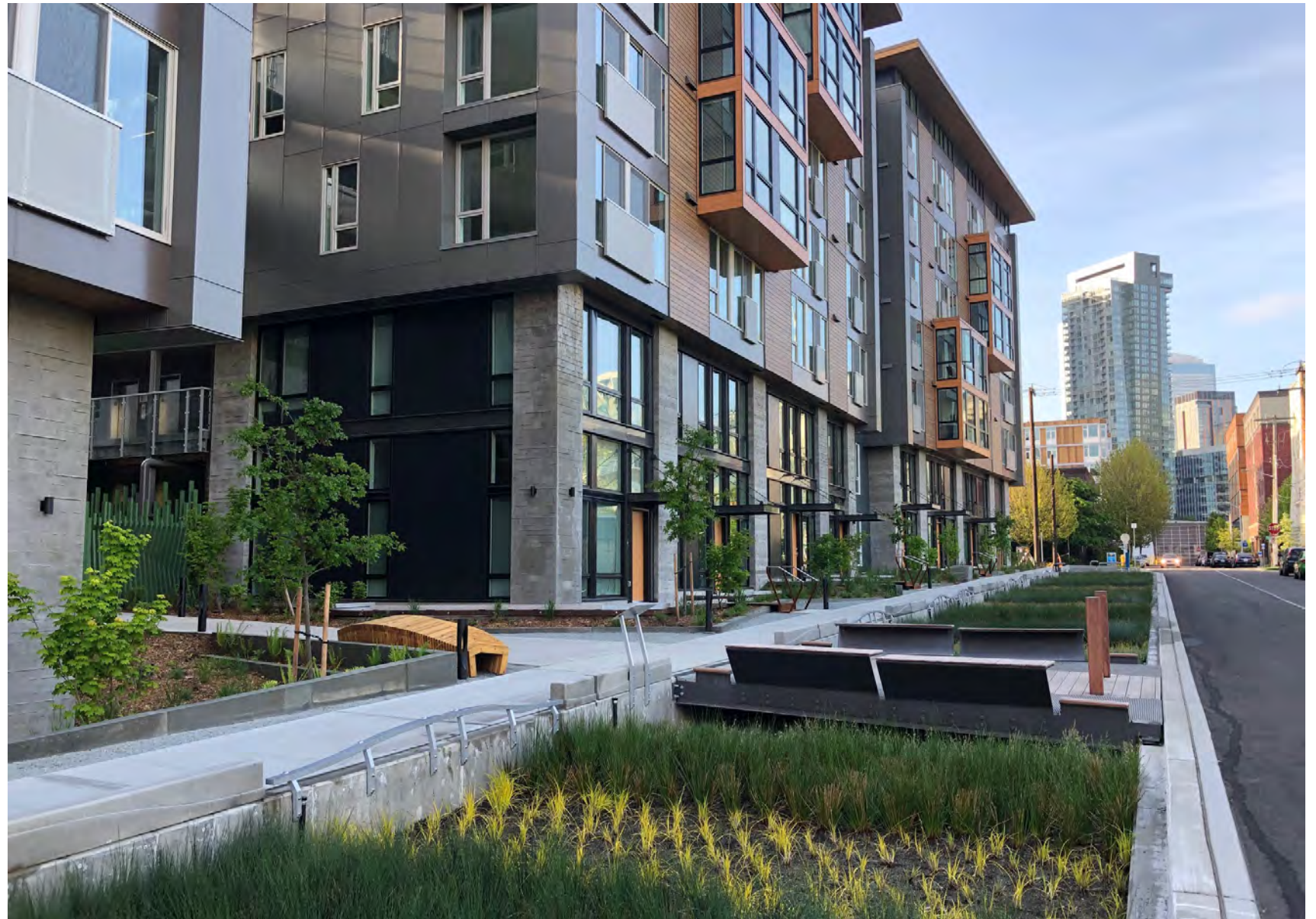
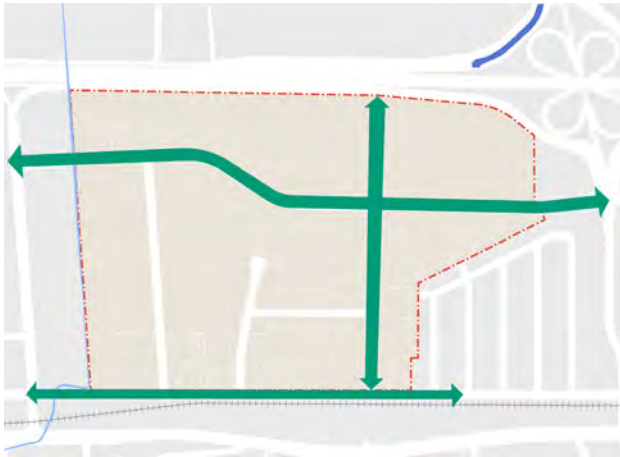


Complemented by Green Streets

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

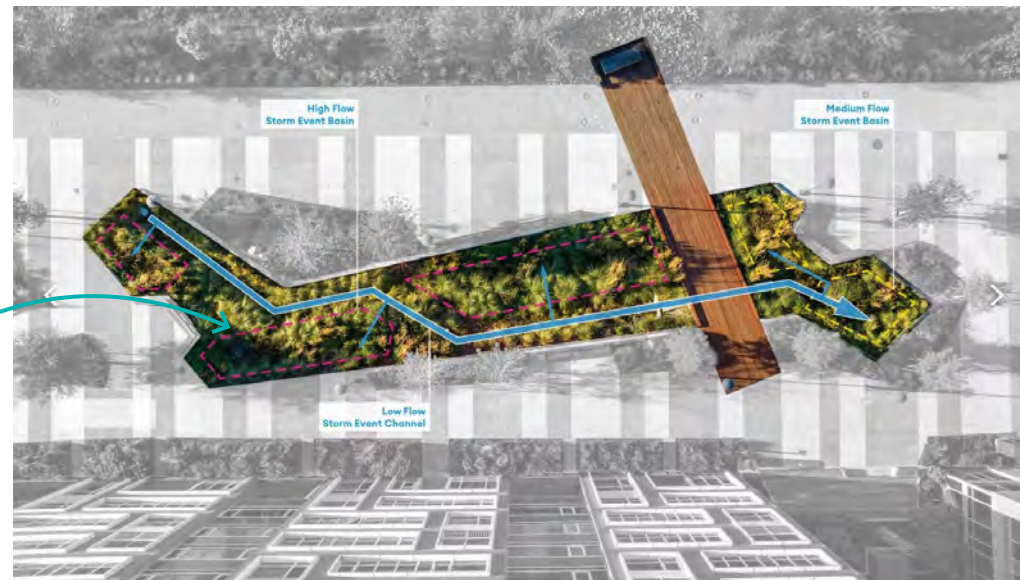
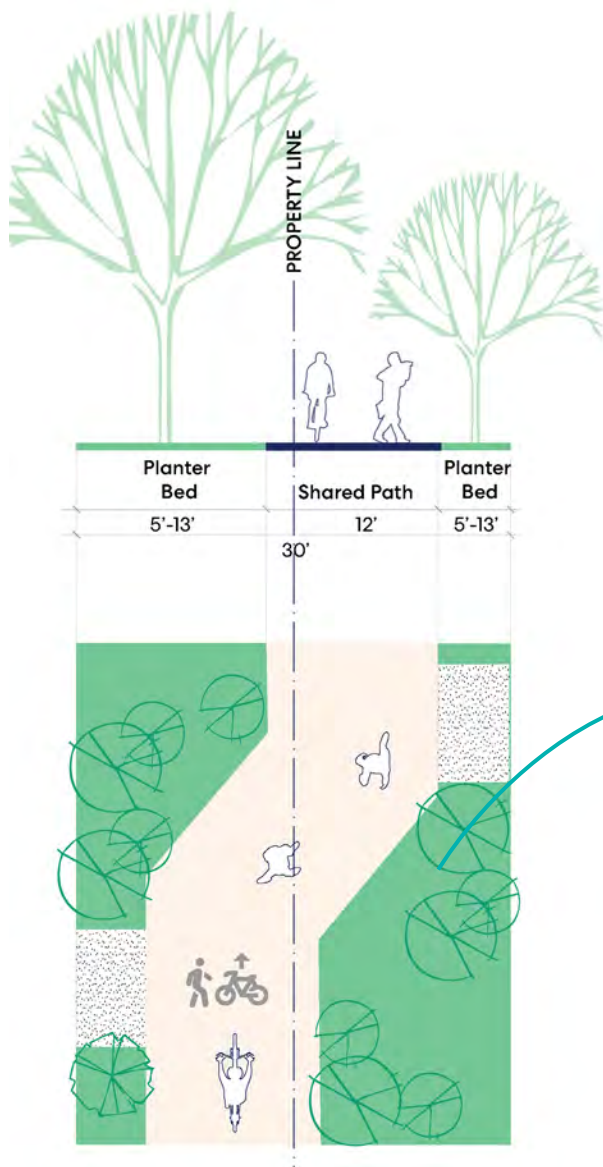


What could a green street look like?



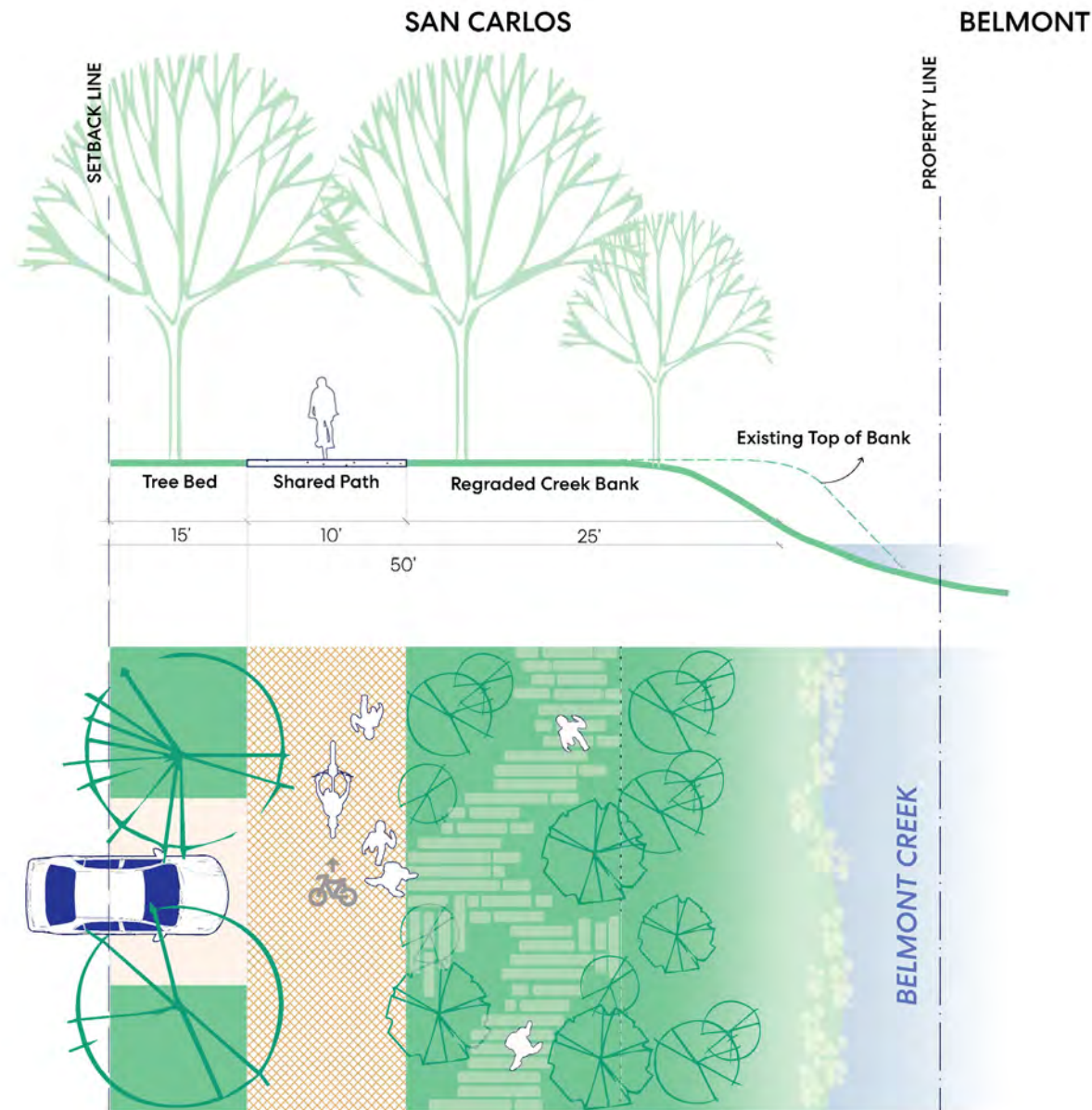
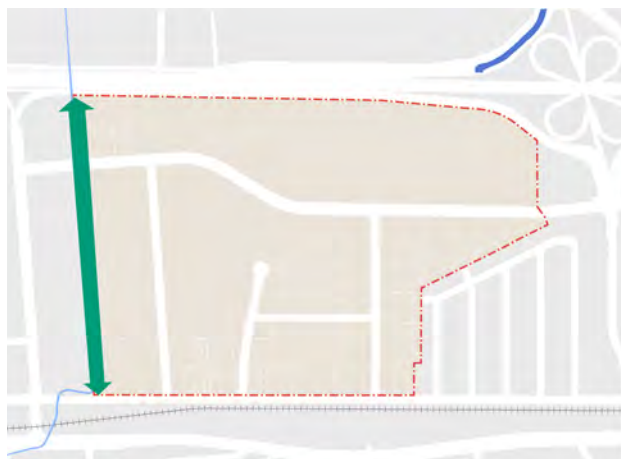
Yale Street, Seattle

What could an internal green channel look like?



Case Study: Mission Creek Park (Credit: CMG)

What could Belmont Creek Restoration look like?



Conceptual Belmont Creek Section

What We Heard

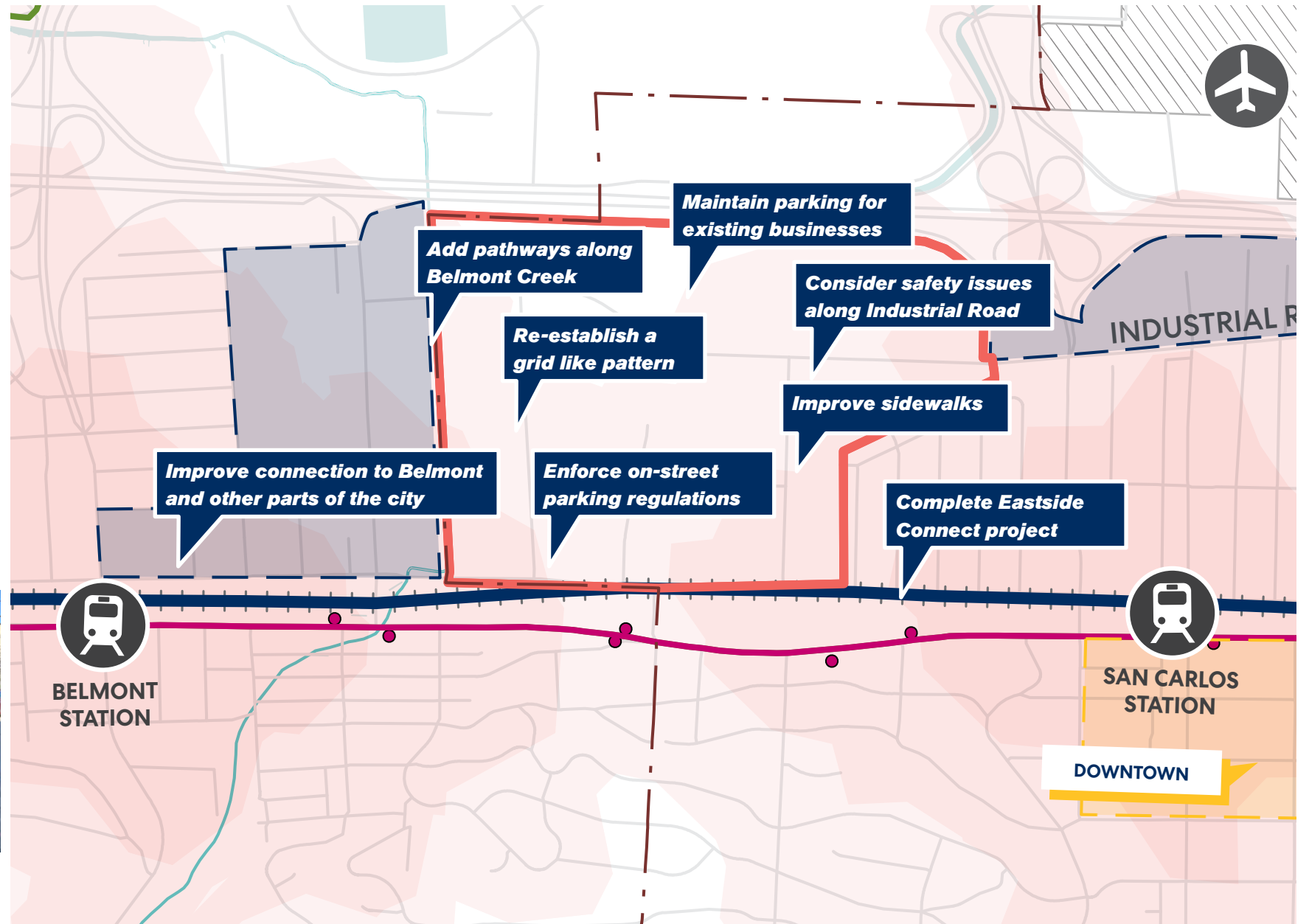
Community Workshop, March 2023



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.

New Public Streets



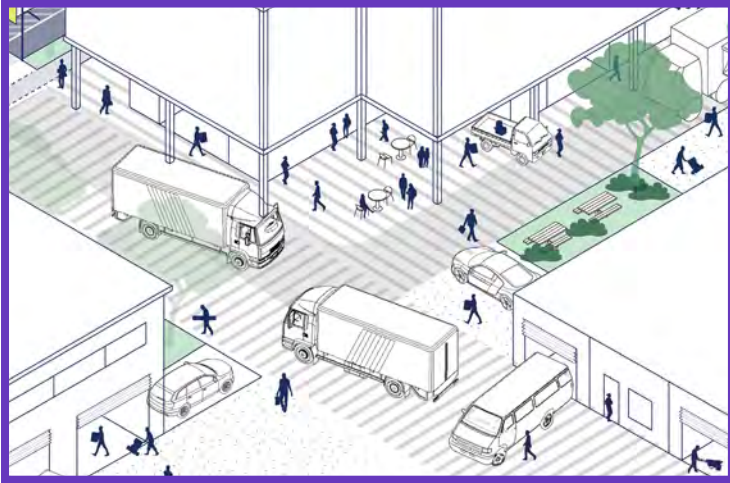
Why add new streets?

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



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



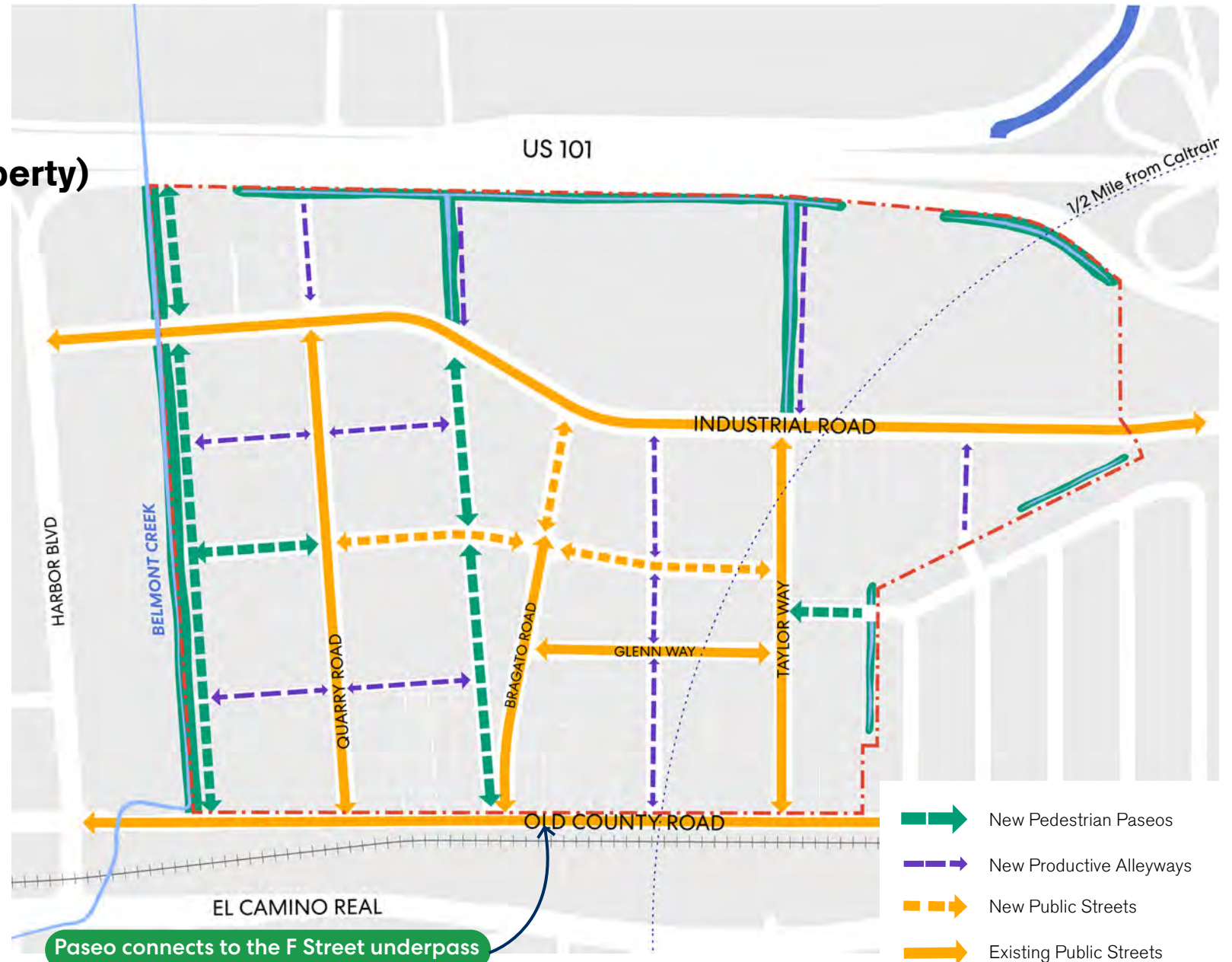
Pedestrian Paseos

(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



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.



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

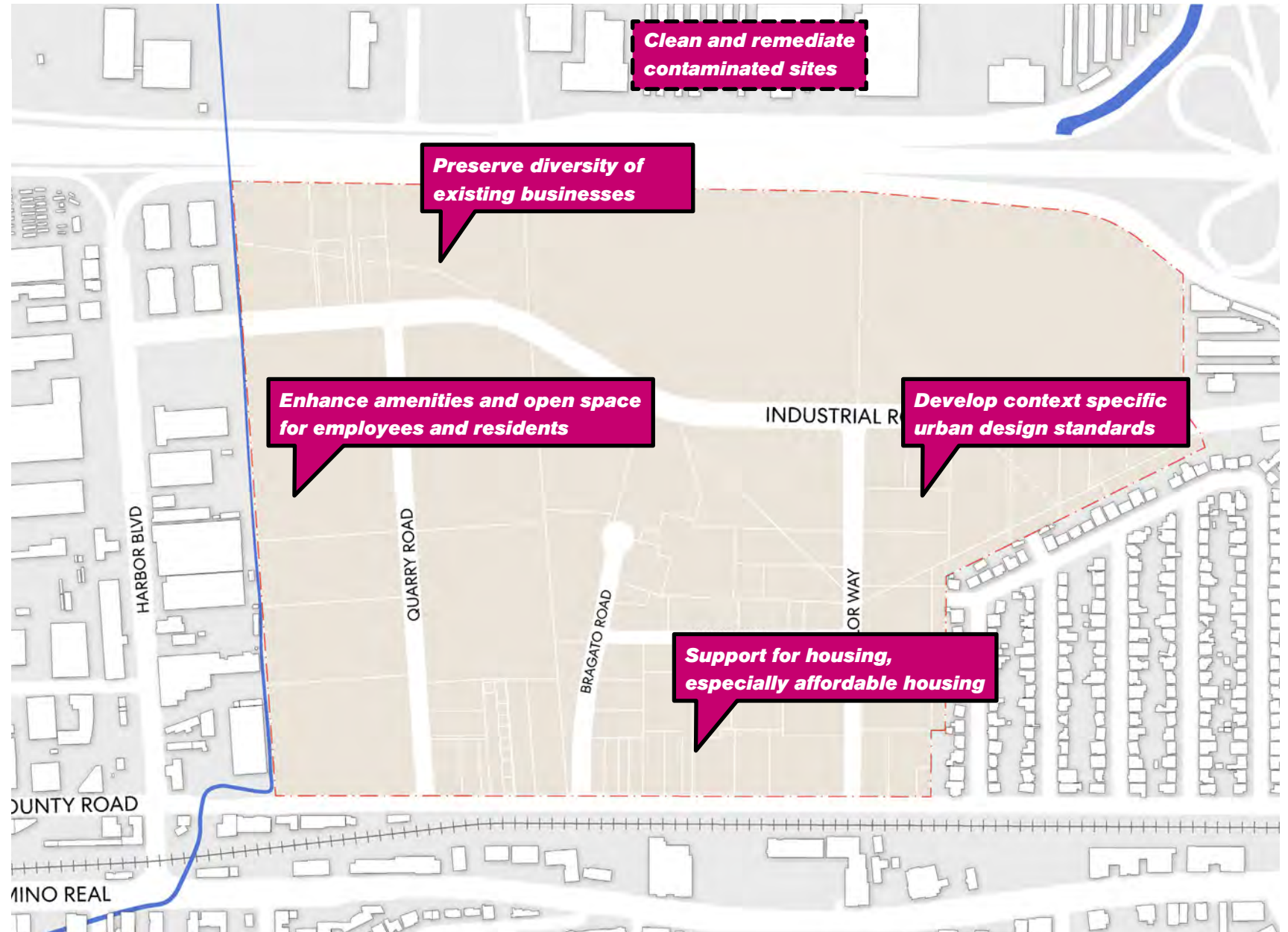
Shared off-street parking at strategic locations through the district that supports a “park-once” environment

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



What We Heard

Community Workshop, March 2023

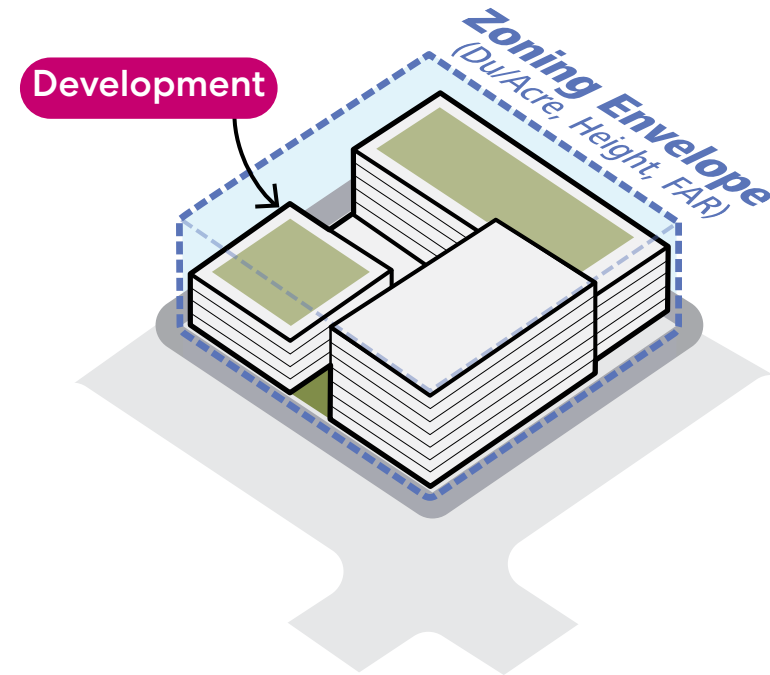
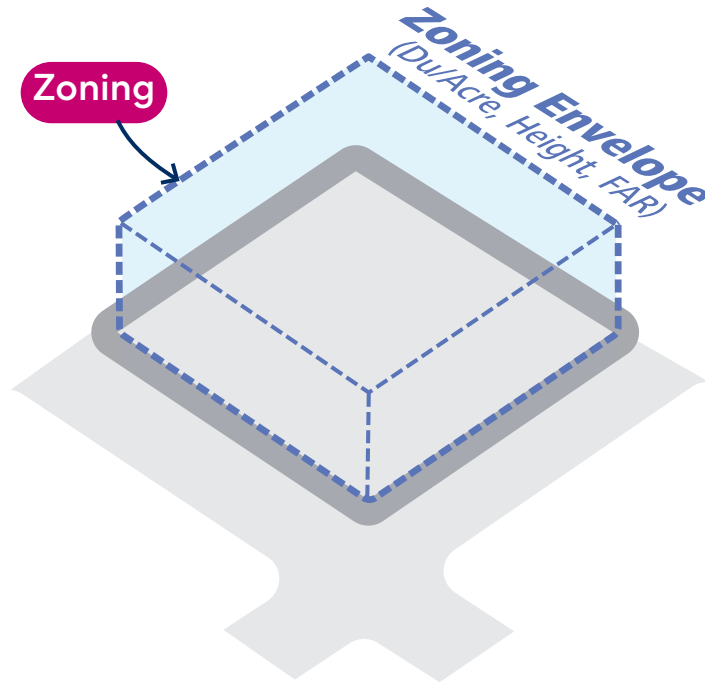




The City has not chosen a preferred land use option, yet.

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

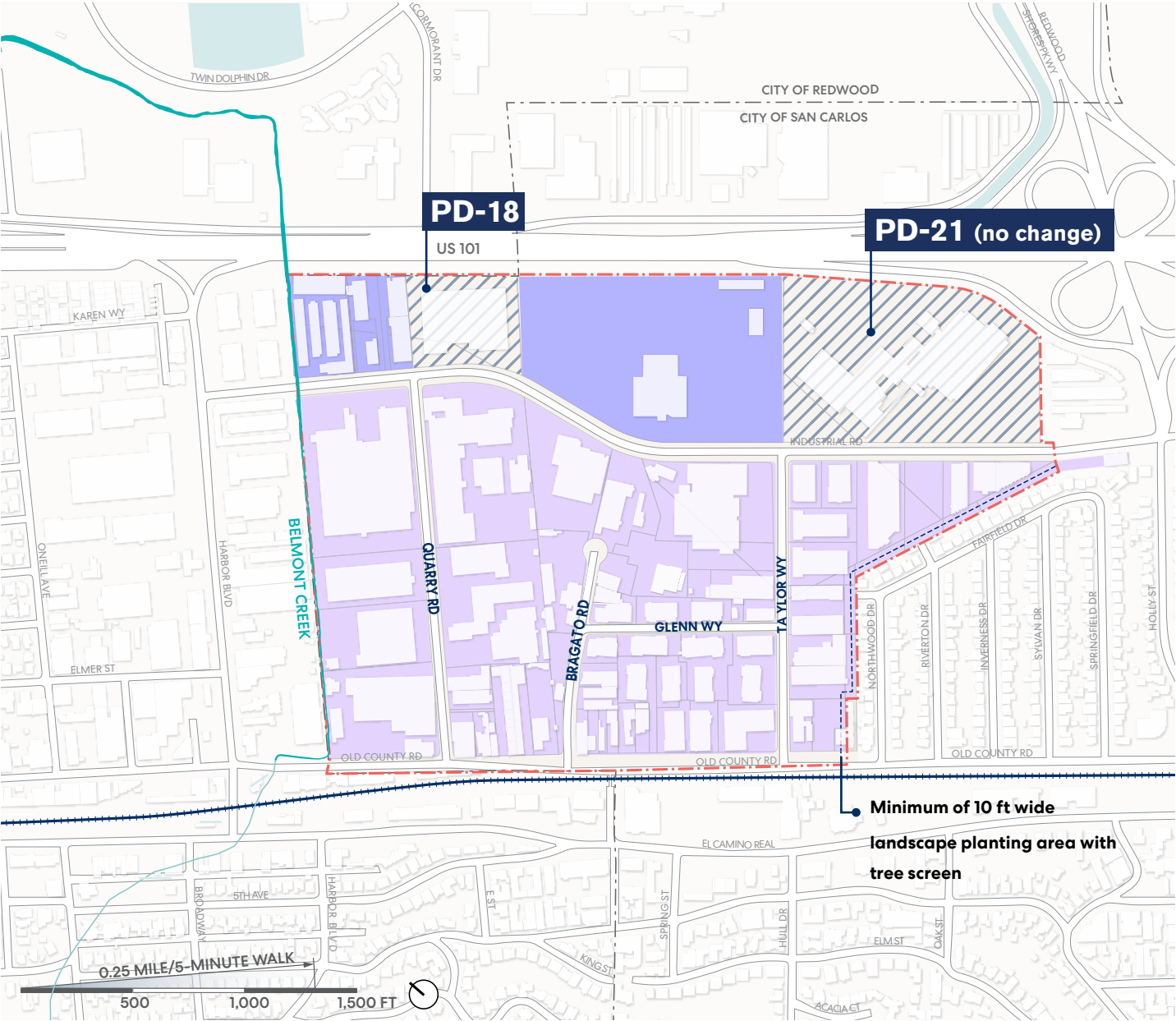
Difference between Zoning and Development



Current Zoning

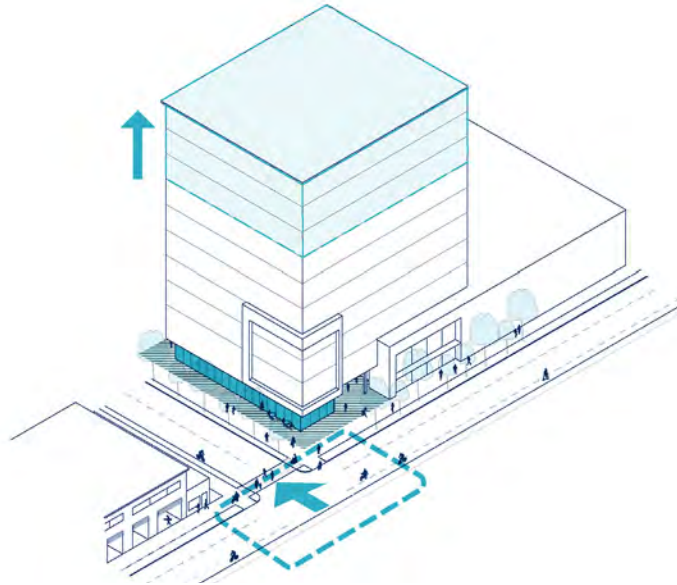
Zoning	Height
Light Industrial	75 Feet (Approximately 5 Stories)
Industrial Professional	100 Feet (Approximately 6-7 Stories)
Planned Development	As prescribed by the PD plan

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

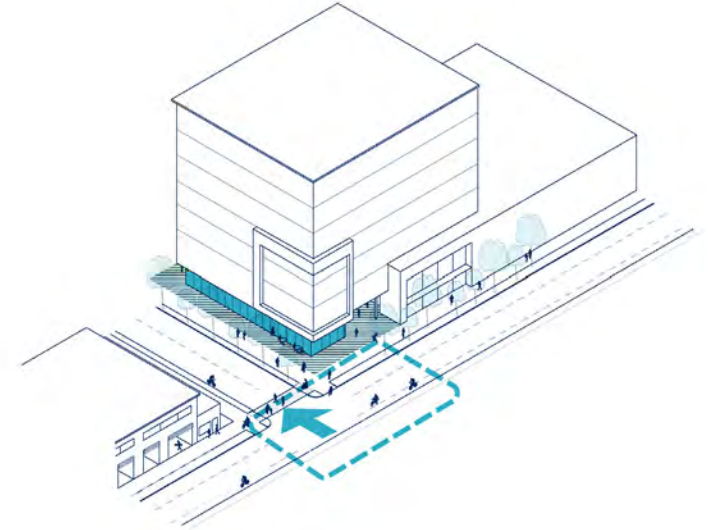


Land Use Designations

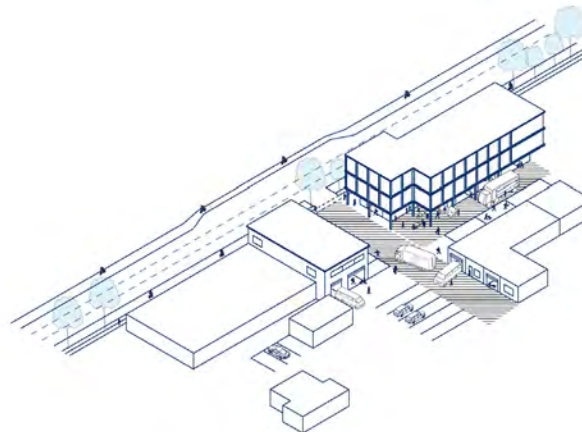
High Intensity Commercial



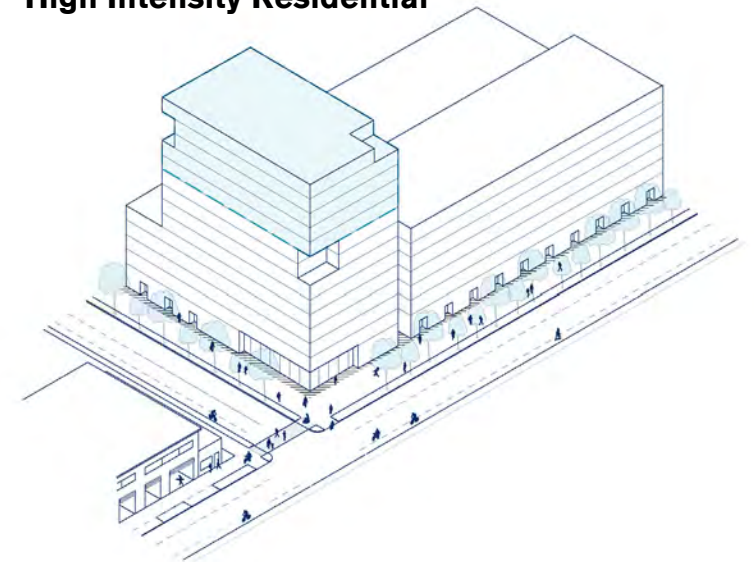
Medium Intensity Commercial



Light Industrial

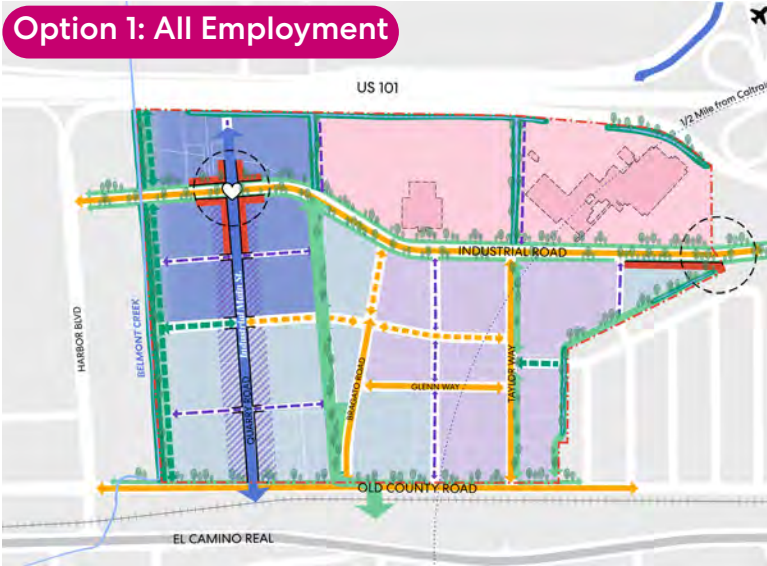


High Intensity Residential

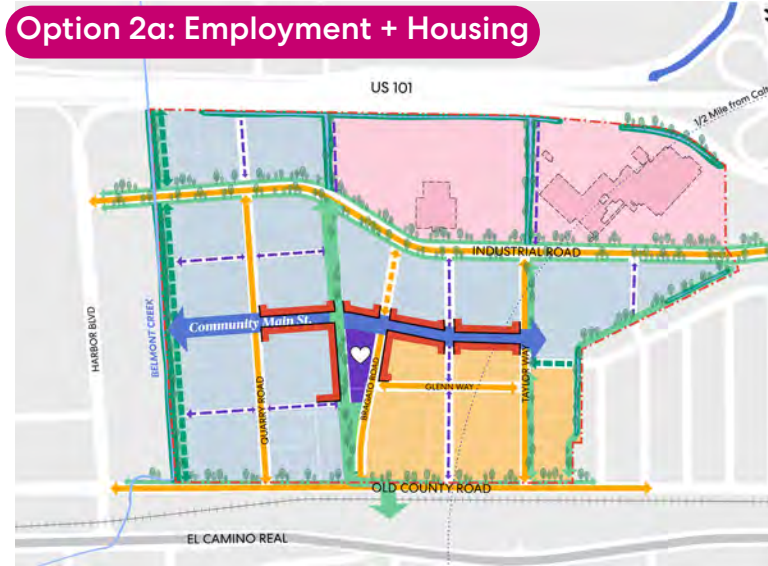


Land Use Options

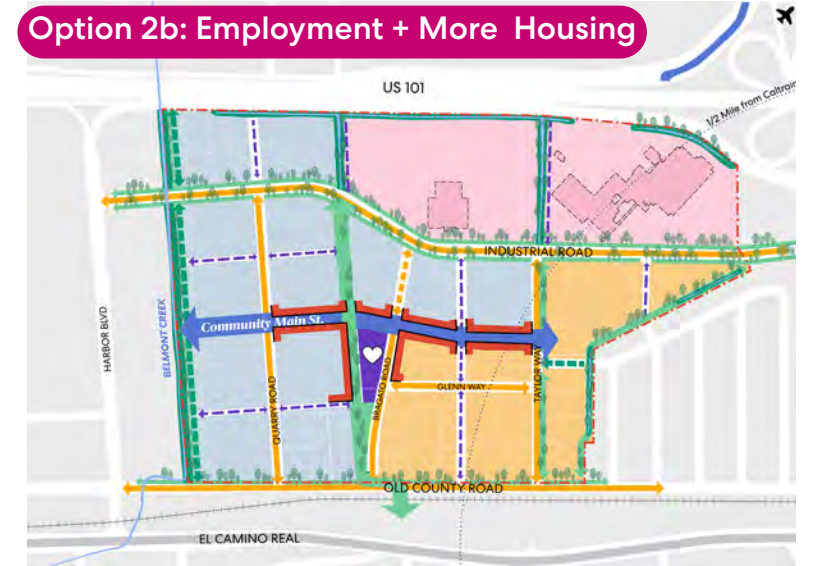
Option 1: All Employment



Option 2a: Employment + Housing



Option 2b: Employment + More Housing



Our Goal:

To evaluate and determine a preferred option.

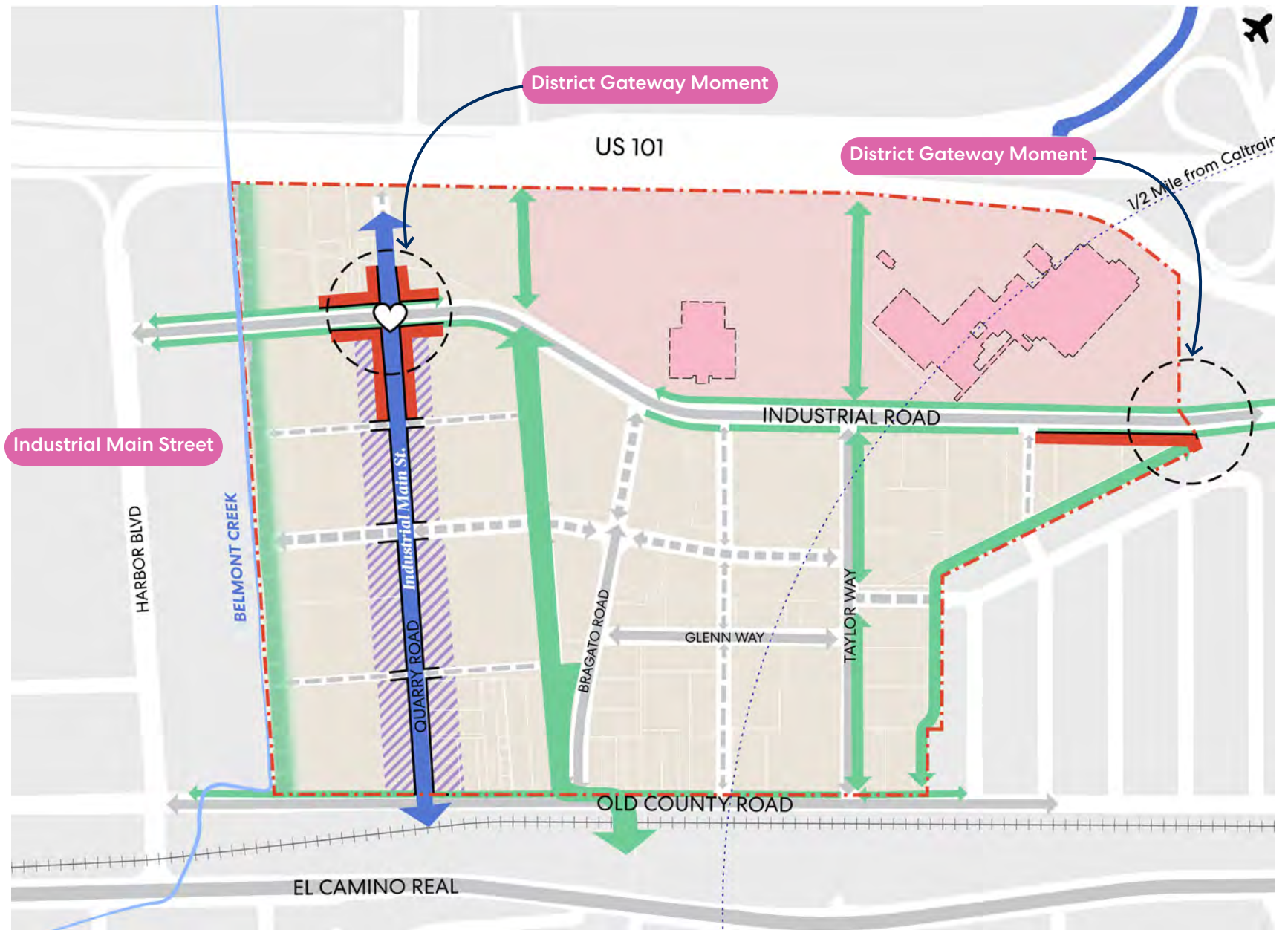
Option 1: All Employment Key Attributes

- 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.

Option 1

All Employment

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



Option 1

All Employment

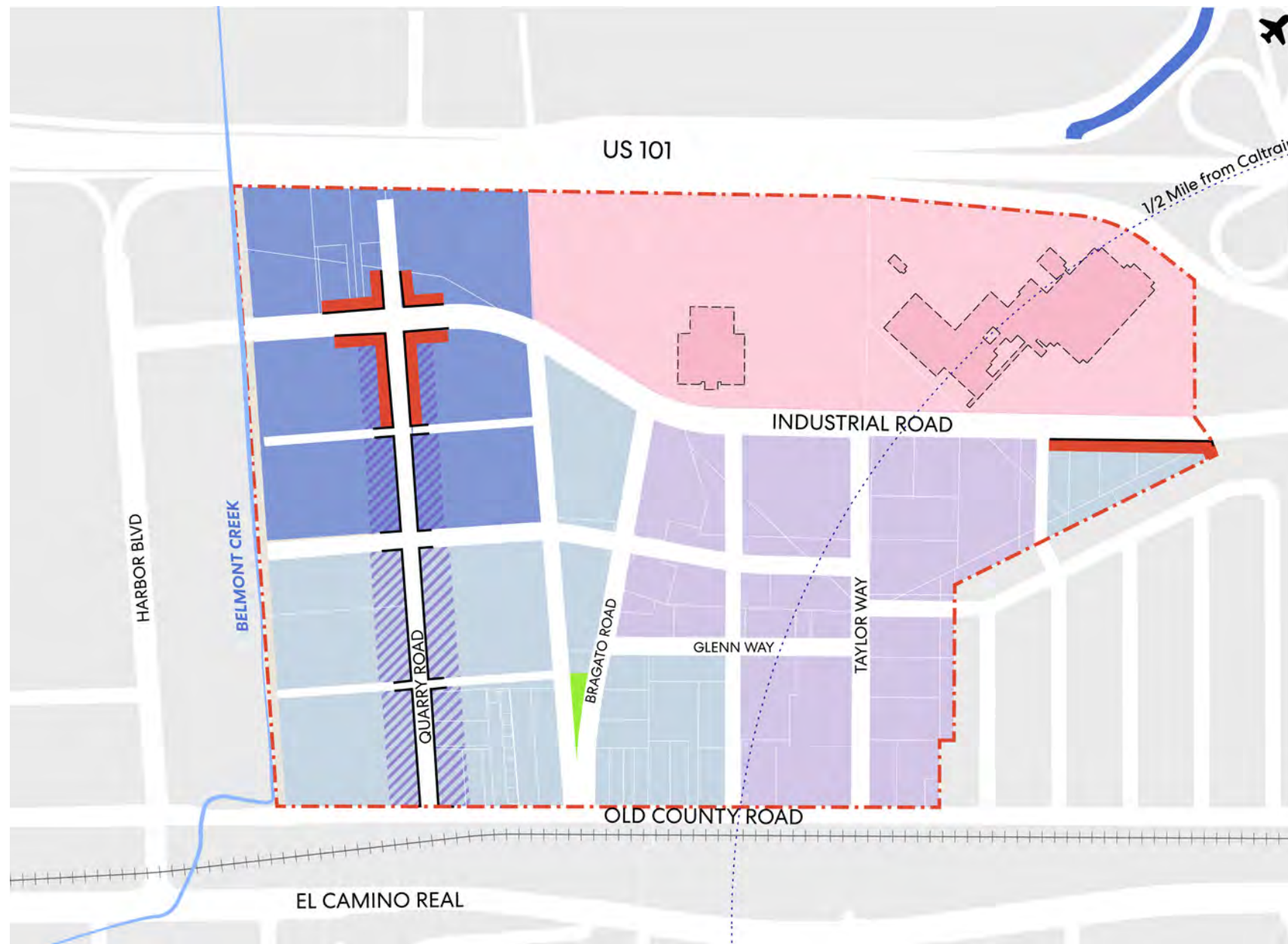


Option 1

All Employment

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

*Light Industrial is allowed in these zones



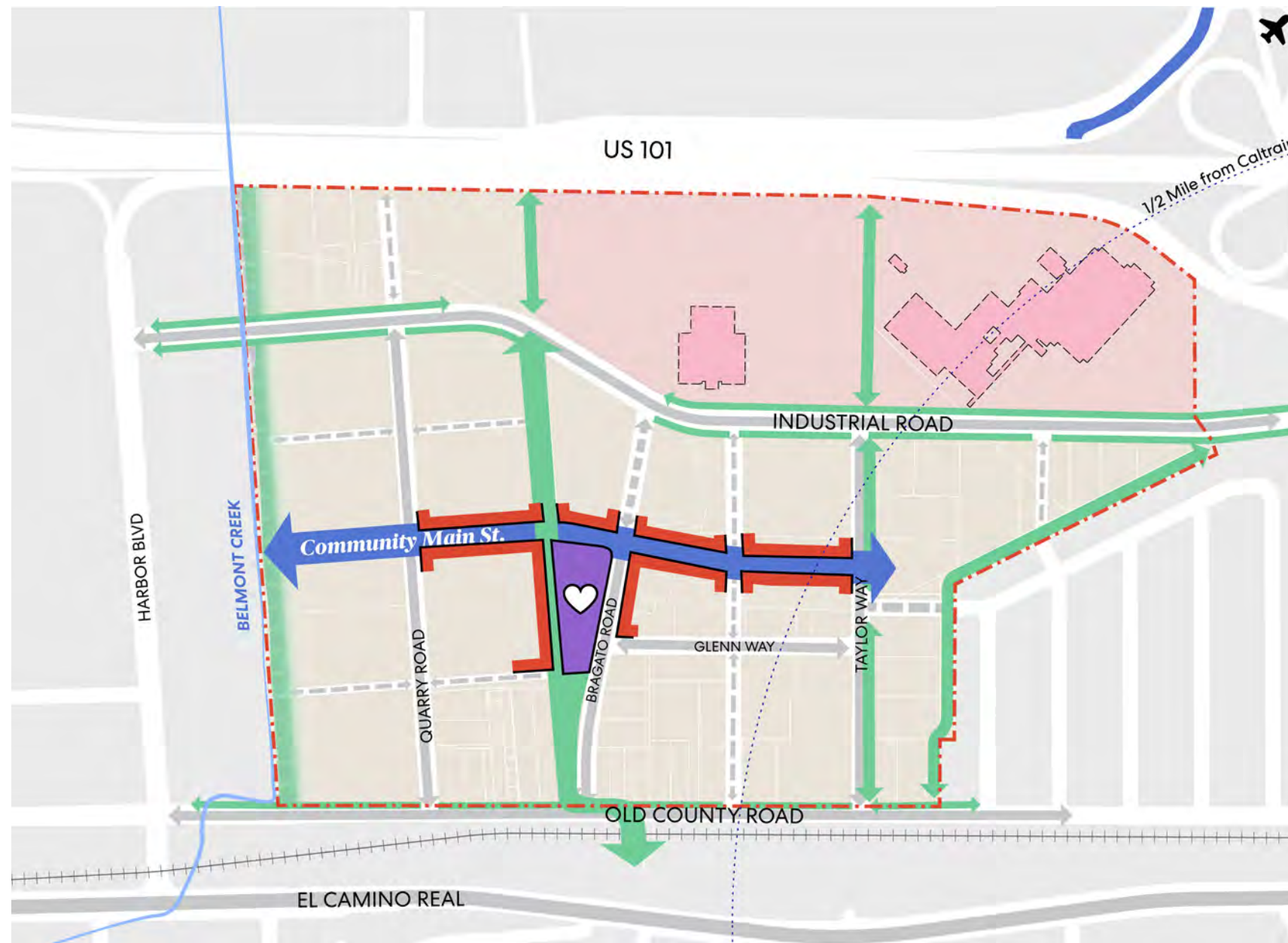
Option 2a and 2b: Employment + Housing Key Attributes

- 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.

Option 2

Employment + Housing

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



Option 2a

Employment + Housing

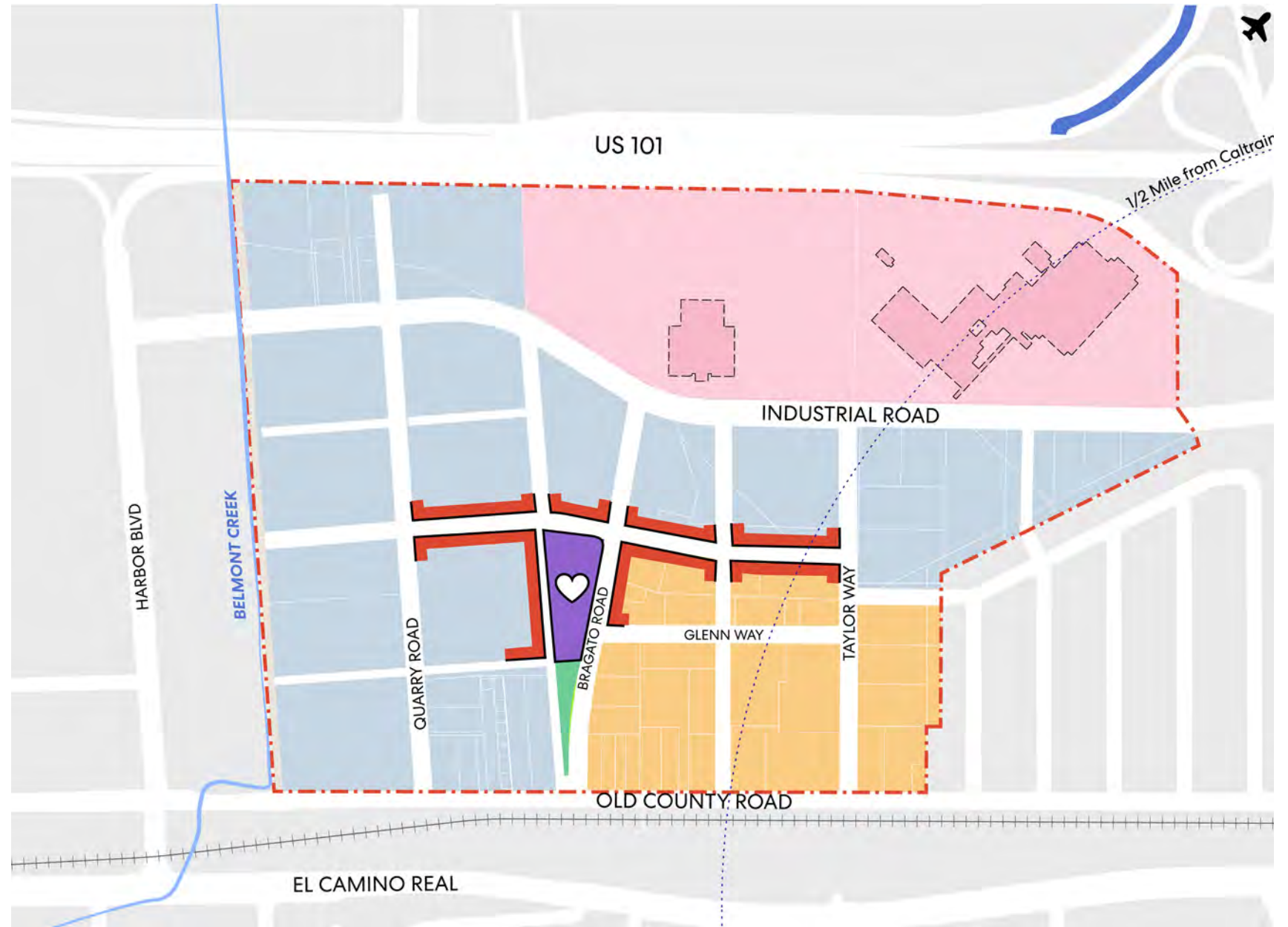


Option 2a

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



Option 2b

Employment + More Housing

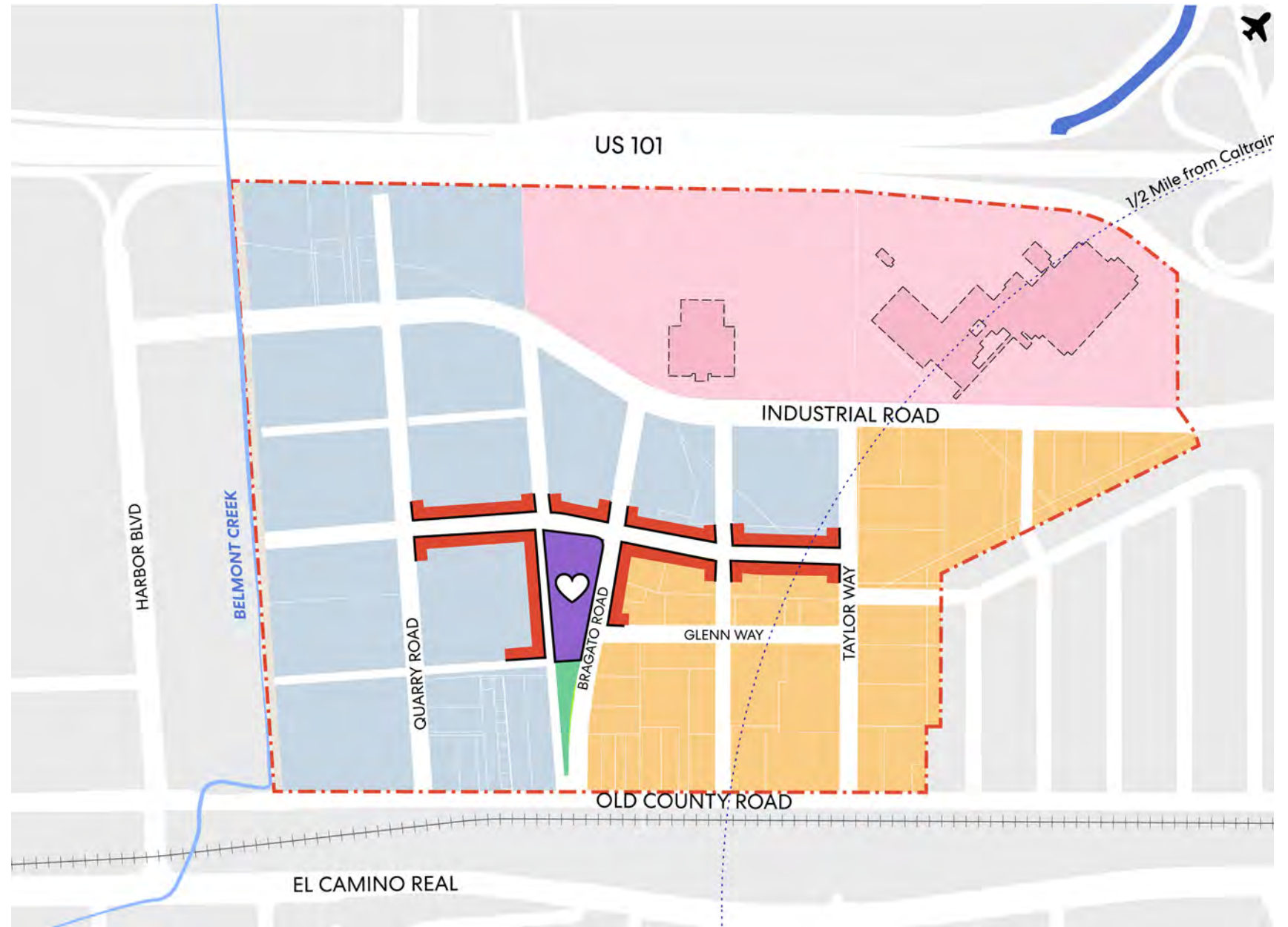


Option 2b

Employment + More Housing

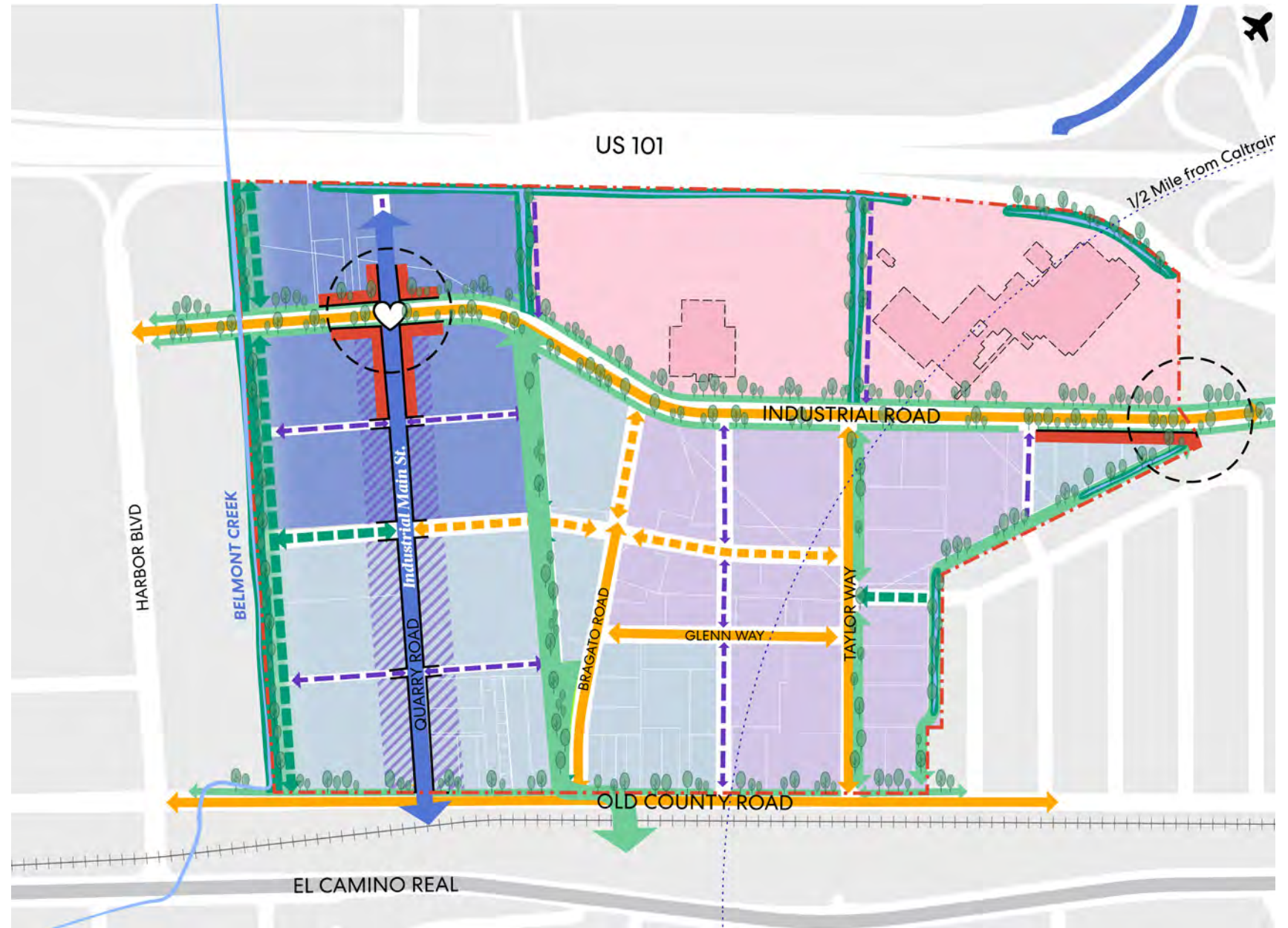
- Ground Floor Active Use
- Institutional
- Medium Intensity Commercial*
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- Community Amenity
- Park
- Study Area Boundary

*Light Industrial is allowed in these zones



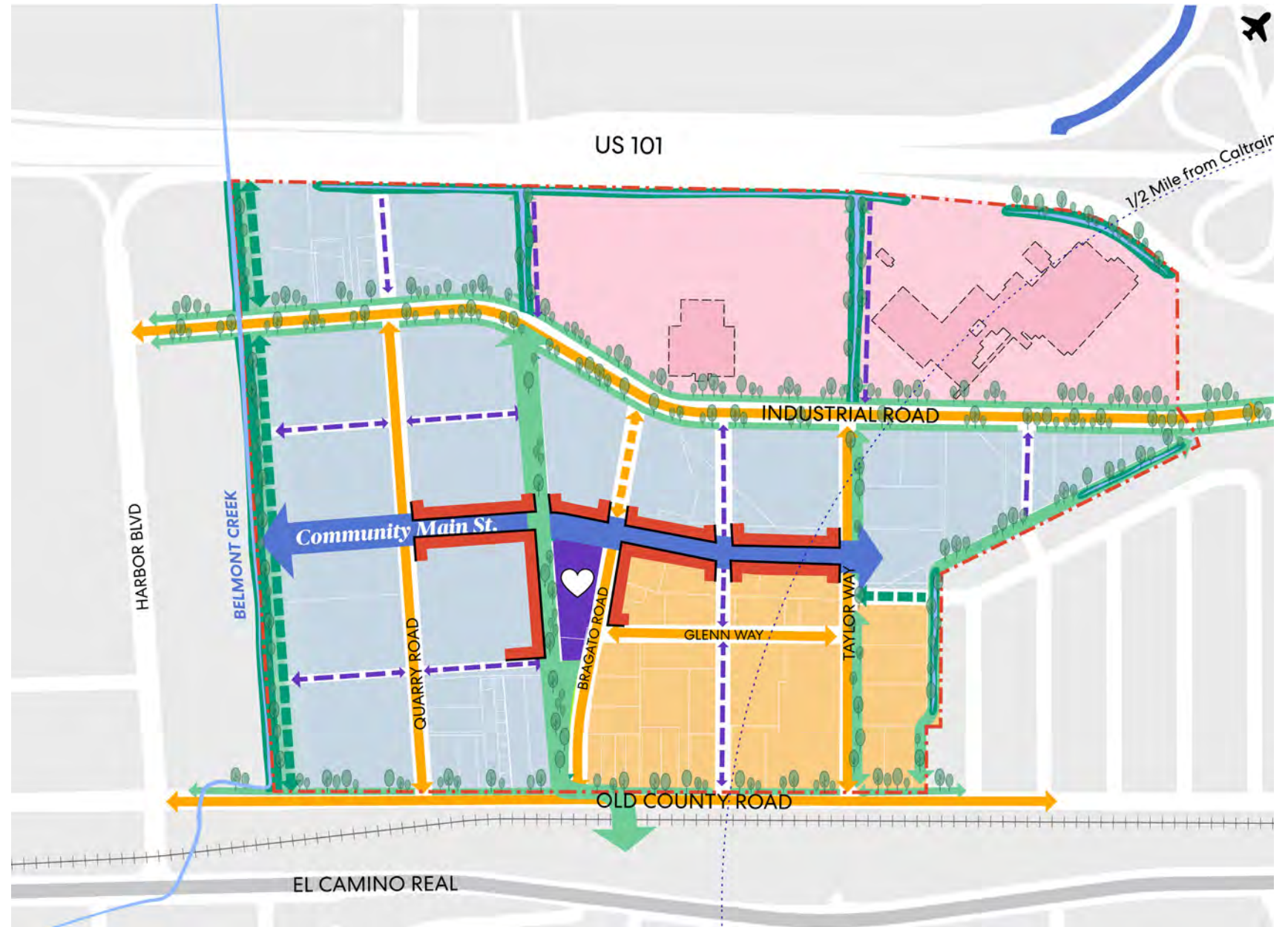
Option 1

All Employment



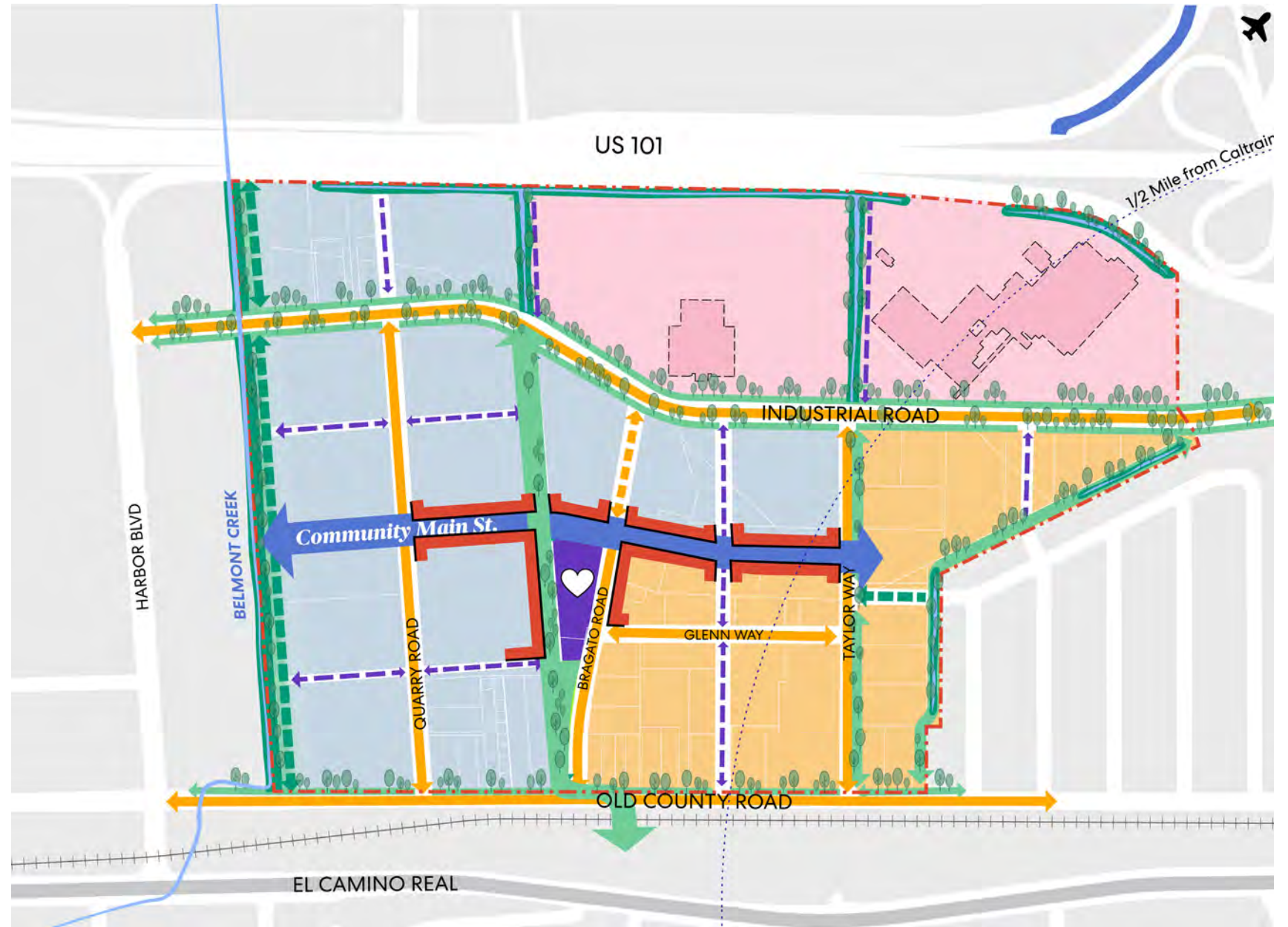
Option 2a

Employment + Housing



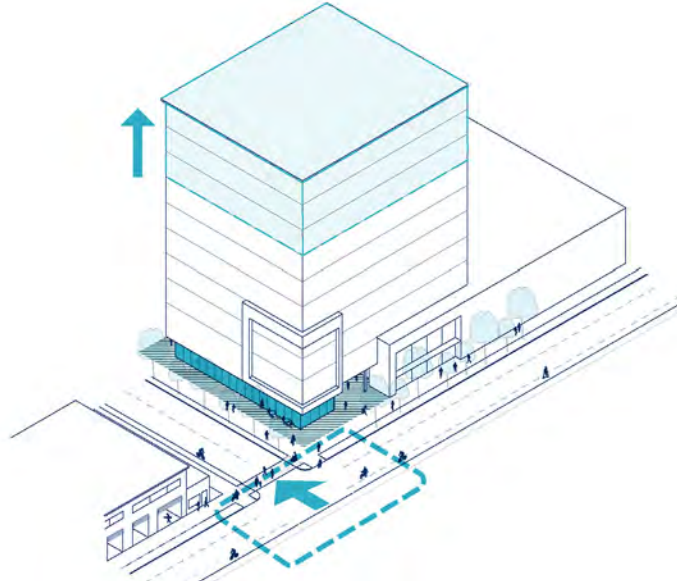
Option 2b

Employment + More Housing

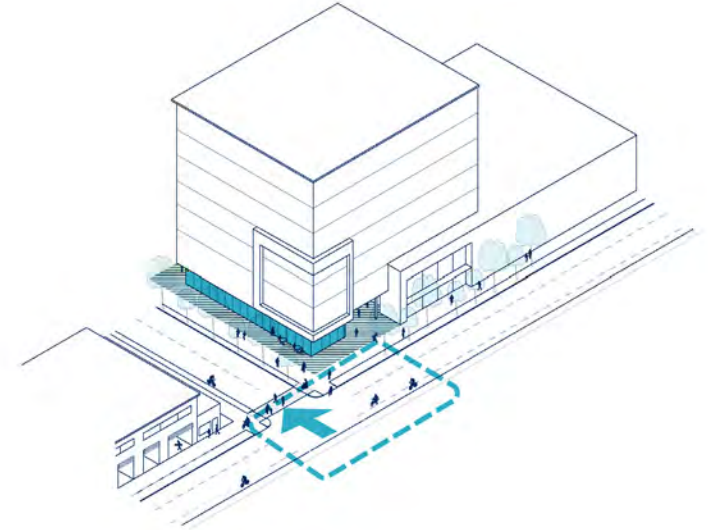


Land Use Designations

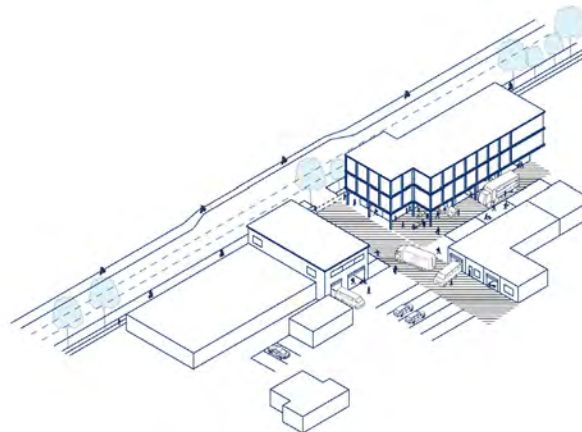
High Intensity Commercial



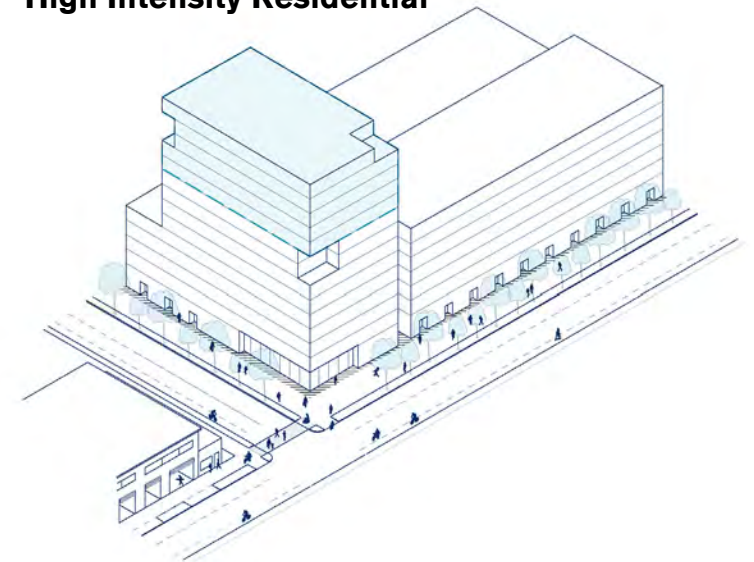
Medium Intensity Commercial



Light Industrial



High Intensity Residential





Community 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

