

REQUIRED FINDINGS FOR PLANNING COMMISSION CONSIDERATION

405 INDUSTRIAL ROAD PROJECT

Planned Development Zoning and Planned Development Plan Findings:

In considering whether to recommend the Planned Development Zoning designation and Planned Development Plan, the Planning Commission must consider the following findings.

A. The proposed development is consistent with the General Plan and any applicable specific plan, including the density and intensity limitations that apply.

Basis for Finding: The City does not have an adopted Specific Plans, however the East Side Innovation District Vision Plan is considered a guiding document for development in the area. The project is consistent with the East Side Vision planning strategies within the area, including enhancing Industrial Road as a green boulevard, locating taller buildings along Industrial Road and provision of community benefits. The project is consistent with the General Plan as described in the section above and the General Plan classification of General Commercial/Industrial does not have an intensity limitation. The project complies with the LC Zoning District development standards except for height, floor area and on-site landscaped area.

B. The subject site is physically suitable for the type and intensity of the land use being proposed;

Basis for Finding: The proposed project is consistent with the General Plan land use classification, which seeks to allow retail service, office, research and development and industrial uses. This designation offers maximum flexibility for non-residential use. The research and development use would be compatible with other research and development uses in the surrounding area. The 2.41-acre site is large enough to accommodate the intensity of development while providing limited landscaping, adequate on-site circulation and adequate emergency access.

C. Adequate transportation facilities and public services exist or will be provided in accord with the conditions of PD plan approval, to serve the proposed development; and the approval of the proposed development will not result in a reduction of traffic levels of service or public services so as to be a detriment to public health, safety, or welfare;

Basis for Finding: The City has undertaken an environmental review of the project as required by the California Environmental Quality Act (CEQA), including a complete Initial Study/Mitigated

Negative Declaration and a separate Transportation Impact Analysis. The analysis concluded that there will not be a significant reduction in traffic levels of service associated with the project. There are no anticipated public service concerns associated with the project that would be detrimental to the public health, safety, or welfare.

D. The proposed development will not have a substantial adverse effect on surrounding land uses and will be compatible with the existing and planned land use character of the surrounding area;

Basis for Finding: The project includes demolition of the existing buildings and construction of a new research and development office/lab. The project has been designed to be in scale with other newer developments in the area including PAMF and Meridian 25 (825/835 Industrial Road). The upper level of the building steps back from Industrial Road to reduce the apparent mass of the building. Planting is proposed to screen the balcony level and along the western side of the site as a green screen of the lower building levels.

E. The development generally complies with applicable adopted design guidelines; and

Basis for Finding: The City does not have adopted design guidelines. The project has undergone review by City staff to ensure quality architecture. The project site is at a key location identified as a Landmark and Gateway site in the General Plan and Zoning Code. The consistent theme is that this site is a “gateway” to the City of San Carlos intended to be redeveloped with a substantial building. The building design along the rear of the site adjacent to US Highway 101 provide visual interest with the step backs and alternating glass finishes.

F. The proposed development is demonstratively superior to the development that could occur under the standards applicable to the underlying base district, and will achieve superior community design, environmental preservation and/or substantial public benefit. In making this determination, the following factors shall be considered:

- 1. Appropriateness of the use(s) at the proposed location.***
- 2. The mix of uses, housing types, and housing price levels.***
- 3. Provision of units affordable to persons and families of low and moderate income or to lower income households.***
- 4. Provision of infrastructure improvements.***
- 5. Provision of open space.***
- 6. Compatibility of uses within the development area.***
- 7. Creativity in design and use of land.***

8. *Quality of design, and adequacy of light and air to the interior spaces of the buildings.*
9. *Overall contribution to the enhancement of neighborhood character and the environment of San Carlos in the long term.*

Basis for Finding: The proposed development complies with the development standards in the zoning code with the exception of height, floor area and landscaped area. The property is located between Industrial Road, Holly Street and US Highway 101 and is appropriate for higher intensity land use. The project includes contribution of community benefit that may be utilized to benefit the adjacent neighborhood.

Design Review Findings

- A. *That the proposal is consistent with the applicable standards and requirements of this title [Title 18, Zoning Ordinance].*

Basis for Finding: The proposed project is consistent with the applicable standards and requirements of Chapter 18.06, Commercial Districts, supplemental regulations under section 18.07.040 for Industrial Uses and parking requirements as follows:

Landmark Commercial Zoning

Applicable Standards,	Requirement	Proposal	Notes
Maximum Height (ft)	50' + 16' to elevator and stair tower	86'-10" to roofline 90'-10" to roof equipment	Requires PD Zoning and PD Plan
Minimum Setbacks (ft)			
<i>Front</i>	10' along arterials	10'	Complies
<i>Interior Side</i>	0'	0'	Complies
<i>Rear</i>	0'	0'	Complies
Maximum Floor Area Ratio (FAR)	2.0 210,100 sf	2.79 292,612 sf	Requires PD Zoning and PD Plan
Minimum Amount of Landscaping (% of site)	15% 15,757 sf	8% 8,299 sf	Requires PD Zoning and PD Plan
Parking	Lab 1 per 800sf = 155 spaces	474	Exceeds Parking requirement

	Office: 1 per 300 sf = 276 Total: 431 TDM reduction (20%) = 345		
Required Bike Parking	39 short term 24 long term	40 short term 44 long term	Exceeds bike parking requirement

The project is consistent with the Supplemental Regulations on building design near Highway 101 including four-sided architecture where each exterior wall is designed equivalent to the primary façade with regard to articulation, quality of exterior materials, and color scheme. The project also complies with location of parking, limitation on curb cuts, and location of truck docks.

B. That the proposal is consistent with the General Plan and any applicable specific plans the City Council has adopted.

Basis for Finding: The City does have an adopted Specific Plan, however the East Side Innovation District Vision Plan is considered a guiding document for the site. The project is consistent with the guiding principles of the Vision Plan including greening Industrial Road and locating taller buildings along Industrial Road. The project is consistent with the General Plan as described in the section above and listed in Attachment 6.

C. That the proposal is consistent with any applicable design guidelines adopted by the City Council.

Basis for Finding: There are not any adopted design guidelines that apply to the site. The design complies with the Design Criteria for Design Review and has undergone review by City staff to ensure high quality architecture and materials.

D. That the proposal is consistent with any approved tentative map, use permit, variance, or other planning or zoning approval that the project required.

Basis for Finding: The proposal also requires approval of a Transportation Demand Management (TDM) Plan. All of the required findings can be made for each requested entitlements and are discussed in the forthcoming sections of the Staff Report.

E. That the proposal is consistent with the applicable design review criteria in Section 18.29.060, Design review criteria.

Basis for Finding: The proposal is consistent with the applicable design review criteria in Section 18.29.060. The overall design of the project will enhance the site and surrounding environment. The architectural style is high quality, internally consistent, and fully integrated. The materials and

landscaping are high quality and attractive. The overall design contributes to the creation of an attractive and visually interesting built environment. Additionally, the parking areas are located within the building area and not visible.

The building is designed in a contemporary architectural style. The applicant seeks to reflect recent designs for research and development buildings, including recently approved buildings in the area, in their architectural style and use of materials. The building would be another prominent building along Highway 101 consistent in size and mass to recently constructed developments. The building is setback some distance from Industrial Road but would still be visible above existing buildings.

Transportation Demand Management Plan Findings:

- A. *The proposed trip reduction measures are feasible and appropriate for the project, considering the proposed use or mix of uses and the project's location, size, and hours of operation.*

Basis for Finding: The project would provide amenities to reduce vehicle trips including on-site bike parking, showers and changing rooms, an employee transportation coordinator, transportation kiosk and new employee informational packets, trip planning resources and preferential carpool and vanpool parking. These programs and amenities work together to achieve a 20% trip reduction.

- B. *The proposed performance guarantees will ensure that the target alternative mode use established for the project by this chapter will be achieved and maintained.*

Basis for Finding: Annual monitoring would be required as outlined in the TDM Plan and will consist of an employee commute survey and driveway counts at the project driveway during peak commute hours. The survey would focus on the effectiveness of marketing and outreach efforts for employee participation in TDM programs. Per SCMC and the Mitigation Measure, should the City determine program objectives are not being met, additional TDM measures would be required if the City determines that the trip reduction goal of 20% is not being achieved.