



CITY COUNCIL STAFF REPORT

MEETING DATE: April 24, 2023

ITEM TITLE: Receive a Progress Report on the Status of the Downtown Specific Plan Project and Provide Staff Direction on Preliminary Urban Design Concepts.

RECOMMENDATION:

Staff recommends that the Council receives a progress report on the status of the Downtown Specific Plan project and provides staff direction on preliminary urban design concepts.

FISCAL IMPLICATIONS:

There are no fiscal impacts associated with this recommendation. Funding for the Downtown Specific Plan project had previously been appropriated in the Adopted Fiscal Year 2021-22 Capital Improvement Budget in the amount of \$1,000,000 (C2105). The budgeted amount includes the cost to develop the Downtown Specific Plan is \$983,315 and a 20% contingency. Any unused funds will revert to the City's General Capital Fund 0025.

BACKGROUND:

Project Overview

Approximately two years ago in 2021, the City Council advanced the idea of creating a new plan for downtown San Carlos. It had been 12 years since a vision statement and accompanying policies for the downtown were established in the 2009 General Plan. In addition, the 2020 pandemic gave rise to new expectations for downtown, including its management and operations. Around the same time, other efforts were at play, including creation of a brand-new Bicycle and Pedestrian Master Plan (approved in 2020) and a new Climate Mitigation and Adaptation Plan (adopted in 2021). Together, with the closure of the 700 block of Laurel Street to pedestrian-only access, new ideas and a robust discussion about Laurel Street began to emerge. Thus, it became the ideal time to address the future of downtown Laurel Street and its surroundings. For these reasons, in 2021, the City Council established the following goal in its 2021 Strategic Plan, which has since been reaffirmed in both 2022 and 2023:

"The City of San Carlos will work with residents, property owners, business owners, committees, commissions, the Chamber of Commerce, and all other interested members of the community to develop a plan to understand and ensure that the downtown meets the needs of the community and businesses now and into the future."

Shortly after the Council adopted this goal, a request for proposals was issued to develop a Specific Plan¹ for downtown. A contract with a professional planning firm was approved in March 2022, which initiated the kickoff of the Downtown Specific Plan project.

Since the project was launched, two communitywide workshops, an open house, multiple meetings with a 19-member citizen-based committee, and community feedback from two surveys were offered as a means to obtain community input. City staff are now ready to share what the community is saying and how they have responded to several foundational urban design concepts for downtown.

On April 17, 2023, City staff and the consultant team presented this information to the Planning and Transportation Commission for feedback. Their comments are provided in Attachment 4.

Current Issues for Consideration

Concepts for consideration include closure of Laurel Street, the purpose, function, and improvements for alleys, design ideas for Harrington Park, and possibilities to create a new public plaza along the 600 block of Laurel Street. At this stage, City staff seek the Council's feedback, guidance, and direction on these fundamental components of the downtown area.

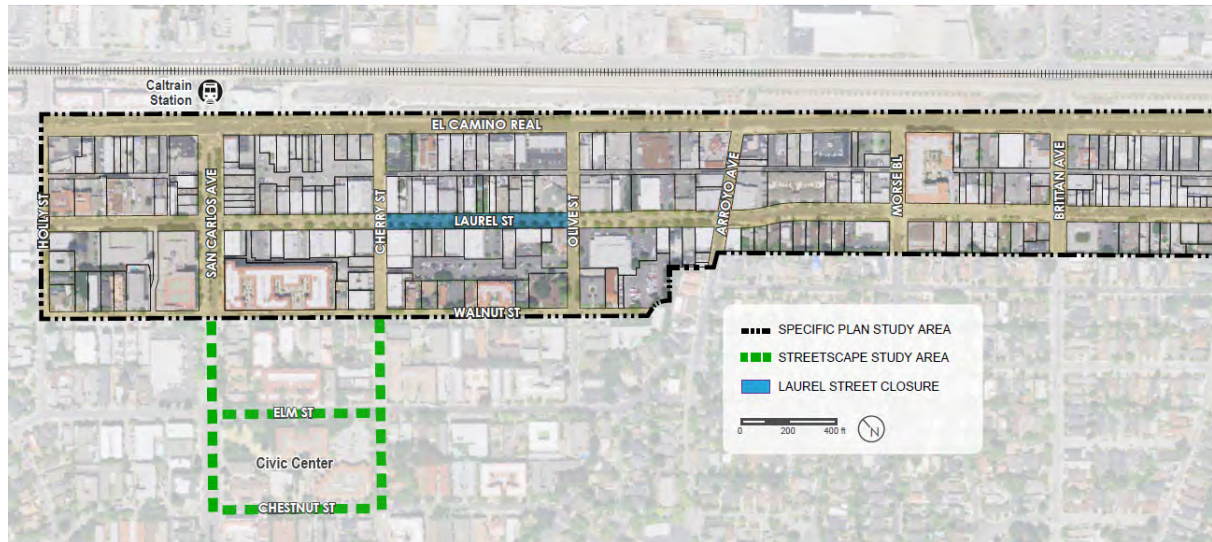
Future recommendations for additional design concepts for the 600 and 800 blocks of Laurel Street roadway design, San Carlos Avenue, and other roadways within the downtown area, plus parking strategies, will be informed by these foundational concepts that are under consideration at this time. Additional community workshops and surveys will be offered in the coming months and will address these future items. The Downtown Specific Plan is targeted for completion by March 2024.

Downtown Specific Plan Study Area

The Downtown Specific Plan study area is framed by Holly Street to the north and Greenwood Avenue to the south, with El Camino Real to the east and Walnut Street to the west. The Downtown Specific Plan will also address the streets around Civic Center: San Carlos Avenue, Cherry Street, Elm Street, and Chestnut Street as indicated by the green dotted line in Figure 1 below.

¹ Specific Plans bridge the gap between goals described in a General Plan and the regulations that implement a plan (e.g., a Zoning Ordinance). Specific plans build this bridge by doing both of those jobs – planning and implementing. Specific Plans stand alone and replace the General Plan with much more detail applied to a certain location (e.g., the downtown) with an emphasis on implementation. Specific Plans must be consistent with policies in the General Plan.

Figure 1. Downtown Specific Plan Study Area



DOWNTOWN SPECIFIC PLAN OVERVIEW

The Downtown Specific Plan is intended to guide transformation over the next 20 years. It will be a transformation of not only the downtown, but the city as a whole, with changes that affect multiple generations to come.

The Downtown Specific Plan will include:

- ✓ A vision statement, based on the community's shared dreams for downtown.
- ✓ A description of community engagement, including an account of the extensive community outreach that was conducted throughout the planning process to inform and invite participation from the public in developing the Specific Plan.
- ✓ Planning principles (i.e., ideas that guide policies and implementation), such as creating a place that is strongly connected to San Carlos' unique character and culture and promoting a high-quality walkable and livable environment.
- ✓ Goals and policies, including how to make downtown a lively, pedestrian-friendly place, with a genuine sense of place.
- ✓ Urban design and placemaking, such as weaving together public gathering spaces, key landmarks, and mobility options, as well as gateways and wayfinding.
- ✓ Public gathering spaces, including Harrington Park, Laurel Street, and a new public plaza on the 600 block of Laurel Street; and downtown events and public space programming.
- ✓ Streetscape improvement policies, including street and alley designs, dimensions, emergency access, beautification, amenities, and maintenance.
- ✓ Mobility/micro-mobility strategies, such as an all-inclusive pedestrian/bicycle/public transit/motorist network and accompanying amenities (e.g., bicycle parking).

- ✓ Parking regulation and management strategies.
- ✓ Objective design standards (i.e., rules for development), including illustrative graphics; building heights, façade improvements, ground floor uses.
- ✓ Analysis of needed infrastructure and recommendations for capital improvements (evaluation of the quality and effectiveness of existing public infrastructure and identification of future needs to support the community goals for the next 20 years).
- ✓ A detailed phasing, financing, and implementation strategy to fulfill the plan's goals and vision.

CIVIC ENGAGEMENT AND PUBLIC COMMENTS

The process to create the Downtown Specific Plan recognizes the value in developing a robust community engagement strategy that brings people together. By working with the community, City staff invite participants to share their stories, concerns, ideas, and inspiration for what the future of downtown could be. Our hope is that participants walk away with an understanding that they can positively influence the quality, character, and health of the downtown where they live, work, and enjoy their time.

Since the beginning of this project, staff worked closely with the City's Communications Division to carve out a process that would be inclusive and widespread. Outreach methods are listed in Table 1 below.

Table 1. Outreach Methods

Email distribution list (sign-up on project website)	Downtown Specific Plan Project Website ²	City Calendar of Events	City Council Newsletters	Announcements to City Commissions/ Committees
Social Media: <ul style="list-style-type: none"> • Facebook • Twitter • Next Door • LinkedIn 	Government Access TV Channel	Flyers (Sent to 9 targeted audiences/locations)	Newspaper Display Ads	Adult Community Center Newsletters
Chamber of Commerce	San Carlos School District Newsletters	ACC Digital Board Sign	Farmers Market	E-Notify
Spotlight Newsletters	City of Good Living Newsletters	Collaboration City of San Carlos' Communications Team	-	-

² www.sancarlosdowntownplan.com

As part of the community engagement strategy, the planning process sought to engage many key audiences and provided platforms to receive input; these are identified in Table 1 below.

Table 1. Summary of Community Touchpoints to Date

Spotlight Newsletter	Focus Group Meetings	Downtown Advisory Committee	City Council Downtown Subcommittee	Community Workshops	Online Surveys³	Open House Events
Released August 2021	Infrastructure: August 17, 2022	June 22, 2022 (Orientation and project overview)	March 17, 2022	August 31, 2022 (Project Overview, Objectives, Placemaking Principles, Existing Conditions)	Social Pinpoint (Interactive Mapping) August 2022 to January 15, 2023	Coffee and Comments, Saturday, March 4, 2023
-	Mobility: August 22, 2022	July 13, 2022 (Ice cream social)	November 22, 2022	February 15, 2023 (Preliminary Urban Design Concepts: 700 Laurel, Harrington Park, Alleys, Future Plaza, 600 Laurel)	Preliminary Design Concepts: March 1 to April 30, 2023	-
-	Seniors, Children, Special Needs: August 24, 2022	September 13, 2022 (Existing Conditions: Mobility, Parking, Market Demand, Land Use, Live Poll, Recap of Workshop #1)	January 11, 2023	-	-	-
-	Downtown Businesses and Events: August 30, 2022	January 25, 2023 (Preliminary Design Concepts: 700 Laurel, Harrington Park, Alleys, Future	-	-	-	-

³ All Online Surveys were posted on the project website at www.sancarlosdowntownplan.com

Spotlight Newsletter	Focus Group Meetings	Downtown Advisory Committee	City Council Downtown Subcommittee	Community Workshops	Online Surveys ³	Open House Events
		Plaza, 600 Laurel)				

One of the first touchpoints with stakeholders was to arrange four “Focus Group Meetings” with key staff from: Rethink Waste, Cal Water, Mid-Peninsula Water District, Silicon Valley Bicycle Coalition, San Carlos Bikes, SamTrans, Caltrans, Healthy Cities Tutoring, City of San Carlos’ Adult Community Center and Parks and Recreation Department, Arbor Bay School, Art BIAS, and the Chamber of Commerce.

In addition, staff met four times with the Downtown Advisory Committee, which is a 19-member advisory committee (appointed by the City Council on May 25, 2022) representing multiple interests within the Downtown Specific Plan area and provides key input throughout the project timeline.

Two communitywide workshops were held, the first in August 2022 (160 members in attendance) and the second in February 2023 (85 members in attendance), and two surveys were launched as additional means to gather public feedback on a variety of topics. And finally, to provide our first in-person touchpoint with the community, staff organized and led a “Coffee and Comments” Open House on Saturday, March 4, 2023, with over 70 members in attendance.

For a detailed account of all community engagement to date, please see Attachment 2: Public Engagement Phase 1 & Phase 2 – Feedback Summary.

PRELIMINARY URBAN DESIGN CONCEPTS

Based on community input received from the first community workshop in August 2022, the DTAC meeting in September 2022, and from the first survey (interactive map), the consultant team prepared preliminary urban design concepts.

These concepts included:

- A. Four options for Laurel Street, 700 Block
- B. Design ideas for Harrington Park and possibilities for a new plaza along 600 Laurel
- C. Improvements to alleys

A. Four Options for Laurel Street, 700 Block

The DTAC meeting on January 25, 2023, the community workshop on February 15, 2023, and an ongoing survey offered participants the chance to voice their preferences for the 700 block of Laurel Street; these options included:

1. **Flexible Closure:** Temporary and improved (can be closed or opened at times).
2. **Widened Sidewalk:** Wider sidewalks, two travel lanes, remove diagonal parking and replace with parallel parking.
3. **Plaza:** Full closure, permanent, and transformed into a public plaza.
4. **Pre-2020:** Open to cars and leave as is pre-pandemic.

DTAC Meeting (January 25, 2023): 91% of respondents prefer the Plaza option, full closure of the 700 block.

Community Workshop (February 15, 2023) Attendees: 77% of respondents at the workshop preferred full closure of the 700 block of Laurel Street and transforming it into a full plaza.

Coffee and Comments Open House (March 4, 2023): the majority of respondents want to see a full plaza option.

B. Design Ideas for Harrington Park and Possibilities for a New Plaza along 600 Laurel Street

Ideas to enliven and improve Harrington Park included presenting three unique design concepts to the community. Design ideas for a new plaza along the 600 block were also offered. These ideas were developed to serve as inspiration to learn more about what the community would like to see, and how they would like to spend their time in public spaces.

Three inspirational ideas for Harrington Park included:

1. Park space (e.g., more landscaping) + part urban plaza, with child/family friendly features
2. One large urban plaza
3. Plaza for music performances

Two inspirational ideas for a new plaza along the 600 block of Laurel included:

1. New retail or restaurant space in the public plaza (this option would create a smaller plaza)
2. Utilize the entire space as one, large public plaza.

Based on these design concepts, responses included:

DTAC Meeting (January 25, 2023):

- Would like to see street furnishings, street trees, movable tables and chairs, umbrellas.
- Music events, cultural events and art exhibitions.
- Want to be able to eat al fresco.
- Public spaces should be planned with events and other programming options.
- Spaces should be open air with shade coverings.
- Want to see more public gathering spaces, plazas.

Community Workshop (February 15, 2023):

- A majority want to see a welcoming, vibrant, clean, inviting, community-driven downtown.
- People want to enjoy public spaces and the sense of community it brings.
- Desired amenities include street trees/tree canopies, open air spaces with shade coverings, bistro lighting, and public art.
- Strong preferences for music events, cultural and art exhibits, with some theater or pop-up events.

- Respondents said they would go downtown more often if there was a permanent plaza and public gathering spaces; they generally want to see more public gathering spaces, i.e., plazas.

Open House (March 4, 2023):

- A majority of respondents want to enjoy public spaces and the sense of community it can bring.
- Strong preference for open air spaces with shade covering amenities, tree canopies, and bistro lighting.
- A majority want to see more outdoor dining, street trees, and public art.
- Top activities desired include music, cultural and art exhibits, and movies on the plaza.
- Most people said they would go downtown more often if there was a permanent plaza and more public gathering spaces.

C. Improvements to Alleys

Current issues with alleys in downtown San Carlos include the clutter and overflow of trash receptacles, lack of wayfinding signage, service and delivery congestion, private and public parking confusion, and poor-quality mobility and pedestrian connectivity.

To enhance the alleys, ideas included creating better wayfinding and signage, designating certain areas to receive special paving, improving pedestrian paths and crossings, and introducing gateways at key connections from the parking areas to Laurel Street.

Community responses to alleys include:

DTAC Meeting (January 25, 2023):

- Too many delivery trucks blocking connections
- Hard to identify businesses from the alleys
- Need security in the alleys
- Need ADA accessible parking
- Could alleys be one-way?
- Solutions are needed to maximize the usage and functions of the alley (including taking into account access, deliveries)
- Unsightly trash and safety should be top priority

Community Workshop (February 15, 2023):

- Improve alleys with art, retail, mix of retail and street food, etc.
- Improve alleys to accommodate traffic & parking impacted by closing 700 block.
- Please consider that not all stores on Laurel Street have alley access for deliveries.

Open House (March 4, 2023):

- Improved/better circulation and connection to Laurel
- Lighting and safety
- Beautify with hanging baskets/flowers and lighting
- Alleys should be prioritized for parking and traffic circulation

- Improve walkability and aesthetics
- Make them playful, with mosaics, commemorative tiles, statues
- Decorative/Painted sidewalks for pedestrian connections
- Use gateways to enhance the alley network

For a detailed account of all community feedback on these items and more, please see Attachment 2: Public Engagement Phase 1 & Phase 2 – Feedback Summary, including all raw data located in the Appendices.

Conclusion

These preliminary urban design concepts were developed to be integral features of the Specific Plan and would be held constant and serve as a foundation to derive additional design interventions for the downtown.

The primary purpose of this study session is for the City Council to decide whether to proceed with these urban design concepts. In particular:

- Should the 700 block be turned into a full plaza?
- Is there agreement on design elements for public spaces (i.e. Harrington Park and new plaza at 600 block of Laurel)?
- Is there agreement that alleys should be improved with new surface materials, lighting, gateway features, landscaping and murals?

Direction on these concepts would serve as a key starting point for the Specific Plan and would be used to inform and influence the next phase of work in other areas.

NEXT STEPS

The overall process to develop the Specific Plan is anticipated to be completed by March 24, 2023, which is the target date for City Council adoption of the Downtown Specific Plan. The next steps include preparing recommendations for mobility (motorist, bicycle, pedestrian), infrastructure improvements, identifying streetscape and beautification elements, and additional traffic, parking, economic, and environmental analyses and strategies for the entire specific plan area. City staff and the consulting team will present this next phase of urban design concepts with the community in the coming months.

ALTERNATIVES

1. Provide staff direction on preliminary urban design concepts.
2. Provide staff with alternative direction.

Respectfully submitted,

Al Savay, AICP
Community Development Director

Approved for submission by:

A handwritten signature in black ink, appearing to read 'J. Maltbie', written over a horizontal line.

Jeff Maltbie, City Manager

ATTACHMENTS:

1. Preliminary Urban Design Concepts
2. Community Engagement Phase 1 & 2 – Feedback Summary
3. Timeline
4. Comments from the Planning and Transportation Commission, April 17, 2023



↓ DOWNTOWN
↑ TOGETHER
SAN CARLOS DOWNTOWN SPECIFIC PLAN



PRELIMINARY URBAN DESIGN CONCEPTS

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Urban Design and Placemaking Concepts

Urban Design / Placemaking

Themes:

- Public Space Elements
- Alley Improvements
- Street Closure on 700 Block of Laurel Street

April 24, 2023



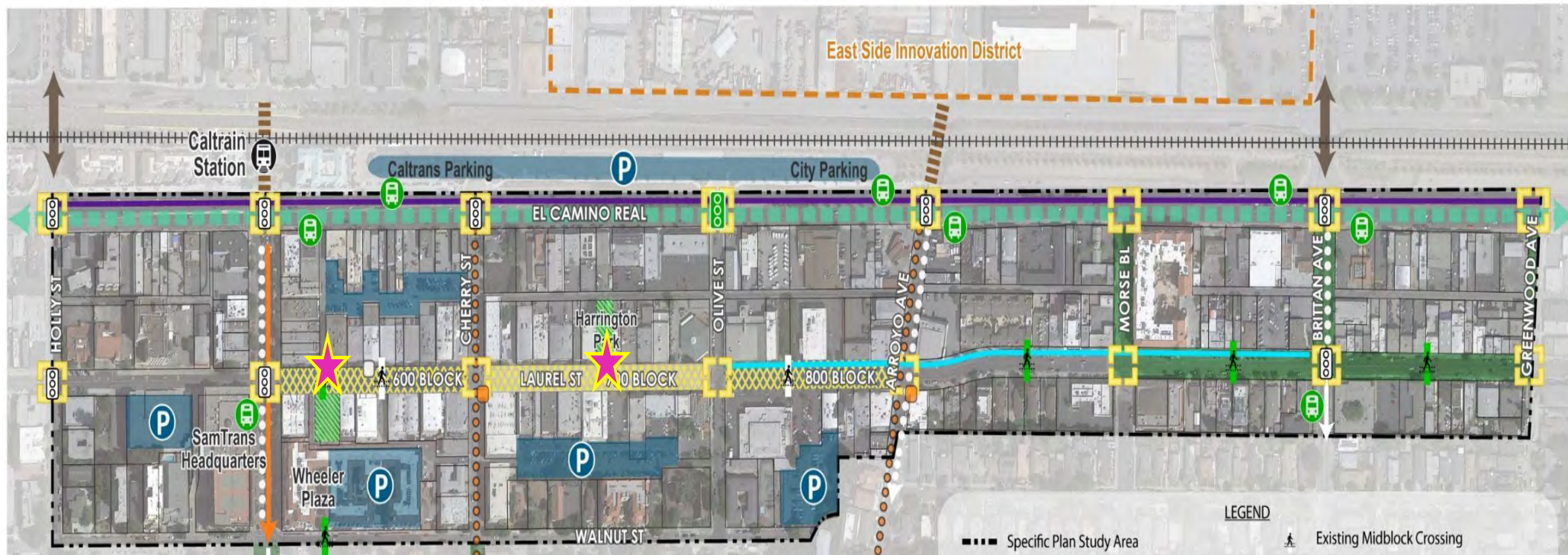
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Source: Katja Dillmann

Public Space Elements

Public Spaces

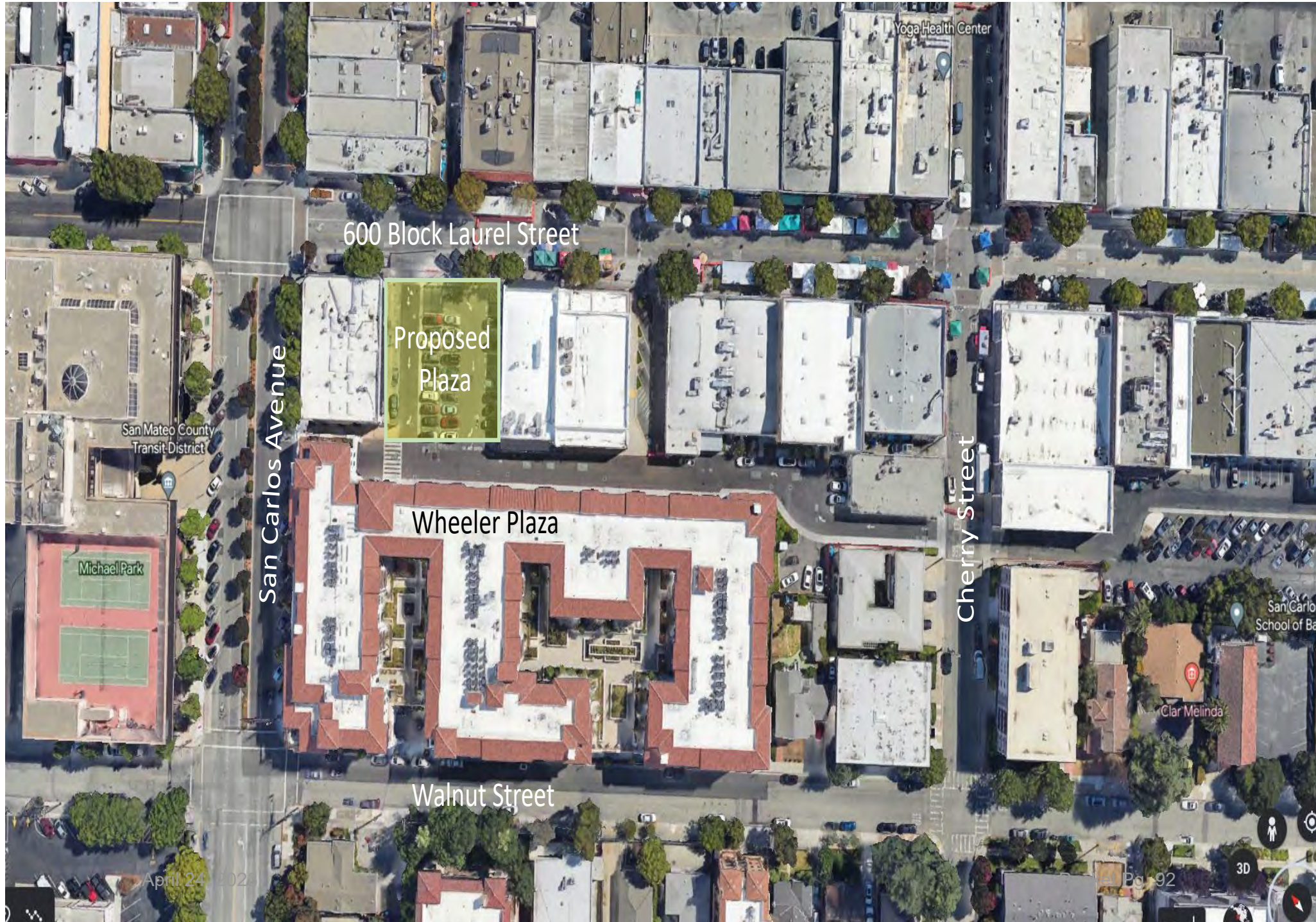
- Plaza - 600 Block of Laurel ★
- Harrington Park ★



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Location of Potential Future Public Plaza – 600 Block of Laurel



Plaza - 600 Block of Laurel

Retail & Restaurant Development with a Small Plaza Space



Source: City of San Carlos



Source: Al Savay

Plaza - 600 Block of Laurel

Large Plaza Space



Source: Al Savay

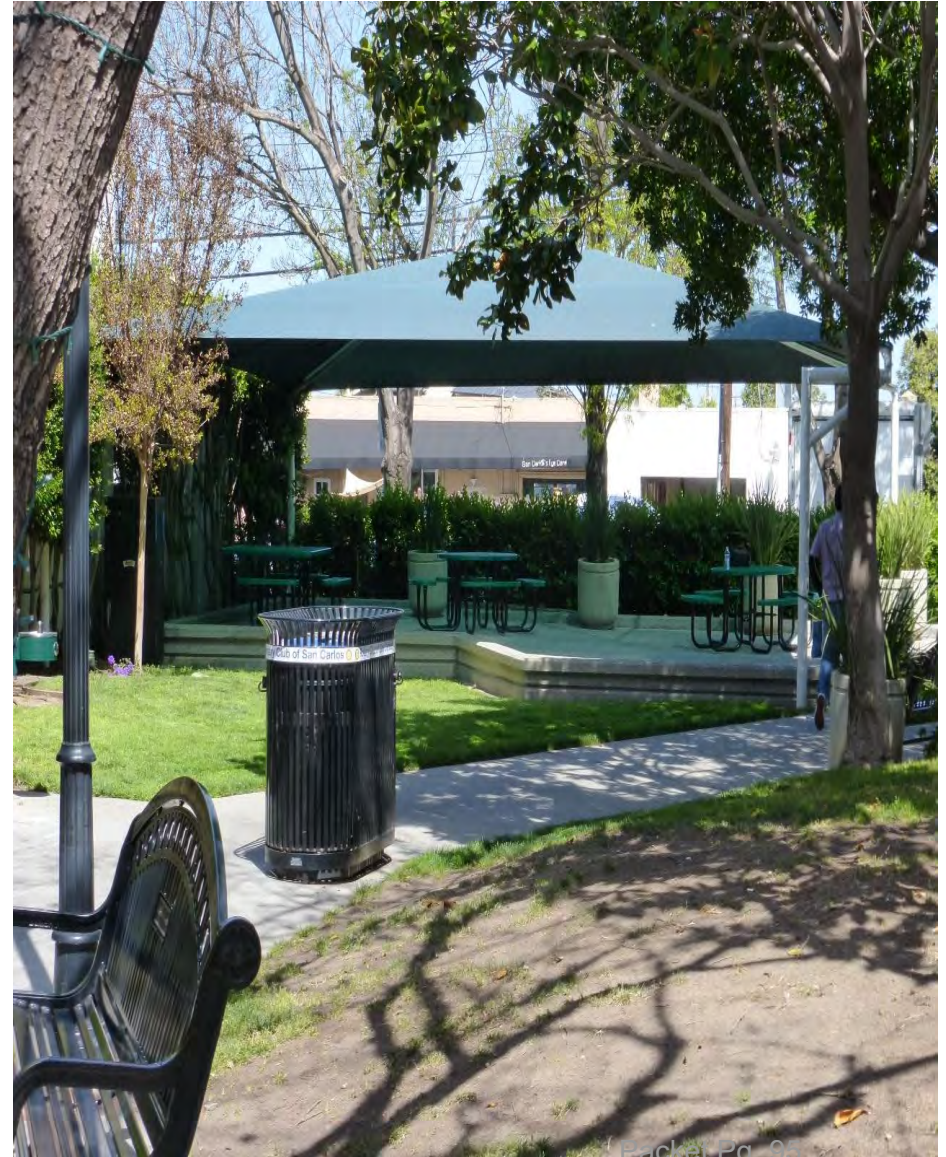


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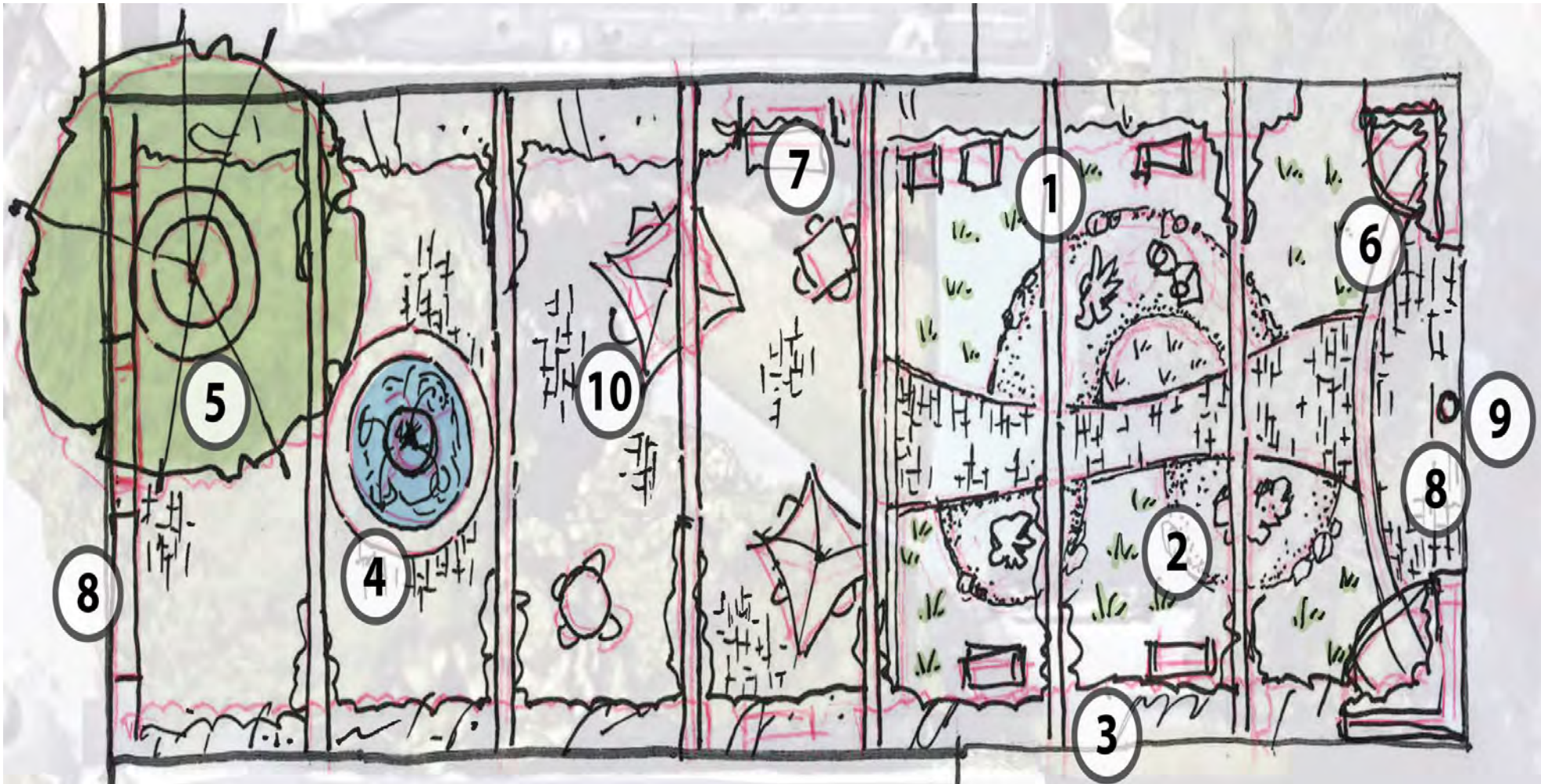
Harrington Park Concepts

Opportunities:

- Park & Plaza
- All Plaza
- Music & Stage



Harrington Park – Park & Plaza

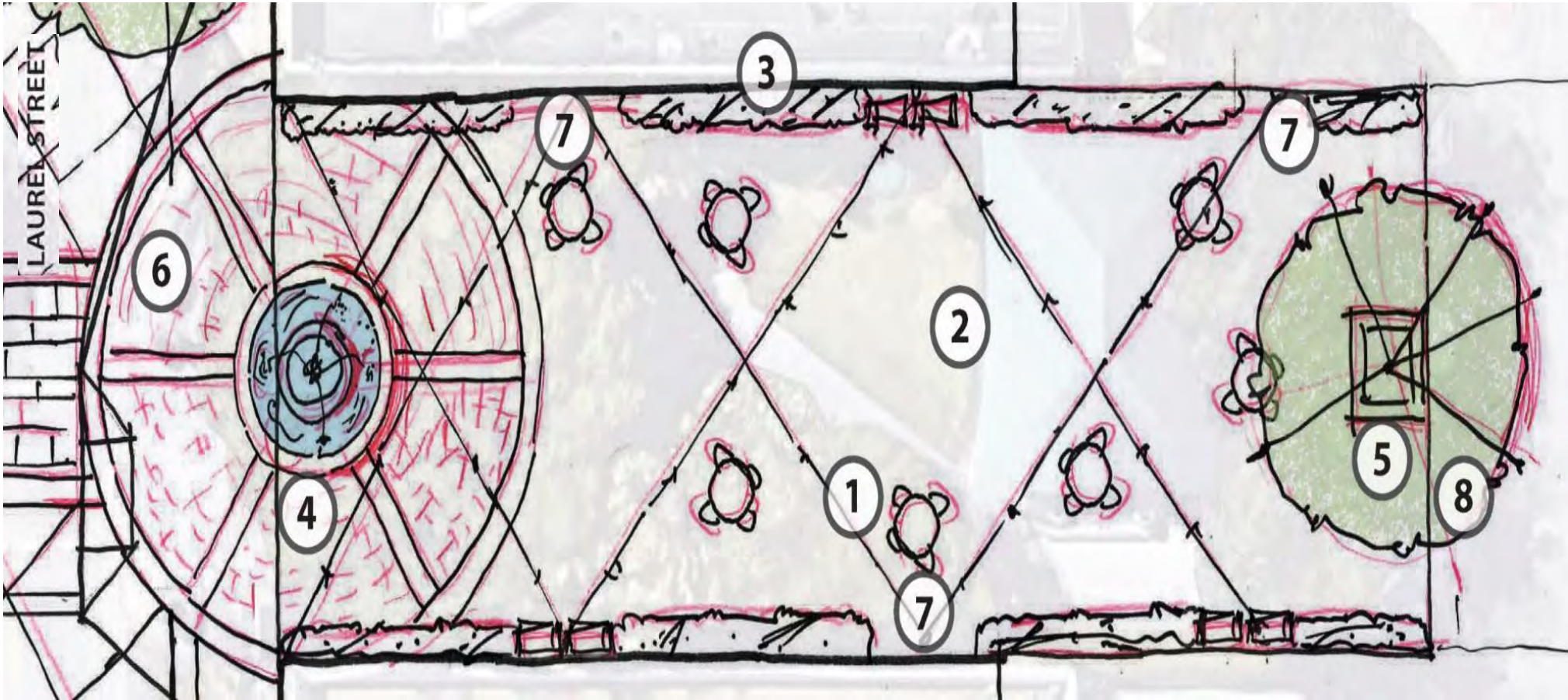


- | | | |
|----------------------------|----------------------------|------------------------------------|
| 1. Wood Beams and Lighting | 5. Tree/Planter/Seat Wall | 9. Alley Access and Signage |
| 2. Nature Play Area | 6. Memorial or Art Feature | 10. Tables and
Chairs/Umbrellas |
| 3. Vines/Wall Screen | 7. Memorial Wall | |
| 4. Fountain | 8. Archway Entrance | |

Harrington Park – Park & Plaza



Harrington Park – All Plaza



1. Bistro Lighting
2. Special Paving & Seating Area
3. Vines/Wall Screen
4. Fountain

5. Tree/Planter/Seat Wall
6. Special Paving Into Laurel St.
7. Memorial Wall/ Art Wall
8. Alley Access and Wayfinding

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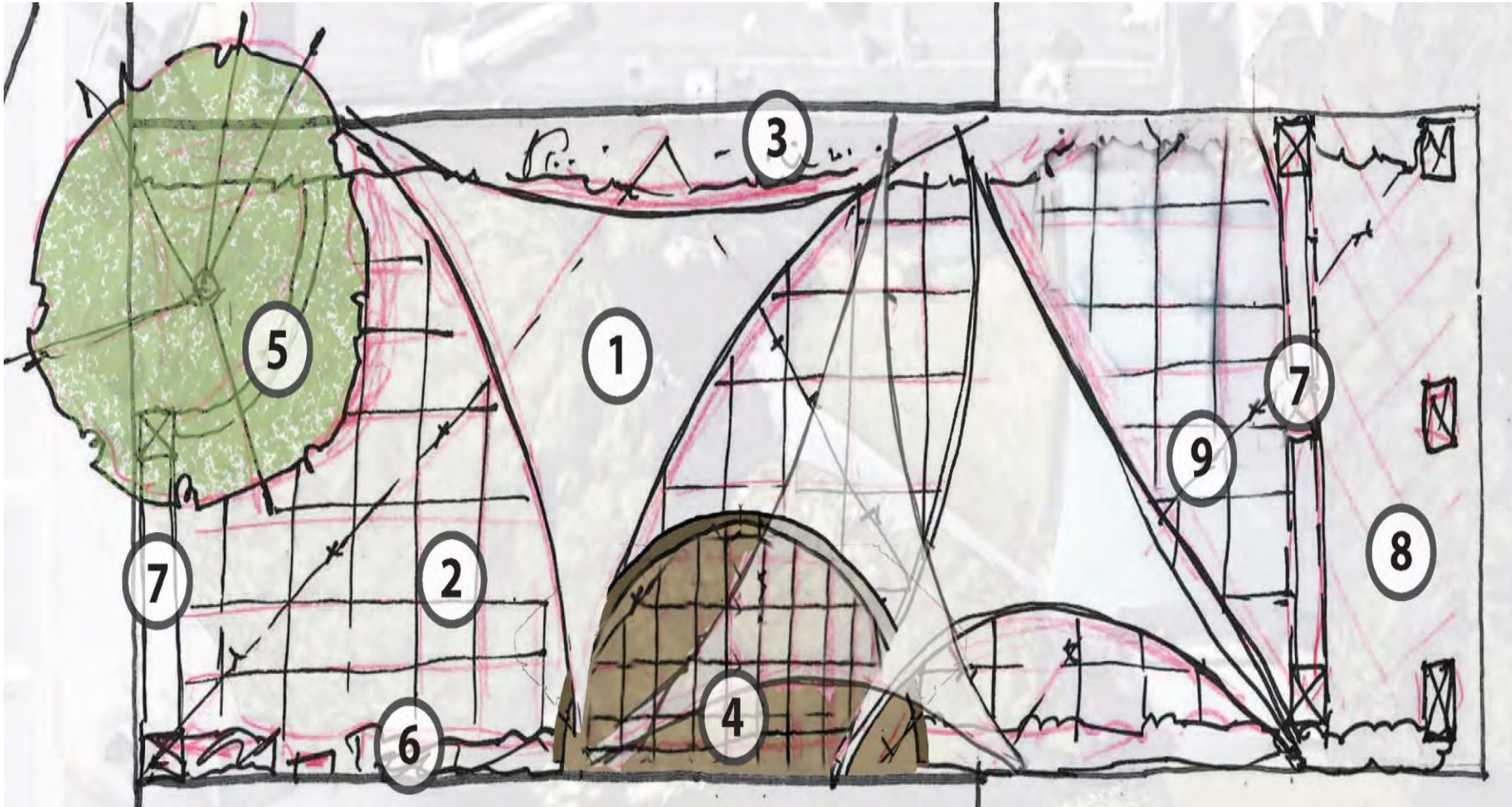
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Harrington Park – All Plaza



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Harrington Park – Music & Stage



1. Shade sails

2. Special Paving & Seating Area

3. Vines/Wall Screen

4. Stage

5. Tree/Planter/Seat Wall

6. Memorial Wall

7. Archway Entrance

8. Alley Access & Signage

9. Bistro Lighting

Harrington Park – Music & Stage



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Possible Public Space Elements

- Fountain/ Water feature
- Movable furniture (tables, chairs, umbrellas)
- Lawn or landscaping
- Area where children can play
- Stage/music venue
- Open air with some shade covering
- Tree canopy
- Bistro lighting
- Public art

Alley Improvements

Alley Network



Alleys – Current Conditions

- Lack of signage
- Lack of lighting and can feel unsafe
- Individual trash receptacles clutter
- No clear pedestrian path of travel
- Service / delivery congestion
- Private / public parking confusion
- Lack/minimal handicap accessible (ADA) parking
- Lack of bike parking and connectivity



Proposed Enhancements

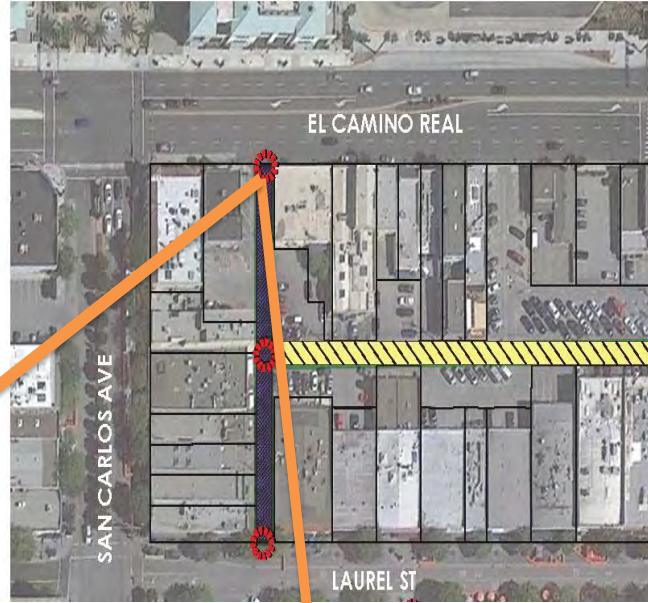
- Wayfinding
- Dedicated pedestrian paths of travel
- Dedicated delivery areas
- Dedicated trash receptacle areas
- Clearly denoted public parking
- Clearly marked ADA parking
- Bike parking and connectivity
- Pedestrian Scale/Street Lighting
- Alley Art/ Mural Program



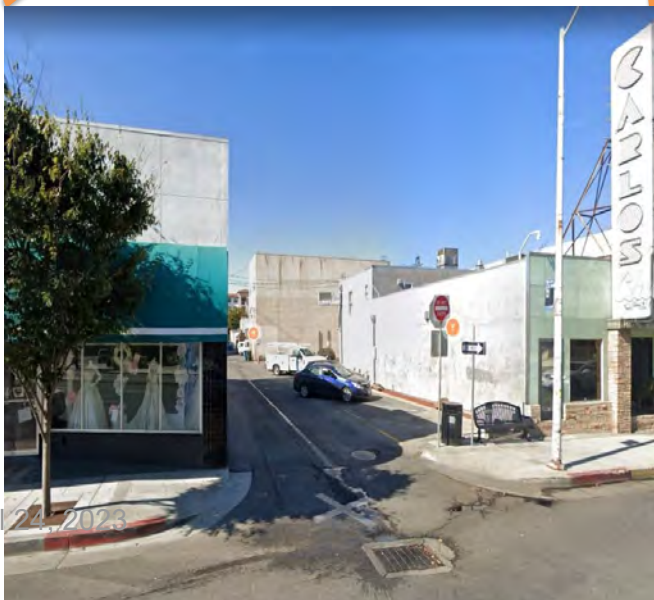
Alley Enhancement



KEY MAP



Example gateway feature



Existing: El Camino Real Alley from Laurel St.



Proposed: El Camino Real Alley from Laurel St.

- A. Gateway Feature
- B. Special Parking Lot Pavement
- C. Level Sidewalk Crossing
- D. Rolled Curb
- E. Mural Wall Opportunity
- F. Decorative Street Light
- G. Truncated Dome

Alley Enhancement



KEY MAP



Example decorative crosswalk



Existing: Public Parking between Walnut St. & Laurel St.



Proposed: Public Parking between Walnut St. & Laurel St.

- A. Crosswalk Striping and Ramp
- B. Pedestrian Crossing Sign
- C. Wayfinding Signage

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Alley Enhancement



KEY MAP



Example wayfinding



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Existing: Parking between B of A and US Banks



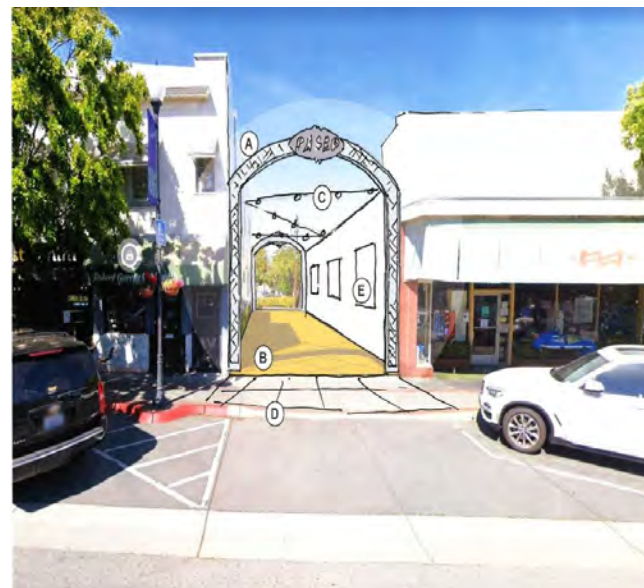
Proposed: Parking between B of A and US Banks

- A. Flush Concert Edge
- B. Special Parking Lot Pavement – Ped Route
- C. Wayfinding

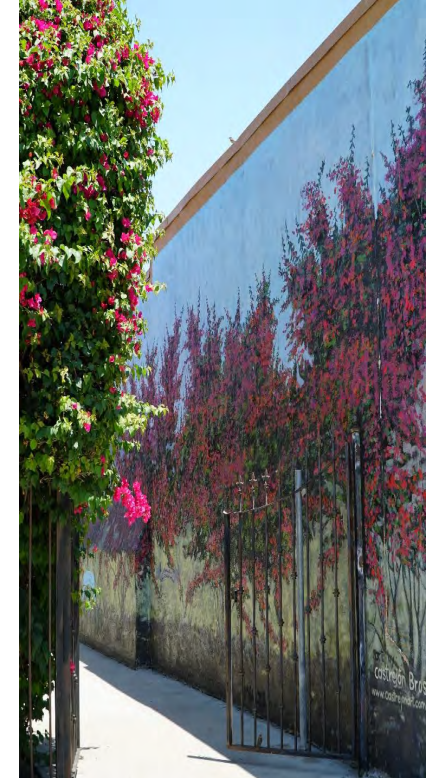
Alley Enhancement



Existing: Alley near Cherry St. and Laurel St.



Proposed: Alley near Cherry St. and Laurel St.



Example alleyway mural

- A. Decorative Wayfinding Signage
- B. Special Paving
- C. Lighting
- D. Rolled Curb
- E. Mural Wall Opportunity

Alley Examples

Source: RRM Design Group



Source: Google Maps



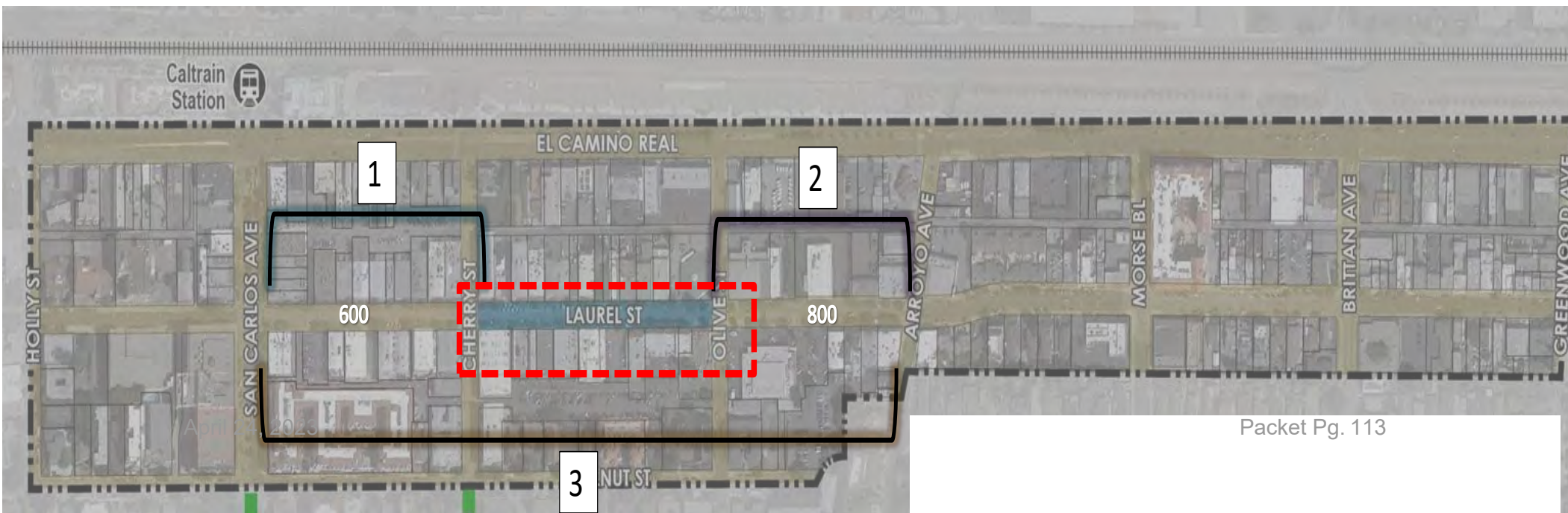
Source: Google Maps

Laurel Street

Laurel Street – 700 Block

Today's Focus – 700 Block

- **Future Decisions for the 600 & 800 Blocks of Laurel Street**
 - Extend Street Closure to **San Carlos** 1
 - Extend Street Closure to **Arroyo** 2
 - Extend Street Closure to **San Carlos and Arroyo** 3



Laurel Street – 700 Block, 4 Options

Flexible Closure Option:

Temporary in nature, spruced up but removable

Widened Sidewalk Option:

Widen sidewalk, two travel lanes, parallel parking

Plaza Option:

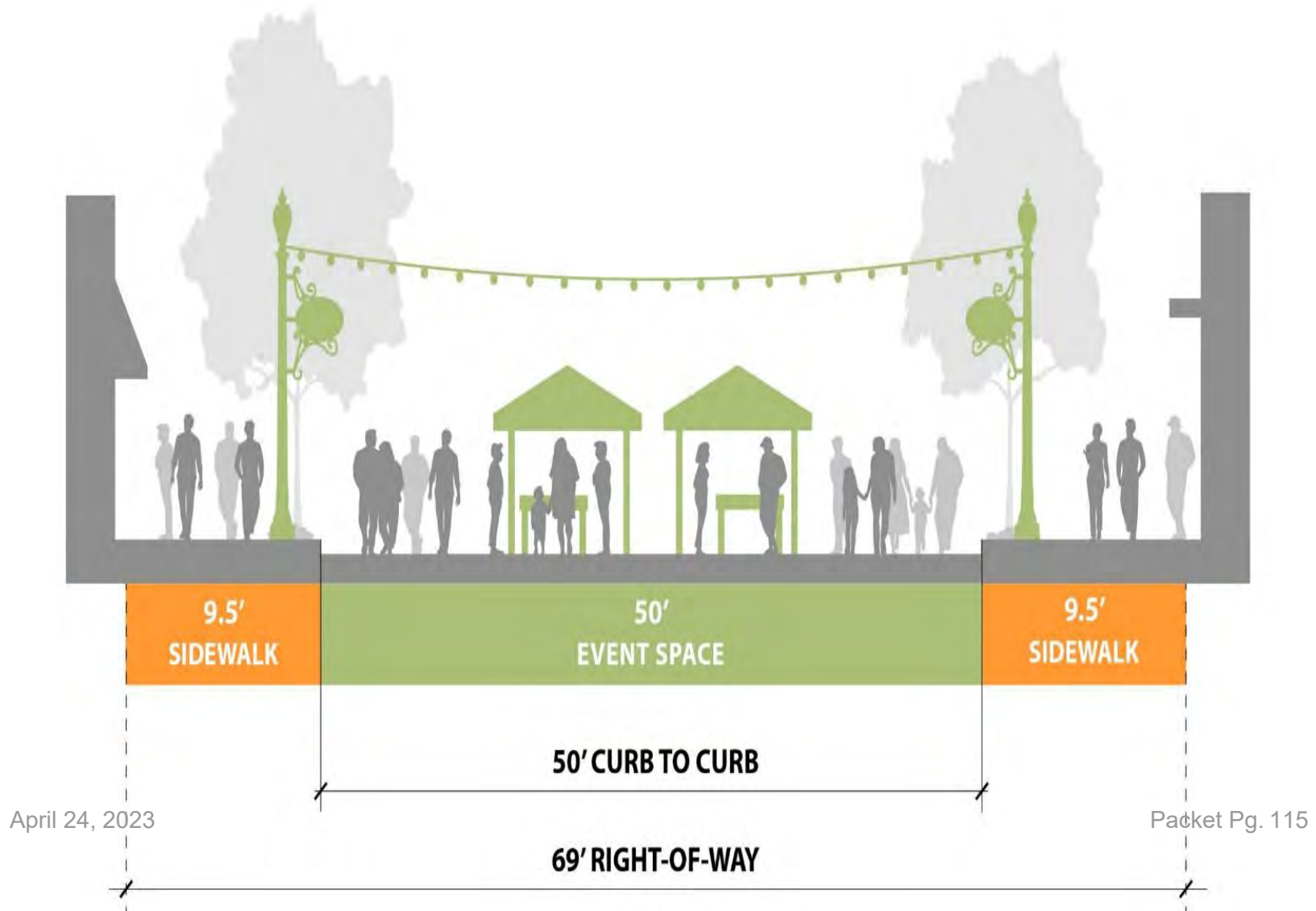
Full Closure as Plaza Concept

Pre-2020 Option:

Eliminate Street Closure – open to cars as it was pre-pandemic

Laurel Street - 700 Block - Flexible Closure

Flexible Closure Option: Temporary but spruced up
New street furnishings and lighting, possible intermittent hours or events



Laurel Street - 700 Block - Flexible Closure

Flexible Closure Option: Temporary but spruced up



Source: Al Savay

April 24, 2023



Source: Al Savay

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Flexible Closure Option

Advantages:

- Maximum Flexibility
- Allows a variety of businesses to activate space on a temporary basis
- Facilitates community-building
- Improves pedestrian access

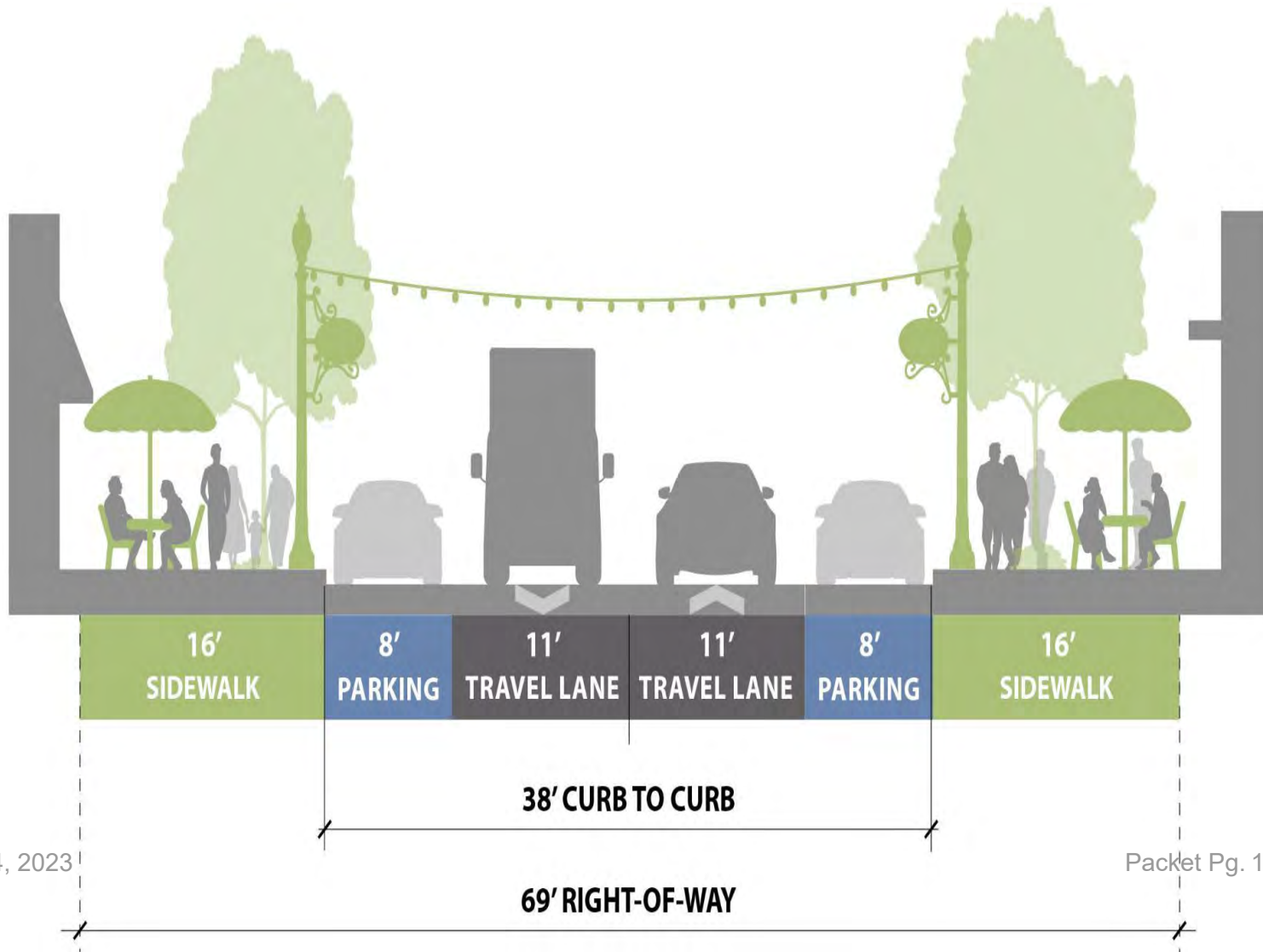
Trade-Offs:

- Loss of 63 parking spaces
- Lacks full benefits of permanent street closure
- Intermittent traffic disruption - motorists must remember closure if hours are changed

Laurel Street – 700 Block – Widened Sidewalk

Widened Sidewalk Option:

Enhanced pedestrian environment, two travel lanes, retains some parking



Laurel Street – 700 Block – Widened Sidewalk

Widened Sidewalk Option:

Two travel lanes, retains some parking



Source: City of Ventura

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Laurel Street – 700 Block – Widened Sidewalk

Widened Sidewalk Option

Advantages:

- Expanded sidewalks with street furniture and lighting
- Pedestrians are retail adjacent
- Additional room for sidewalk dining
- Maintains vehicle access and adjacent parking

Trade-Offs:

- Loss of large community space
- Loss of 20 parking spaces

Laurel Street – 700 Block – Plaza

Plaza Option: Full closure, space is converted into a Plaza



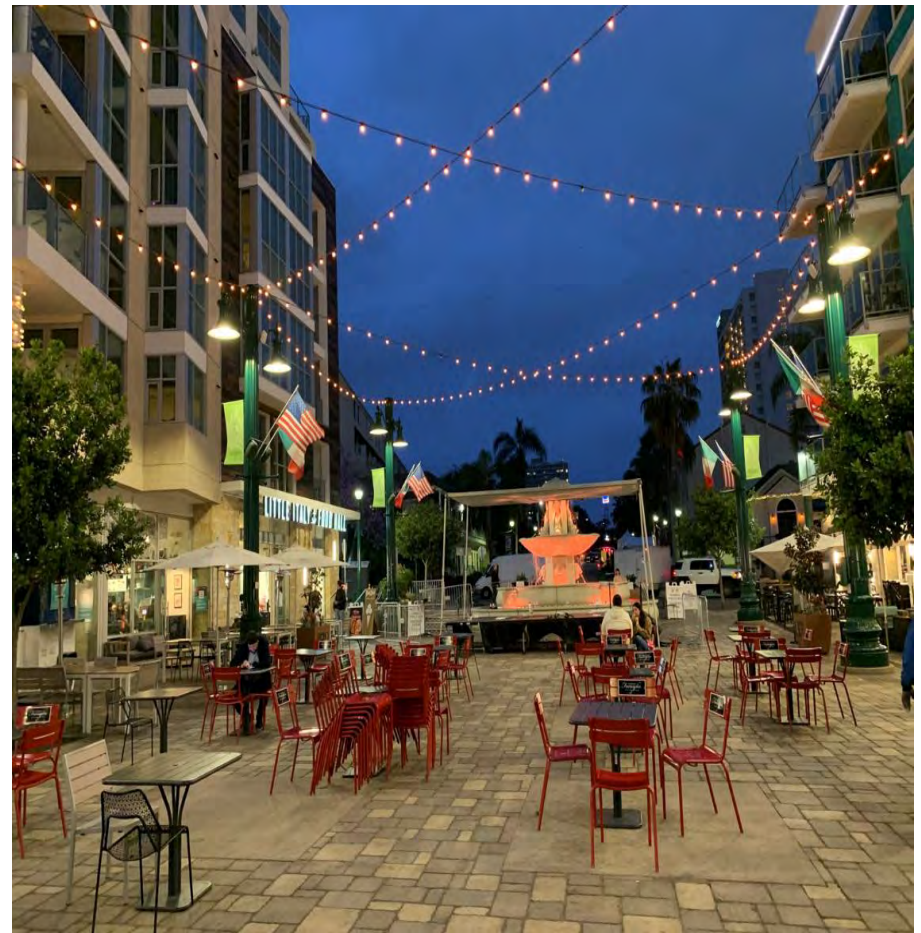
Laurel Street – 700 Block – Plaza

Plaza Option: Full closure, space is converted into a Plaza



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Source: Al Savay



Source: Al Savay

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Laurel Street – 700 Block – Plaza

Plaza Option

Advantages:

- Dedicated community space
- Downtown plaza becomes a destination
- More space for retail, dining, and public space
- No limits on amenities, lighting, and special paving

Trade-Offs:

- Loss of 63 parking spaces
- Delivery required from alley
- No vehicle visibility
- Minor traffic disruption
- Potential emergency access delays

Laurel Street – 700 Block - Pre-2020 Option

Pre-2020 Option: Eliminate Street Closure

Open to cars as it was pre-2020



Laurel Street – 700 Block – Pre-2020 Option

Pre-2020 Option

Advantages:

- No loss of parking
- No new impact on how motorists navigate the Downtown
- No user confusion

Trade-Offs:

- Lose a community asset
- Lose outdoor dining opportunity
- Lose flexibility of using space

City of San Carlos

Downtown Specific Plan



March 2022 - April 2023

Community Engagement Phase 1 & Phase 2

Feedback Summary

April 24, 2023



Project Background

In March 2022, the City of San Carlos kicked-off the process to work with the community to create a new vision for Downtown San Carlos, including Laurel Street, El Camino Real, and the cross streets from Holly Street to Greenwood Avenue. This project, called the “Downtown Specific Plan,” will build upon what’s best and most loved about Downtown San Carlos, and take a close look at what needs updating or changing. This process, which is divided in five phases, will last about two years, with completion targeted in Spring 2024.

This is a summary of the outreach completed during Phase 1 and Phase 2 of the development of the Downtown Specific Plan. This summary will provide a record and foundation for the outreach to be conducted in the upcoming phases of this planning process. The direct feedback from the community and raw data is attached as appendices to this summary.

Public Engagement Overview

Cumulatively Phase 1 and Phase 2 public engagement spans from the commencement of the project, approximately in March 2022, through the close of the Phase 2 survey at the end of April 2023 (the results of ongoing survey will be compiled after close of survey on April 30th). The public engagement activities for these phases included: Focus Group meetings, an Online Questionnaire (Social Pinpoint), Downtown Advisory Committee (DTAC) meetings, Community Workshops, and an Online Survey.

The public engagement activities are listed below in chronological order:

Phase 1 Community Engagement

1. Spotlight Newsletter (Aug 24, 2022)
- 2.. DTAC Orientation (Jun 22, 2022) and Special Meeting (Jul 13, 2022)
3. Focus Group Meetings (Aug, 2022)
4. Community Workshop # 1 (Aug 31, 2022)
5. DTAC Meeting # 1 (Sept 13, 2022)
6. Social Pinpoint - Interactive Mapping Survey (Aug 8, 2022 - Jan 15, 2023)

Phase 2 Community Engagement

1. DTAC Meeting # 2 (Jan 25, 2023)
2. Community Workshop # 2 (Feb 15, 2023)
3. Coffee and Comments Open House (Mar 4, 2023)
4. Online Survey - Preliminary Design Concepts (Mar 1 - Apr 30, 2023)

Public Engagement Summary

The engagement activities in this summary are organized by following categories:

- A. Downtown Advisory Committee (DTAC) meetings
- B. Focus Group meetings
- C. Community Workshops and Community Open House
- D. Community Surveys
- E. Spotlight Newsletter

A. Downtown Advisory Committee (DTAC) Meetings

In forming the Downtown Advisory Committee (DTAC), the desire was to have a variety of stakeholder interests represented. The empaneled 18-member DTAC, along with the stakeholder category they represent, is listed in Table 1 below.

Table 1: Downtown Advisory Committee (DTAC) Members and Representing Category

1	Allie Board	Downtown Business Operator
2	Donna Lera	Downtown Business Operator
3	Allison Chang	Downtown Property Owner
4	Tom Davids	Downtown Property Owner
5	Anthony Kamm	Economic Development Advisory Commission
6	Jean Dehner	Older Adults
7	Mark Maxwell	Parks, Recreation, & Culture Commission
8	Amy Buckmaster	San Mateo County Chamber of Commerce Representative
9	Madison Blanton	Special Needs
10	Samina Ginwalla	Youth Advisory Council
11	Maya Nayberg	Youth Advisory Council
12	Sreecharan Chandrasekharan	At large
13	Monette Meredith	At Large
14	Joaquin Pedrin	At Large
15	James Bertram	Alternate Member
16	Cecile Lee	Alternate Member
17	Tracy Massaro	Alternate Member
18	Elizabeth Min	Alternate Member

DTAC Orientation Meeting (Jun 22, 2022)

The purpose of this meeting was to welcome the DTAC members and give them an orientation to the project and their roles and responsibilities. The City Attorney, Greg Rubens, gave an overview of the Brown Act and Public Records Requests.

DTAC Special Meeting (Jul 13, 2022)

The purpose of this meeting was to provide DTAC members with an introduction to planning for a downtown. Al Savay gave a presentation on “*Reimagining Main Street, What Makes Downtown Special?*”. Following this, DTAC members mingled and participated in an ice breaker to share two things they appreciated about the downtown and two things that they would like to see happen in the downtown.



Photos from Ice Cream Social at DTAC meeting on July 13, 2022

DTAC Meeting # 1 (Sept 13, 2022)

The September DTAC meeting included an overview of existing conditions and the market analysis study, a recap of the community Workshop and an interactive Slido exercise with similar questions to those posed via Slido at the Community Workshop.

In response to the Slido question, “Which of the following improvements would you like to see in Downtown San Carlos,” 100% of the DTAC respondents indicated, “Beautification, street trees, and landscaping”, with 93% of DTAC respondents stating, “Additional outdoor gathering/seating areas (plazas, pocket parks, paseos, etc.)”, and 79% would like to see “enhanced outdoor dining areas.”

In response to the Slido question, “How do you typically get around Downtown San Carlos? (check all that apply)”, 87% of DTAC respondents indicated Walk/Assistive devices, 67% of DTAC respondents indicated drive and 13% indicated Bike/e-bike.

In response to, “Which of the following mobility improvements would you like to see in Downtown San Carlos? (check all that apply)”, 100% of DTAC respondents indicated enhancements to alleyways, 87% of respondents indicated improved sidewalks, 67% indicated enhanced pedestrian crossings, 53% indicated additional bicycle lanes and bicycle racks, and 47% indicated better access to the Caltrain Station.

In response to, “If you parked once and walked around, how far are you willing to walk to your destination? (select your preferred distance)”, 47% of DTAC respondents indicated a 10-minute walk and 27% indicated a 5-minute walk.

DTAC Meeting #2 (Jan 25, 2023)

The fourth DTAC meeting took place virtually on January 25, 2023. The agenda included a project overview/update and a sharing of the Urban Design/Placemaking Concepts. The meeting included several interactive polling questions, asked using the Slido platform.

The Urban Design/Placemaking Concepts agenda item included an overview of the four treatment options for the 700 Block of Laurel, Public Space Elements, and alley improvements.

In response to the question, “Which is your preferred 700 block option?”, with the answer choices being Flexible Closure, Widened Sidewalk, Plaza Option, and Pre-2020 Option, 91% indicated Plaza Option and 9% indicated Pre-2020 Option.

In response to the question, “I would go downtown more often (select 2)”, 92% selected if “There was a permanent plaza” and 83% selected if “I could go for Farmer’s Market and special events.”

In response to, “What is your highest priority for public spaces in the downtown area?”, 38% of respondents selected, “I would like to go to events and programs” and 31% selected, “I want to be able to eat lunch outside.”

DTAC members were asked to rank the amenities in the downtown core in the order of importance, taking all responses into account, the ranking of amenities was as follows:

1. Open air with shade covering
2. Movable furniture (tables, chairs, umbrellas)
3. Stage/music venue
4. Lawn or Landscaping
5. Tree canopy
6. Area where children can play
7. Bistro lighting
8. Fountain/ Water Feature

The results to the Slido poll indicate a strong desire for a permanent street closure for the 700-block of Laurel Street which results in a plaza, and a desire for programmed activities in the downtown core of San Carlos.

Refer to **Appendix A** for meeting minutes from DTAC meetings.

B. Focus Group Meetings

A series of stakeholder interviews were conducted in August 2022. This included 20 stakeholders, grouped into 4 Focus Groups: Infrastructure, Mobility, Seniors-Children-Special Needs, and Downtown Business and Events.

Infrastructure (Aug 17, 2022)

Abraham Sheppard, Senior Urban Designer, and Darren Choy, Manager of Engineering Services, both with RRM, staffed the Infrastructure Focus Group meeting which convened on August 17, 2022. Attendees included:

- Cyndi Urman, RethinkWaste
- Mike Utz, District Manager, Cal Water
- Kat Weulfing, Assistant GM, Mid-Peninsula Water District
- Rene Ramirez, Acting GM, Mid-Peninsula Water District

High Level Take Away: It was mentioned SB 1383 the “composting law” which requires a third bin for compostable waste. The law went into effect January 2022 and requires the separation of food scraps and yard waste from other garbage. This should be kept in mind as discussions about storage areas for trash and recycling receptacles continues.

Mobility (Aug 22, 2022)

Abraham Sheppard, Senior Urban Designer, RRM and Brian Canepa, Principal, W-Trans staffed the Mobility Focus Group meeting which convened on August 22, 2022. Attendees included:

- Heather Wolnick, Community Organizer, Silicon Valley Bicycle Coalition
- Sonia Elkes, Founder, San Carlos Bikes
- Thomas Feledy, Former Planning Commissioner
- Jessica Epstein, Government and Community Affairs Manager, SamTrans
- Gwen Buckley, Senior Planner, SamTrans
- Mark Leong, District Branch Chief, Caltrans
- Laurel Sears, Associate Transportation Planner, Caltrans
- Mark Bauhaus, Bike advocate
- Karen, Healthy Cities Tutoring

Take Aways: A desire for safer crossings across El Camino Real was heard, as well as, a desire for more robust bicycle infrastructure and more secure bicycle parking.

Senior-Children-Special Needs (Aug 24, 2022)

Jami Williams, Principal, and Abraham Sheppard, Senior Urban Designer, both with RRM staffed the Seniors-Children-Special Needs Focus Group meeting which convened on August 24, 2022. Attendees included:

- Caitlyn Matoso, Supervisor, Adult Community Center
- Susan Rose, Arbor Bay School
- Terra Fuller, Executive Director, Art BIAS

Take Aways: It was stated that the alleys are difficult for seniors due to uneven pavement and the copious trash. Connectivity between the downtown and the Industrial Arts Area (IAA)/Industrial Arts Business District (IABD). It was also mentioned in the past there was a type of shuttle service taking people downtown. This was useful for seniors and youth, demographics that cannot drive. The idea of murals unifying the downtown was raised as well.

Downtown Business and Events (Aug 30, 2022)

Abraham Sheppard, Senior Urban Designer, RRM staffed the Downtown Business and Events Focus Group meeting which convened on August 30, 2022. Attendees included:

- Wendy Schettino, City Parks Department
- Tyler Muela, City Parks Department
- Lauren Schneider, City Parks Department
- Amy Buckmaster, Farmers Market, Chamber of Commerce

Take Aways: The key takeaway regarding events is acknowledgement of the footprint of each event. The Farmers Market's official footprint extends along Laurel Street and along Cherry Street up to the alleys. The Art and Wine Fare's footprint is from Arroyo Avenue to San Carlos Avenue and from El Camino Real to Elm Street. The high-level takeaway regarding parking is the public parking along El Camino Real south of Belmont Avenue is underutilized and the parking at Wheeler Plaza seems to be underutilized. Wayfinding for parking from Holly Street and El Camino Real would be useful. The takeaway for event banners is: people like them, event planners request them, however, the funding is constrained since it's through the CBID.

Refer to **Appendix B** for meeting notes from the focus group meetings.

April 24, 2023

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C. Community Workshops and Open House

Community Workshop # 1 (Aug 31, 2022)

The first Community Workshop was held virtually August 31, 2022. There were approximately 160 members of the public in attendance. The workshop agenda covered the Specific Plan Overview, an Interactive Poll, as well as pointers on how to get involved and had optional breakout rooms that attendees could join to ask questions.

In response to the Slido question, “Which of the following improvements would you like to see in Downtown San Carlos,” 82% of workshop respondents indicated, “Beautification, street trees, and landscaping” with 76% of workshop respondents stating, “Additional outdoor gathering/seating areas (plazas, pocket parks, paseos, etc.)”, and 70% would like to see “enhanced outdoor dining areas.”

In response to the Slido question, “How do you typically get around Downtown San Carlos? (check all that apply)”, 94% of workshop respondents indicated Walk/Assistive devices, 72% of workshop respondents indicated drive and 21% indicated Bike/e-bike.

In response to, “Which of the following mobility improvements would you like to see in Downtown San Carlos? (check all that apply)”, 76% of workshop respondents indicated enhancements to alleyways, 70% of workshop respondents indicated improved sidewalks, 66% indicated Enhanced pedestrian crossings, 46% indicated additional bicycle lanes and bicycle racks and 42% indicated better access to Caltrain Station.

In response to, “If you parked once and walked around, how far are you willing to walk to your destination? (select your preferred distance)”, 41% of workshop indicated a 10-minute walk and 32% indicated a 5-minute walk.

The responses to the Slido poll questions from the first Community Workshop and DTAC meeting #1 are shared in Table 2 on next page.

Table 2: Poll results from Community Workshop meeting # 1 and DTAC meeting # 1

Placemaking		
Which of the following improvements would you like to see in Downtown San Carlos? (check all that apply)		
	Workshop	DTAC
Beautification, street trees, and landscaping	82%	100%
Additional outdoor gathering/seating areas (plazas, pocket parks, paseos, etc.)	76%	93%
Enhanced outdoor dining areas	70%	79%
Enhanced aesthetics of the commercial character/building design	64%	86%
Mobility		
Which of the following mobility improvements would you like to see in Downtown San Carlos? (check all that apply)		
	Workshop	DTAC
Enhancements to alleyways	76%	100%
Improved sidewalks	70%	87%
Enhanced pedestrian crossings	66%	67%
Additional bicycle lanes and bicycle racks	46%	53%
Better access to Caltrain Station	42%	47%
How do you typically get around Downtown San Carlos? (check all that apply)		
	Workshop	DTAC
Walk/Assistive devices	94%	87%
Drive	72%	67%
Bike/e-bike	21%	13%
If you parked once and walked around, how far are you willing to walk to your destination?		
	Workshop	DTAC
10-minute walk	41%	47%
5-minute walk	32%	27%

Community Workshop # 2 (Feb 15, 2023)

The second workshop was held virtually on February 15, 2023. There were approximately 85 member of the public who joined the meeting. The agenda included a project refreshed, the draft Urban Design & Placemaking Concepts and the next steps for the project.

Feedback was gathered from the attendees using the Slido platform. Questions similar to those asked in the January DTAC meeting were asked. The first question asked was, “The City has been hearing many comments and support for closing the 700 block permanently. Do you agree yes or no?” 77% of respondents indicated they agree (yes), with approximately 23% of respondents indicating they disagree (no).

Attendees were also asked, “What is your highest priority for public spaces in the downtown area? (select one)”, about 62% of respondents indicated their highest priority is, “I want to enjoy a public space and the sense of community.”

Workshop attendees were also asked to rank amenities in the downtown core order of importance to them, taking all responses into account, the ranking of amenities was as follows:

1. Tree canopy
2. Open air with shade covering
3. Lawn or Landscaping
4. Movable furniture (tables, chairs, umbrellas)
5. Stage/music venue
6. Bistro lighting
7. Public Art
8. Fountain/ Water Feature
9. Area where children can play

Table 3 below shows the ranking of amenities by the DTAC (# 2) and workshop (#2) attendees.

Table 3: Downtown Core Public Space Amenities ranked by attendees at Community Workshop meeting # 2 and DTAC meeting # 2

Amenity Ranked by Workshop		Amenity Ranked by DTAC	
Tree canopy	1	1	Open Air with shade covering
Open Air with shade covering	2	2	Movable furniture
Lawn or Landscaping	3	3	Stage/music venue
Movable furniture	4	4	Lawn or Landscaping
Stage/music venue	5	5	Tree canopy
Bistro Lighting	5	6	Area where children can play
Public Art	7	7	Bistro Lighting
Fountain/ Water feature	8	8	Fountain/ Water feature
Area where children can play	9		

Toward the end of the workshop, attendees were asked, which is your preferred 700 block option, out of the four answer choices given, 64% of respondents selected Plaza Option, 22% selected widened sidewalk, 9% selected flexible closure and 5% selected pre-2020 option.

Coffee and Comments Open House (Mar 4, 2023)

As a follow up to virtual community workshop held on February 15, the City hosted an in-person Coffee and Comments Open House for the Downtown Specific Plan on March 4 between 10 AM to 12 PM at the City Library at 610 Elm Street.

The open house presented an additional opportunity to collect feedback from the community on three preliminary concepts related to place-making and urban design. These concepts included improvements to alleyways, the 700 Block of Laurel Street, Harrington Park, and a new plaza off the 600 Block of Laurel Street. There were two presentations by Lisa Porras, Planning Manager for the Advance Planning Division - one at 10:15am and the second one at 11:15am.

Over 70 community members joined City staff for coffee and pastries and had an opportunity to ask staff questions, view the exhibits, share ideas, and give their feedback.

Refer to **Appendix C** for the meeting notes from the community workshops and Open House.



Photos from the Coffee and Comments Open House on March 4, 2023

Key take-aways from the open house are summarized below.

Comments on panels:

- Community members want City to think big and bold in terms of vision for downtown.
- There is resounding support for extending closure of Laurel Street to all blocks, not just 700 Block. A few members felt full closure would be overdone.
- Community desire a street that is walkable and supports pedestrian activities like places to sit and have coffee. Community wants more seating and gathering places with the space to feel more welcoming and inviting with greening and public art.
- On building heights, some members suggested keeping heights low along Laurel to maintain a small town feel, while others supported tall buildings that would create more shaded streets.
- Community wants public art as part of spaces including artistic displays. This could include inviting local artists to offer displays in space and revitalizing alleys through surprising/delightful art. Tying the space thematically to other planned areas or destinations like wine/brewery/art districts was also suggested.
- Community desires to see a diverse mix of businesses including local businesses and more new kinds of shops, cafes and restaurants.
- Community recommended to make the downtown more green through trees, plants, hanging baskets, and more green space.
- Community wants streets that are friendly for bikes including e-bikes with dedicated bike lanes, infrastructure and routes that go through downtown.
- In terms of amenities, community members suggested adding public restrooms and lighting.
- Community members needed more clarity on alleyway design and purpose in terms of pedestrian, parking or servicing use. Some members suggested keeping them for parking and servicing.

Dot voting exercise:

- The top 2 priorities for public spaces in downtown area is wanting to enjoy public space and sense of community and being able to eat lunch outside.
- The top 3 desired amenities included open air with some shade covering, tree canopy and bistro lighting.
- The top 3 reasons to visit downtown currently include eating and drinking locally; visiting or taking a walk along Laurel Street; and, Farmer's Market or special events.
- The top 3 things community would like to see downtown include outdoor dining, street trees and wayfinding signs.
- The top 2 types of programs community would like to see downtown include music events and cultural/art exhibits.
- The preferred option for 700 block option included plaza option (full closure).
- The top 2 reasons community would visit downtown is if there was a permanent plaza/public gathering spaces and Farmer's Market or other cool/fun events.

D. Community Surveys

Social Pinpoint (Interactive Mapping) (Aug 8, 2022 - Jan 15, 2023)

A Social Pinpoint interactive Mapping survey was developed and provided to the public. The questionnaire was open from August 8, 2022 to January 15, 2023. There were approximately 470 comments across five subject areas: mobility, streetscape, gathering spaces, allowable uses, and other comments.

The Mobility topic garnered the most comments, with a total of 163 comments. The Streetscape topic had 83 comments. The Gathering Spaces topic had 75 comments. The Allowable Uses topic had 64 comments and the “Other Comments” category received 85 comments.

Social Pinpoint allows users to agree with (up vote) or disagree with (down vote) the comments of other questionnaire users. The most popular comments by topic area are shown below in Table 4, followed by the top 5 most popular comments of all the comments received on the platform shown in Table 5.

Table 4: Most Popular Comment by Category

Category	Comment	Up Votes	Down Votes	Total Votes
Allowable Uses				
Most Popular	I fully support keeping the street closed to cars and allowing for restaurants to expand dining to outside. When done well, the restaurants have decorated/enclosed the area to make it feel welcoming and it allows for additional dining space and less crowded areas.	46	7	39
Least Popular	LESS density along El Camino and Laurel. The thought of five or six story buildings in the downtown area is just insane.	1	4	-3
Gathering Spaces				
Most Popular	This far down doesn't get much attention or as much foot traffic, perhaps adding small parks/gathering spaces would draw more people. to this part of downtown.	35	1	34
Least Popular	(NOTE: These comments, tied for least popular, are direct responses to a previously posted comment) You purchased land immediately off of El Camino Real. If you were a local you would immediately realize that El Camino is never really quiet. You deserve exactly what you paid for — Long term instability due to inflation. San Carlos and other cities in the peninsula are comprised from the city directly within the perimeter not the outskirts nor epicenter. Move elsewhere if you seek additional "Attention". Why would we want to hang out on your street when it is nothing but apartments? Tea garden... where are those predominately located. How many Tea Gardens are present in the USA as of 2000 compared to 2020. How much space would be required and who would foot the bill. Is this really a good repurposing of precious finite land? What tea leaves would we grow and who would harvest them? Where would the funds generate and go towards? Who would upkeep the land?	0	1	-1
Mobility				
Most Popular	South of Laurel is very dark at night. Would like to see more street lightning and public parkings	20	1	19
Least Popular	I would like to see the street revert to pre-pandemic parking and car access. I note that businesses that are heavily trafficked- UPS store, BowWow, etc - are nightmares of parking mess in the alley behind.	9	37	-28

Table 4: Most Popular Comment by Category

Category	Comment	Up Votes	Down Votes	Total Votes
	Showing there is demand for parking and car access it is just currently being pushed into space it should not be.			
Streetscape				
Most Popular	Remove the orange barriers and make it a nicer closed street - similar to some of the RWC no car streets.	50	1	49
Least Popular	Back to basics. The street should open again since it is hurting the businesses on the 600 block. The merchants leased the spaces assuming no traffic blockage. It is not fair. ALL MERCHANTS on the 600 block feel very strongly about removing the road blocks. Yes, this was an exception during covid but this can not continue. The restaurant expansion not only blocking visibility to the neighboring businesses and taking valuable parking away. It's about time to act fairly to non-food merchants.	3	6	-3
Other Comments				
Most Popular	(Pin was placed at intersection of Arroyo & Laurel St.) Downtown officially dies right here. I Would love to see it continue past this intersection. Part of it is that only 1 restaurant has anything outdoors. The other 3 corner businesses are pretty dead to the outside space. This is also a key path to Burton park. Would love to See some celebration of taking a nice walk/bike to the big park. Decorate the intersection as a sort of gateway towards Burton.	21	3	18
Least Popular	The 600 block of Laurel Street and all of San Carlos Avenue needs to get the street parking back. The temporary park-lets are unsightly, not up to code and only supporting restaurants. Keep the 700 block pedestrian and return the rest of the street parking back to the way it was.	4	33	-29

Tale 5: Most Popular Comments

Comment	Up Votes	Down Votes	Total Votes
Removed the orange barriers and make it a nicer closed street- similar to some of the RWC no car streets	50	1	49
I fully support keeping in the street closed to cars and allowing for restaurants to expand dining to outside. When done well, the restaurants have decorated/enclosed the area to make it feel welcoming and it allows for additional dining space and less crowded areas.	46	7	39
This far down doesn't get much attention or as much foot traffic, perhaps adding small parks/gathering spaces would draw more people to this part of downtown.	35	1	34
Need to find a space downtown for The Reading Bug since the landlord is demolishing the building. It is a key piece of our community and the downtown shopping experience with story times and author visits. Have enjoyed their outdoor story times! It would be a shame for the city to not assist a vital, community, family owned business	33	1	32
Love the pedestrian plaza – recommend to make it permanent and update the road grading/surface and barriers to make it feel more intentional and less like a temporary fix.	26	2	24

Online Survey - Preliminary Design Concepts (Mar 1 – Apr 30, 2023)

The City is conducting an online survey that gives community members who may have missed the February 15 Community Workshop and March 4 Coffee and Comments Open House another opportunity to share their feedback.

Refer to **Appendix D** for the raw data from the surveys.

E. Spotlight Newsletter

Spotlight Newsletter (Aug, 2022)

City shared about the project in the Spotlight Newsletter in Aug, 2022.
April 24, 2023

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Refer to **Appendix E** for the newsletter.

Appendix A

Downtown Advisory Committee Meetings (DTAC) meeting summaries:

- DTAC Orientation Meeting
- DTAC Special Meeting
- DTAC Meeting # 1
- DTAC Meeting # 2



**CITY OF SAN CARLOS
DOWNTOWN ADVISORY COMMITTEE**

June 22, 2022 5:30 P.M.

CONDUCTED REMOTELY
www.cityofsancarlos.org

MEETING SUMMARY

In accordance with Assembly Bill 361, this meeting was held remotely.

Committee Members

James Bertram, Alternate
Madison Blanton, Special Needs
Allie Board, Downtown Business Operator
Amy Buckmaster, Chamber San Mateo
County
Sree Chandrasekharan, At Large
Allison Chang, Downtown Property Owner
Tom Davids, Downtown Property Owner
Jean Dehner, Adult Community Center
Elisa Espinoza, At Large
Samina Ginwalla, YAC
Anthony Kamm, EDAC
Cecile Lee, Alternate
Donna Lera, Downtown Business Operator
Tracy Massaro, Alternate
Mark Maxwell, PRC
Monette Meredith, At Large
Elizabeth Min, Alternate
Maya Nayberg, YAC
Joaquin Pedrin, At Large

Advisory

Al Savay, Community Economic &
Development Director
Lisa Porras, Advance Planning Manager

- 1. MEETING KICK-OFF**
- 2. PLEDGE OF ALLEGIANCE**



3. ATTENDANCE

NAME	Present	Absent	NAME	Present	Absent
James Bertram (Alternate)		X	Anthony Kamm (EDAC)	X	
Madison Blanton (Special Needs)	X		Cecile Lee (Alternate)	X	
Allie Board (Downtown Bus. Operator)	X		Donna Lera (Downtown Business Operator)	X	
Amy Buckmaster (Chamber San Mateo County)	X		Tracy Massaro (Alternate)	X	
Sree Chandrasekharan (At Large)	X		Mark Maxwell (Parks & Recreation Committee)	X	
Allison Chang (Downtown Property Owner)	X		Monette Meredith (At Large)	X	
Tom Davids (Downtown Property Owner)	X		Elizabeth Min (Alternate)	X	
Jean Dehner (Adult Community Center)	X		Maya Nayberg (Youth Advisory Committee)	X	
Elisa Espinoza (At Large)		X	Joaquin Pedrin (At Large)	X	
Samina Ginwalla (Youth Advisory Committee)	X				

4. MEETING OBJECTIVES

5. DISCUSSION ITEMS

a. Welcome and Introductions, Including City Staff Contact Information

City staff welcomed the DTAC members and gave a short introduction to the project; the DTAC members introduced themselves.

b. DTAC Orientation on the Brown Act and Public Records Requests

The City Attorney, Greg Rubens, gave an overview of the Brown Act and Public Records Requests. Key takeaways include:

- Do not talk to fellow members about an item on the agenda. It could create a serial medium.
- Do not "Reply All" in emails. Only reply to City staff. This is to prevent accidental discussion.



- Pay attention to all social media discussion. All those can potentially create a discussion medium.
- This is an Advisory Body. It is not considered public officials. Need to be aware of conflict of interest.
- Always use City Email (Once it is available)
- City Staff will always send reminders whenever any document is sent for review and comments (including Hard Copies)
- City Attorney, Greg Rubens, Contact information: (408) 606 6315, grubens@cityofsancarlos.org

Question - Tom Davids, Downtown Property Owner:

What extent are we allowed to talk about a subject?

Answer - Greg Rubens, City Attorney: Technically less than a majority can talk about a subject, i.e., less than 10; For DTAC, 10 is a quorum that can decide on an item.

Question - Donna Lera, Downtown Business Operator:

Will there be meeting minutes available?

Answer - Greg Rubens, City Attorney: Meeting summary will go out in the subsequent DTAC Meeting for review. It will go out with the material sent to DTAC members prior to the meeting.

Question - Donna Lera, Downtown Business Operator:

Is it better to not get on any social media to avoid serial medium?

Answer - Greg Rubens, City Attorney: If the social media is discussing a related subject matter, then DTAC members are advised to not take part in it.

Question - Mark Maxwell, Parks & Recreation Committee:

Are these meeting recorded and available to the public? Will there be public comments?

Answer - Lisa Porras, Advance Planning Manager:

Recording is available to the public. DTAC meetings will be uploaded on the project website. Meeting is not broadcast live. Public comment is allowed at the end of the agenda.

c. DTAC Roles and Responsibilities, City Email, Communications, Meeting Schedule and Format, Project Website and Resource Library

Lisa Porras announced that:

- City emails will be available in about two weeks. All correspondence needs to come through this email.
- Meetings will be in the evenings.
- www.sancarlosdowntownplan.com is available to the public. DTAC meeting summaries and recording will reside there.



- There will be public workshops to allow the broader community opportunity to be part of the process.
- Materials will be available online as well as a hard copies available for the DTAC
- There are 5 DTAC Meetings. There may be more depending on the needs of the project.

d. The Downtown Specific Plan – Project Goals and Timeline, and Introduction to Specific Plans

Lisa Porras and Jami Williams gave presentations on the project goals, themes, and introduction to specific plan requirements.

Question - Mark Maxwell, Parks & Recreation Committee:

Why was the boundary cut off at Greenwood Ave and not further?

Answer - Lisa Porras, Advance Planning Manager:

The original intent was to look at downtown all the way south to Eaton. This would be a lot to accomplish in two years; from a realistic perspective staff recommended to the Council to conduct this in two phases. The Council directed staff to set the southern boundary as part of the first phase to Greenwood.

Answer - Al Savay, Community & Economic Development Director:

Al Savay added that Brittan to Greenwood businesses are consistent with the look and feel of the other blocks, therefore City Council decided to extend one more block.

Question - Tom Davids, Downtown Property Owner:

Will we continue to attend meetings in Zoom?

Answer – Lisa Porras, Advance Planning Manager

All DTAC meetings are anticipated to occur via Zoom. As the project unfolds, it may be necessary to hold some DTAC meetings. All DATC meetings welcome the public to attend. City staff will solicit participation by a broader audience at upcoming community wide workshops.

Question – Monette Meredith, At Large

El Camino Real is a state highway, are we bound by just the businesses, or we are incorporating the roads and parking on that street?

Answer – Lisa Porras, Advance Planning manager

The full right of way will be included in the Downtown Specific Plan area. The city staff has already reached out to key staff at Caltrans for collaboration as part of the development of the Downtown Specific Plan.

Question – Monette Meredith, At Large

The little parking area in Wheeler Plaza was meant to be a plaza. But it has not come to fruition. Was that just an idea and was never part of the Wheeler Plaza Project?



Answer – Lisa Porras, Advance Planning Manager

That area was not part of the formal Wheeler Plaza development project. The small area off Laurel Street that is now a small parking area was studied to serve as a public plaza. The City has done some initial evaluation and creative thinking about that area. Now that we are embarking the Downtown Specific Plan, we will include that as part of the plan and determine what the public would like to see there.

e. Civic Engagement – Community Workshops, Online Surveys, Focus Group and Stakeholder Meetings

Staff announced the different strategies that will be used to engage the public and obtain feedback from the community using a variety of different methods.

f. DTAC Meet and Greet Social Event – Lisa Porras announced that the City will schedule an opportunity for the DTAC to meet and greet each other in person; staff is considering an ice cream social. Details forthcoming.

6. PUBLIC COMMENT - None

7. WRAP UP AND NEXT STEPS – Meeting adjourned at 8:00pm

Any writings or documents provided to a majority of the Downtown Advisory Committee Members regarding any item on this agenda will be made available for public inspection upon request.

In compliance with the Americans with Disabilities Act and Title VI, if you need special assistance or translation services to participate in this meeting, please contact the Advance Planning Division at (650) 802-4256 or via email at advanceplanning@cityofsancarlos.org Notification in advance of the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting.



**CITY OF SAN CARLOS
DOWNTOWN ADVISORY COMMITTEE**

SPECIAL MEETING
July 13, 2022 5:30 P.M.
Council Chambers, City Hall 600 Elm Street,
San Carlos, CA 94070
www.cityofsancarlos.org

MEETING SUMMARY

Committee Members

Anthony Kamm, EDAC

Mark Maxwell, PRC

Samina Ginwalla, YAC

Maya Nayberg, YAC

Amy Buckmaster, Chamber San Mateo
County

Jean Dehner, ACC

Allison Chang, Downtown Property Owner

Tom Davids, Downtown Property Owner

Allie Board, Downtown Business Operator

Donna Lera, Downtown Business Operator

Madison Blanton, Special Needs

Joaquin Pedrin, At Large

Sreecharan Chandrasekharan, At Large

Monette Meredith, At Large

Elisa Espinoza, At Large

James Bertram, Alternate

Cecile Lee, Alternate

Elizabeth Min, Alternate

Tracy Massaro, Alternate

Advisory

Al Savay, Community & Economic
Development Director

Lisa Porras, Advance Planning Manager

1. MEETING KICK-OFF

- a. Meeting started at 5:36pm

2. PLEDGE OF ALLEGIANCE



3. ATTENDANCE

NAME	Present	Absent	NAME	Present	Absent
James Betram (Alternate)	X		Anthony Kamm (EDAC)		X
Madison Blanton (Special Needs)		X	Cecile Lee (Alternate)		X
Allie Board (Downtown Bus. Operator)		X	Donna Lera (Downtown Business Operator)	X	
Amy Buckmaster (Chamber San Mateo County)		X	Tracy Massaro (Alternate)		X
Sree Chandrasekharan (At Large)		X	Maya Nayberg (Youth Advisory Committee)		X
Allison Chang (Downtown Property Owner)	X		Mark Maxwell (Parks & Recreations Committee)		X
Tom Davids (Downtown Property Owner)	X		Monette Meredith (At Large)		X
Jean Dehner (Adult Community Center)	X		Elizabeth Min (Alternate)	X	
Elisa Espinoza (At Large)		X	Joaquin Pedrin (At Large)	X	
Samina Ginwalla (Youth Advisory Committee)		X			

4. PRESENTATION

- a) Al Savay gave a presentation on “*Reimagining Main Street, What Makes Downtown Special?*”

5. PUBLIC COMMENT - None

6. ANNOUNCEMENTS & REMINDERS

Lisa Porras announced and reminded DTAC members:

- To pick up DTAC Binder available outside at the City Hall Courtyard
- To read the memo provided inside their personal binders for instructions about how to pick up future DTAC meeting materials at the City Hall library
- To set up their City of San Carlos email, which is the official email for all DTAC correspondence, and that the Ice Cream social will end around 6:20ish, members are welcome to leave early.



7. ICE CREAM SOCIAL (outdoors at the City Hall Courtyard)

DTAC members mingled and participated in an ice breaker to share two things they appreciated about the downtown and two things that they would like to see happen in the downtown.

Any writings or documents provided to a majority of the Downtown Advisory Committee Members regarding any item on this agenda will be made available for public inspection upon request.

In compliance with the Americans with Disabilities Act and Title VI, if you need special assistance or translation services to participate in this meeting, please contact the Advance Planning Division at (650) 802-4256 or via email at advanceplanning@cityofsancarlos.org. Notification in advance of the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting.



**CITY OF SAN CARLOS
DOWNTOWN ADVISORY COMMITTEE**

September 13, 2022 6:00 P.M.

CONDUCTED REMOTELY
www.cityofsancarlos.org

MEETING SUMMARY

COMMITTEE MEMBERS

Anthony Kamm, EDAC
Mark Maxwell, PRC (absent)
Samina Ginwalla, YAC
Maya Nayberg, YAC
Amy Buckmaster, Chamber San Mateo County
Jean Dehner, ACC
Allison Chang, Downtown Property Owner
Tom Davids, Downtown Property Owner (absent)
Allie Board, Downtown Business Operator
Donna Lera, Downtown Business Operator
Madison Blanton, Special Needs
Joaquin Pedrin, At Large
Sreecharan Chandrasekharan, At Large
Monette Meredith, At Large
Elisa Espinoza, At Large
James Bertram, Alternate
Cecile Lee, Alternate
Elizabeth Min, Alternate
Tracy Massaro, Alternate

PUBLIC MEMBER

Sonia Elkes

STAFF

Al Savay, Community and Economic Development
Director
Lisa Porras, Planning Manager
Sajuti Hoque, Senior Management Analyst

CONSULTANTS

Jami William, Principal, RRM Design Group
Abe Sheppard, Sr. Urban Designer, RRM Design
Group
Rachel Raynor, Senior Planner, RRM Design Group
Brian Canepa, Principal, W-Trans
Joe McClure, Senior Associate, TNDG

1. MEETING KICKOFF

The meeting kicked off at 6:03pm.

2. PLEDGE OF ALLEGIANCE



3. ATTENDANCE

NAME	Present	Absent	NAME	Present	Absent
James Betram (Alternate)	X		Anthony Kamm (EDAC)	X	
Madison Blanton (Special Needs)	X		Cecile Lee (Alternate)	X	
Allie Board (Downtown Bus. Operator)	X		Donna Lera (Downtown Business Operator)	X	
Amy Buckmaster (Chamber San Mateo County)	X		Tracy Massaro (Alternate)	X	
Sree Chandrasekharan (At Large)	X		Maya Nayberg (Youth Advisory Committee)	X	
Allison Chang (Downtown Property Owner)	X		Mark Maxwell (Parks & Recreations Committee)		X
Tom Davids (Downtown Property Owner)		X	Monette Meredith (At Large)	X	
Jean Dehner (Adult Community Center)	X		Elizabeth Min (Alternate)	X	
Elisa Espinoza (At Large)	X		Joaquin Pedrin (At Large)	X	
Samina Ginwalla (Youth Advisory Committee)	X				

4. PRESENTATION AND DISCUSSION

a. ***Mobility Analysis***

- Joaquin: Are we looking at parking on the east side of El Camino Real part of the SAMTRANS lot? Are you reaching out to Caltrans as part of this discussion?
 - **Brian**: it is on our radar and Caltrans is part of our mobility group
 - **Al**: we have an agreement for 100 spaces on the southern end of the SAMTRANS lot after 6pm weekdays and all weekend. Also, an agreement for parking on top of the SAMTRANS parking garage 50 plus spaces.
- Jim Bertan: what about the parking underneath the library?
 - **Lisa**: Not part of the study area
- Cecile Lee and Sree Charan: Is there dedicated spaces for:
 1. Delivery [Doordash/UberEats]; Short term parking.
 2. Uber [Future self-driving pick up dedicated] stops?

- **Brian:** observed that there are very little loading spaces in the downtown area. We are understanding where that is best suited and how to enforce / regulate that. We are also looking at policy (i.e., code requirements for the downtown area) in terms of parking.
- Maya Nayberg: the crossing lights at the Caltrain take a long time, is that something we could address as part of this effort?
 - **Brian:** certainly
- Monette Meredith: alleyway along Laurel if block of Laurel is closed; free for all – lots of users trying to access the alleys.
 - Brian: trying to approach it from a variety of ways and analyze the competing needs for the alleys. Alleyways have also been communicated as being messy.
- Allison Chang: intentional parking for micro mobility ~ think about a parking lot that could be staff or supervised to provide additional security. A plan to contain vehicles in an intentional, convenient and attractive way would be ideal. Redwood City is an example of scooters everywhere.
- Allie Rae Board: doesn't the Caltrain have lockers that are available for purchase / rental?
 - **Brian:** some Caltrain stations do, but we would have to confirm for the San Carlos station
- Cecile Lee: How about security cameras in the parking areas? Hopefully, there's a plan to include them.

b. Market Analysis and Existing Land Use Policies & Zoning

- Anthony: to Market Analysis, the 600 units are based on standard development based on population projections. Was there any thought to include the CVS in the downtown specific plan area?
 - **Joe:** yes, those units are based on population projections, and are different than the RHNA numbers.
 - **Lisa:** the CVS off San Carlos is designated as part of the City's Housing Element
- Anthony: If additional developments are going to occur along El Camino Real, can we have developers provide parking for the downtown area.
 - **AI:** That is an interesting idea
- Anthony: has there been any thought to making the downtown similar to Redwood City Precise Plan? That provides 3-5 design criteria for streamlining entitlement process. Once implemented how long would the project take once the specific plan is implemented?
 - **Jami:** a specific plan is a tool to allow streamlining of projects and a program EIR will be prepared as part of the project. A specific plan writes specific development standards for the study area.
 - **AI:** hard to say ~ depends on each case, also takes time to prepare drawings and secure a building permit
- Allison Chang: For the sake of comparison: The 1001 Laurel St housing development (Laurel and Morse) has something like 90 units, in four stories, with a big courtyard and some retail on the 1st floor. Would these new 100 or 120 units/acre developments be about that size? Just trying to picture it.



- **Lisa:** that project was a planned development plan, which allows for some flexibility and deviation from the zoning standards. Mentioned study session on Monday with the planning commission.
- Amy Buckmaster: what will El Camino look like with housing? Will we be considering higher stories for the downtown?
 - **Lisa:** Mixed use typically has retail / office on ground floor, and sometimes below grade parking, but that is typically more expensive.
- **Cecile Lee:** office demand data – how are we taking this into account if the demand for office space continues to decline.
 - **Joe:** it's an o
- Donna Lera: San Carlos has had such a deficit of office space though that it's really needed some of this I think
- Samina Ginwalla and Maya Nayberg: How will this extra housing impact schools in the San Carlos/sequoia union high school district? Many schools are already super overcrowded, and this has led to the construction of more schools (ex. Mariposa and Arroyo). As a high school student, the number of students in classes/grades is already becoming overwhelming. Funding for campus expansions.
 - **Lisa:** school districts have standards and their own authority to plan for their needs. The school district does reach out to city staff regularly to touch base on long range plans and the school district then incorporates these into their own independent long-range plans. Impact fees are tied to development.
- Allie Rae Board: Gathering spaces is so broad. Can we elaborate on that after we wrap?
 - **Jami:** we left that intentionally vague so we can craft the gathering places together as we proceed through the process

4. PUBLIC COMMENT

- Sonia Elkes: Walnut next to Laurel could be an extension; entertaining the possibility of one-way streets in the downtown, or diagonal parking in the downtown. Have Walnut Street leading into the downtown like a super highway for micro-mobility.

5. WRAP UP AND NEXT STEPS – Meeting adjourned at 7:57pm

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Downtown San Carlos DTAC #3 Online Survey

08 - 15 Sep 2022

Poll results

Trivia Question – What is the city motto for San Carlos?

0 1 5

Preserving the Past to Enhance the Future

0 %

Land of Gracious Living

7 %

City of Good Living ✓

87 %

What happens in San Carlos, stays in San Carlos

7 %

America's Finest City

0 %

Please check all that apply:

0 1 5

I live in Downtown San Carlos



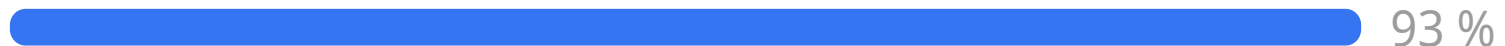
I live within walking distance of Downtown San Carlos



I work in Downtown San Carlos



I shop, eat, and/or utilize a service in Downtown San Carlos



I own a business and/or commercial property in Downtown San Carlos

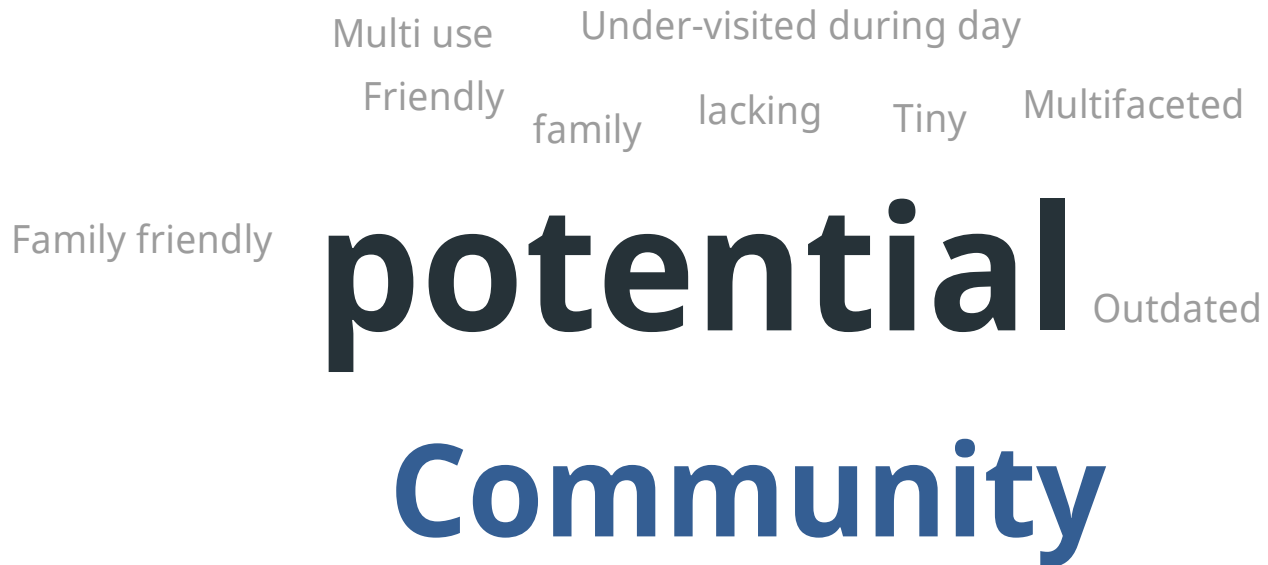


I am just curious about the project



If you could describe Downtown San Carlos in one word, what would it be?

0 1 5



Which of the following improvements would you like to see in Downtown San Carlos? (check all that apply)

0 1 4

(1/2)

Beautification, street trees, and landscaping



Enhanced aesthetics of the commercial character/building design



Highlighted culture and history of the Downtown with plaques or signage



Additional outdoor gathering/seating areas (plazas, pocket parks, paseos, etc.)



Enhanced outdoor dining areas



Which of the following improvements would you like to see in Downtown San Carlos? (check all that apply)

0 1 4

(2/2)

Additional gateway and wayfinding signage



Public art



Why do you currently go to Downtown San Carlos? (check all that apply)

(1/2)

0 1 5

Eat



Shop



Work



Services (auto repair, tailor, nail salon, etc.)



Farmers Market



Why do you currently go to Downtown San Carlos? (check all that apply)

(2/2)

0 1 5

Take the train



I live in Downtown



Visit Laurel Street



None of the above



**Which of the following uses would you like to see more of within Downtown San Carlos?
(check all that apply)**

0 1 5

(1/2)

Shops



Restaurants



Culture and entertainment



Personal services (beauty supply, nail salon, tailor, etc.)



Mixed use (lofts or apartments above retail, restaurants, or office)



**Which of the following uses would you like to see more of within Downtown San Carlos?
(check all that apply)**
(2/2)

0 1 5

Gathering spaces



Housing options



Trivia Question – The namesake for Drake’s located at the corner of San Carlos Avenue and El Camino Real is:

0 1 4

Canadian rapper Drake

7 %

The urban dictionary definition for a lower class of dragon or a higher class of serpent

0 %

Sir Francis Drake the daring English explorer in the 16th century

7 %

Mr. Frederick Drake known as the father of “San Carlos”

86 %

0 1 5

Along Laurel Street 600-800 blocks (from San Carlos Avenue to Arroyo Avenue) which of the following uses would you like to see? (check all that apply)

(1/2)

Retail



Restaurant



Professional Offices



Medical services/ medical offices



Boutique hotels



Along Laurel Street 600-800 blocks (from San Carlos Avenue to Arroyo Avenue) which of the following uses would you like to see? (check all that apply)

(2/2)

0 1 5

Mixed use (lofts or apartments above retail, restaurants, or office)



Along Laurel Street outside 600-800 blocks (from San Carlos Avenue to Arroyo Avenue) which of the following uses would you like to see? (check all that apply)

0 1 5

(1/2)

Retail



Restaurant



Professional Offices



Medical services/ medical offices



Boutique hotels



Along Laurel Street outside 600-800 blocks (from San Carlos Avenue to Arroyo Avenue) which of the following uses would you like to see? (check all that apply)

0 1 5

(2/2)

Mixed use (lofts or apartments above retail, restaurants, or office)



Standalone housing (apartments, condominiums, or multi-family homes)



Along El Camino Real which of the following uses would you like to see? (check all that apply)
(1/2)

0 1 5

Retail



Restaurant



Professional Offices



Medical services/ medical offices



Auto-related uses



Along El Camino Real which of the following uses would you like to see? (check all that apply)
(2/2)

0 1 5

Hotels



Mixed use (lofts or apartments above retail, restaurants, or office)



Standalone housing (apartments, condominiums, or multi-family homes)



Trivia Question – The citizens of San Carlos voted to incorporate as a city in:

015

June 1925 ✓



November 1922



January 1940



June 1933



How do you typically get around Downtown San Carlos? (check all that apply)

(1/2)

0 1 5

Walk/assistive devices



Bike/e-bike



Skate/Scooter



Drive



Rideshare - Uber/Lyft



How do you typically get around Downtown San Carlos? (check all that apply)
(2/2)

0 1 5

Public Transit

0 %

Which of the following mobility improvements would you like to see in Downtown San Carlos? (check all that apply)

0 1 5

(1/2)

Improved sidewalks



Enhanced pedestrian crossings



Additional bicycle lanes and bicycle racks



Shared e-bikes



Shared e-scooters



Which of the following mobility improvements would you like to see in Downtown San Carlos? (check all that apply)

(2/2)

0 1 5

Enhancements to alleyways



Improvements to public transit service or amenities (such as bus stops or shelters)



Better access to the Caltrain Station



If you parked once and walked around, how far are you willing to walk to your destination? (select your preferred distance)

0 1 5

half a block

0 %

about one block

0 %

about two blocks

27 %

5-minute walk

27 %

10-minute walk

47 %

Where do you prefer to park when you visit Downtown? (select the most often used)

0 1 5

Street parking



Public parking in lots or alleyways behind businesses



Public parking structure



Private parking associated with the business I am visiting



I do not park in Downtown



What is your favorite downtown to visit on the Peninsula other than San Carlos?

0 1 5





**CITY OF SAN CARLOS
DOWNTOWN ADVISORY COMMITTEE**

January 25, 2023, 6:30 PM

CONDUCTED REMOTELY
www.cityofsancarlos.org

MEETING SUMMARY

COMMITTEE MEMBERS

Anthony Kamm, EDAC (absent)
Mark Maxwell, PRC (absent)
Samina Ginwalla, YAC
Maya Nayberg, YAC
Amy Buckmaster, Chamber San Mateo County
Jean Dehner, ACC
Allison Chang, Downtown Property Owner
Tom Davids, Downtown Property Owner
Allie Board, Downtown Business Operator
Donna Lera, Downtown Business Operator
Madison Blanton, Special Needs
Joaquin Pedrin, At Large
Sreecharan Chandrasekharan, At Large (absent)
Monette Meredith, At Large
Elisa Espinoza, At Large
James Bertram, Alternate
Cecile Lee, Alternate
Elizabeth Min, Alternate
Tracy Massaro, Alternate

STAFF

Al Savay, Community and Economic Development
Director
Lisa Porras, Planning Manager
Megan Wooley-Ousdahl, Senior Planner
Sajuti Hoque, Senior Management Analyst

CONSULTANTS

Jami William, Principal, RRM Design Group
Katja Dillmann, Senior Planner, RRM Design Group

1. MEETING KICKOFF

The meeting kicked off at 6:31pm.

2. PLEDGE OF ALLEGIANCE

3. PRESENTATION & DISCUSSION

- a. Lisa Porras, Planning Manager, gave the introduction, including the Plan overview and update.



Draft Concepts for 700 Block of Laurel Street

- b. Jami Williams, Principal, RRM Design Group, presented the Urban Design and Placemaking Concepts and options for the 700 block of Laurel Street.

Katja Dillmann, Senior Planner, RRM Design Group, conducted a polling exercise using Slido.com.

Downtown Advisory Committee (DTAC) Discussion on Laurel Street 700 Block

Jami Williams clarified that in the Flexible Closure Option, parklets could remain, beautified, and standards could be put in place for their visual appearance.

Jami Williams clarified that in the Widen Sidewalk Option, bicyclists and motorists will share the travel lane.

Joaquin Pedrin (At Large) asked about the implementation time.

Jami Williams explained that the Specific Plan would provide direction on how the streets should be configured in the future and then functionality would be programmed later.

Joaquin Pedrin wanted to know if the parking for all of Laurel Street would be proposed to parallel or just on the 700 block?

Jami Williams shared that this depends on which option is chosen.

Joaquin Pedrin shared that the Plaza Option is great, but it must depend on the alley solutions, especially for business owners.

Maya Nayberg (Youth Advisory Committee) shared that the teens would go to downtown if there is a plaza to hang out, and it would be a safer environment.

Amy Buckmaster (Chamber San Mateo County) shared that she loved the Plaza idea, and it could capture community events. She shared her concern for businesses and emergency response teams and wondered how businesses would get their goods and services. Amy Buckmaster also wanted to know if the bollards would be in place.

Jami Williams stated most likely bollards would be in place.

Samina Ginwalla (Youth Advisory Committee) wants a more accessible downtown. She echoed Amy Buckmaster's concern. She added that there would be so much more to experience when one is on foot.

Donna Lera (Downtown Business Operator) referred to the Green Furniture photo in the presentation. She shared that it would be nice to have that. She wanted to know with a wider sidewalk, how would space be shared between pedestrians and restaurant outdoor dining. Donna Lera stated that it would be difficult to support retail when cars could not access the stores, and referenced UPS moving to San Carlos Avenue.

Jami Williams clarified that both the Widen Sidewalk and Full Plaza Options would have room for outdoor dining.



Jim Bertram (Alternate) shared that he is leaning towards the Plaza Option. He agreed with the representatives from the Youth Advisory Council. He shared that a plaza would separate San Carlos from other cities and is flexible for future needs.

Cecile Lee (Alternate) shared that the Plaza Option would allow more opportunity for inter-generational activities such as theatre in the summer, movies, etc.

Liz Min (Alternate) wanted to know the funding model and asked if the City could afford a plaza.

Al Savay, Community and Economic Development Director stated that everyone should focus on the desired outcome first, then figure out the funding. He shared that the City would get creative about the funding, and everyone should dream big.

Allie Board (Downtown Business Operator) shared that if the City goes with the Plaza Option she would not be in business. She shared that in the last few months, her business was terrible. Her customers could not find parking. Allie commented that there is a youth center and library for youth to hangout; they do not need a plaza to hang out. Allie Board shared that during the City's public events such as Globin Walk and Winter Lights, she hardly got any business on those days, and business was the worst during Art and Wine Faire.

Lisa Porras shared that the DTAC would discuss Land Use in the Specific Plan. She stated that the City just adopted the Housing Element, which is supporting increased development along El Camino Real and throughout the downtown, specifically for residential uses. As the Downtown grows, more people would be living around Downtown. Lisa Porras added that soon they would discuss how housing could change the Downtown in a positive way.

Allison Chang (Downtown Business Operator) shared that a Plaza would allow greater access for people using wheelchairs.

Donna Lera shared that she heard challenges from retailers similar to what Allie Board shared. She stated that a few businesses have already left Laurel Street and UPS Store was a great example.

Maya Nayberg commented that younger youth use the Youth Center, but older teens like high schoolers do not necessarily have a place to go, which is why the plaza will be beneficial for this older age group.

Elisa Espinoza (At Large) thanked Allie Board for her great point. She agreed with Lisa Porras that that having more housing near Downtown would help increase foot traffic. Eliza Espinoza shared that she lives a block away from Downtown and find herself going to the Downtown shops frequently because it is so close, and she does not need to drive.

Draft Concepts for Public Spaces

Jami Williams presented the Draft Concepts for Public Spaces.

Katja Dillmann conducted the Polling Exercise on Public Spaces.

Katja Dillmann clarified that Eat Lunch Outside in the polling option meant take away lunch. She also clarified that People Watch meant a place to enjoy the community without having to purchase anything.



Downtown Advisory Committee (DTAC) Discussion on Public Spaces

Jami Williams clarified that the discussion covers all public spaces not just the 700 block of Laurel Street.

Tracy Massaro (Alternate) wanted to know the decision process for the concept options.

Lisa Porras explained that the City staff are collecting feedback from the DTAC first, then will be holding a community-wide workshop on February 15, 2023. After that, the City will present these options and the community's feedback to the Planning and Transportation Commission, and then to the City Council. Lisa Porras added that the City Council would provide their input and discuss a preferred recommendation. City staff will return to the DTAC after fine-tuning the concepts. Lisa Porras stated that this is an iterative process.

Monette Meredith wanted to know how to address the equity of the businesses on the 600 and 700 block. She shared that a plaza in one block would bring unequal opportunities.

Jami Williams stated that the Downtown Specific Plan would look at the entire Downtown area.

Amy Buckmaster shared that if there is a plaza, there should not be any pop-ups to take away sales from the permanent businesses.

Liz Min stated that there is a need to look at parking.

Maya Nayberg referred to Cecile Lee's comment about an outdoor movie theatre. She stated that the Youth Center has a big movie screen. The Youth Center is a more structured place for younger students, and high schoolers do not go there. Maya suggested a coffee shop for studying.

Cecile Lee piggy-backed on Maya Nayberg's suggestion of coffee shop to expand to adults who work from home. She suggested integrating an interactive game area in the plaza such as bocce ball and chess games. Cecile Lee added organizing a Beer Garden Oktoberfest like the one organized by Redwood City would be nice.

Draft Concepts for Alley Improvements

Jami Williams presented the Draft Concepts for Alley Improvements.

Downtown Advisory Committee (DTAC) Discussion on Alley Improvements

Joaquin Pedrin wanted to know if more research would be done. He shared that there is a 40-foot alley area behind UPS, which is a big opportunity.

Jami Williams confirmed that more research would be done, and the City needs to look at alleyways in a cohesive way.

Monette Meredith (At Large) stated that it is unclear where businesses are in the alleyways, and delivery trucks are blocking the way.

Donna Lera suggested to have security in the alleys and making them a one-way street. She added that there needs to be more ADA-accessible parking.

Donna shared that businesses along El Camino Real and businesses along Laurel Street share the alleys that run behind and between the buildings. She shared that space is



limited, and it can be difficult for the businesses to share the space and meet their needs for access, deliveries, etc. Solutions need to be considered to maximize the usage of the alleyway areas.

Samina Ginwalla shared that she saw needles, empty alcohol bottles, and beer cans in downtown. She stated that if the City is going to fix the alleyways, safety should be a top priority.

5. PUBLIC COMMENT – None

6. WRAP UP AND NEXT STEPS

Lisa Porras shared the following:

The upcoming Downtown Specific Plan Community Workshop will be held on February 15, 2023, starting at 7:00pm. She asked the DTAC to reach out to their network and invite their friends, neighbors, and colleagues to the workshop.

All the feedback from the DTAC members on the presentation and the questions from the polls will be fine-tuned before presenting this to the broader community.

The Zoom meeting link for the February 15th Downtown Specific Plan Community Workshop will be sent out to the registered attendees on the week of the event.

The project is still in Second Phase – Concept Plans Alternatives.

DTAC is the first to view the Concept Plans. These will then be taken to the broader community, followed by the Planning and Transportation Commission, and then City Council. The Concept Plans will evolve. A preferred recommendation based on all the input from the community will be shared with the DTAC for their feedback.

7. ADJOURNMENT

The meeting was adjourned at 8:10 pm.

JanDTAC

25 - 26 Jan 2023

Poll results

Table of contents

- Which is your preferred 700 block option?
- I would go downtown more often (select 2):
- I would like to see more of the following in Downtown (select all that apply):
- What types of programs or entertainment would you like to see downtown (select all that apply):
- How would you like to use public space in the downtown area?
- What is your highest priority for public spaces in the downtown area?
- Please rank the most important amenities in order of importance to you in the downtown core (#1 is the MOST important)

Which is your preferred 700 block option?

0 1 1

Flexible Closure

0 %

Widened Sidewalk

0 %

Plaza Option

91 %

Pre-2020 Option

9 %

I would go downtown more often (select 2):

0 1 2

There was a permanent plaza



There were wider sidewalks with adjacent parking



I could drive, like before 2020



I could go for Farmer's Market and special events



Other



I would like to see more of the following in Downtown (select all that apply):
(1/2)

0 1 2

Outdoor dining



Street furnishings



Plazas



Public Art



Wayfinding



I would like to see more of the following in Downtown (select all that apply):
(2/2)

0 1 2

Street trees



Bicycle Parking



Other



What types of programs or entertainment would you like to see downtown (select all that apply):
(1/2)

0 1 3

Music evets



Kid friendly programs



Theater/ Performance pop up events



Cultural or art exhibits



Movies on the plaza/square



What types of programs or entertainment would you like to see downtown (select all that apply):
(2/2)

0 1 3

Activities/ yoga, tai chi, qi gong



Chess, backgammon, game night



How would you like to use public space in the downtown area?

0 1 2

I want to people watch

0 %

I want to go somewhere with my kids

0 %

I want to be able to eat lunch outside

58 %

I would like to attend events and

42 %

What is your highest priority for public spaces in the downtown area?

0 1 3

I want to people watch



I want to go somewhere with my kids



I want to be able to eat lunch outside

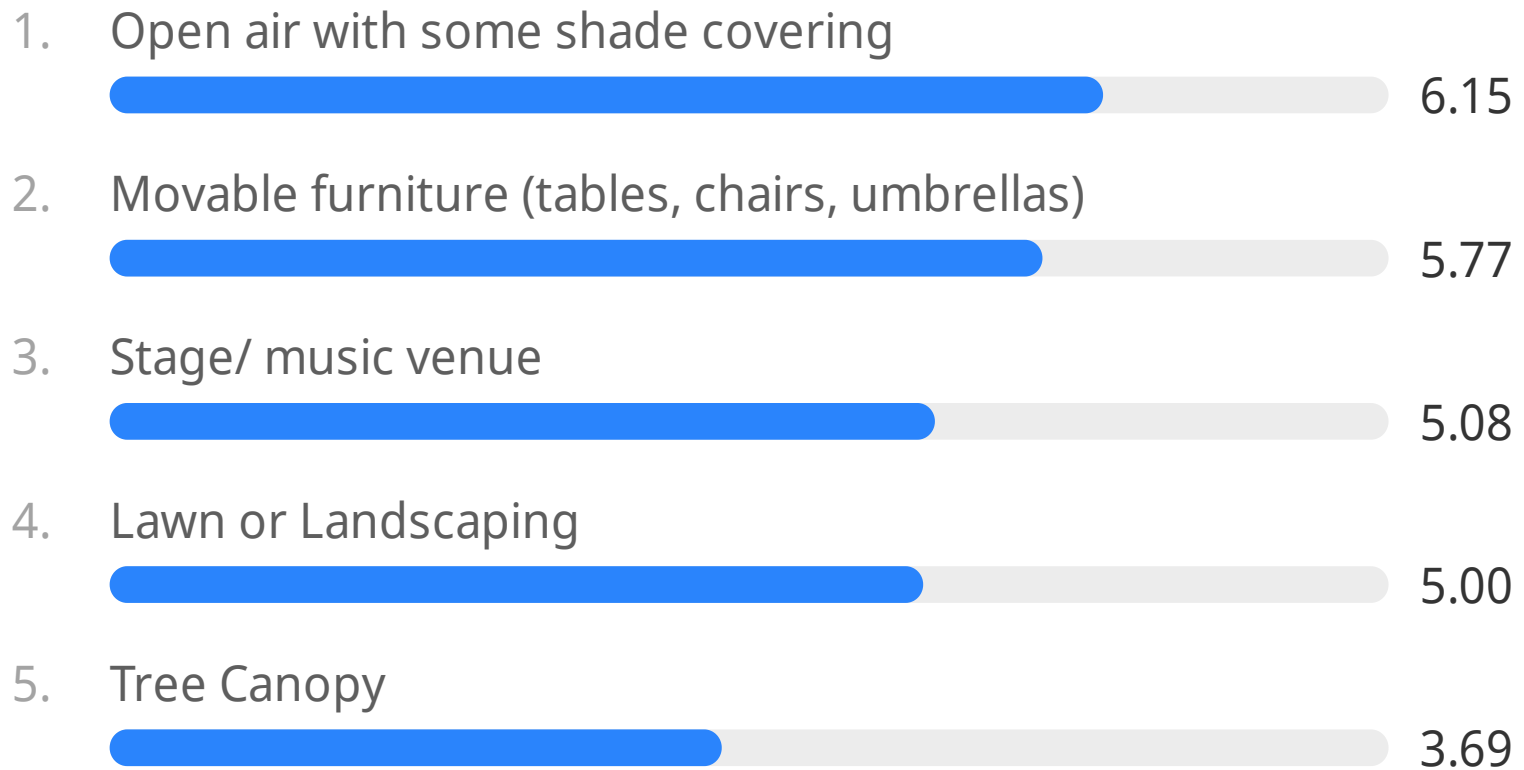


I would like events and programs



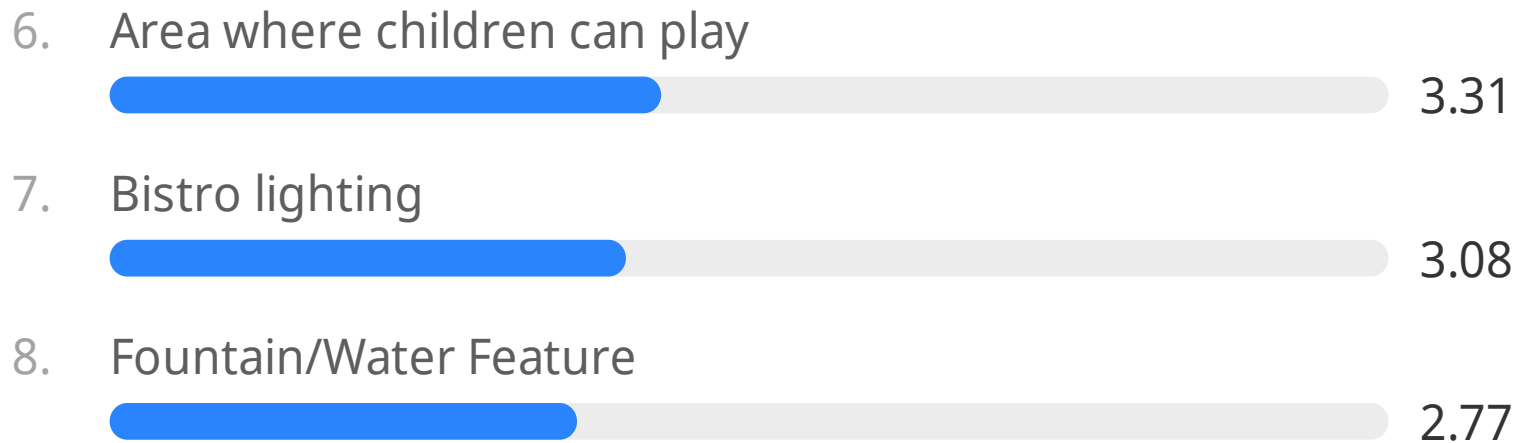
Please rank the most important amenities in order of importance to you in the downtown core (#1 is the MOST important)
(1/2)

0 1 3



Please rank the most important amenities in order of importance to you in the downtown core (#1 is the MOST important)
(2/2)

0 1 3



Appendix B

Focus Group Meetings information and notes:

- Focus group list of attendees
- Focus group meeting - Infrastructure
- Focus group meeting - Mobility
- Focus group meeting - Seniors-Children-Special Needs
- Focus group meeting - Downtown Businesses and Events



Focus Group Meetings – List of Attendees

- Infrastructure 8/17/22
 - Cyndi Urman – RethinkWaste
 - Mike Utz – District Manager, Cal Water
 - Kat Weulfing, Assistant GM, Mid-Peninsula Water District
 - Rene Ramirez, Acting GM, Mid-Peninsula Water District
 - Consultants
 - Darren Choy, RRM
 - Abraham Sheppard, RRM
- Mobility 8/22/22
 - Heather Wolnick, Community Organizer, Silicon Valley Bicycle Coalition
 - Sonia Elkes, Founder, San Carlos Bikes
 - Thomas Feledy, Former Planning Commissioner
 - Jessica Epstein, Government and Community Affairs Manager, SamTrans
 - Gwen Buckley, Senior Planner, SamTrans
 - Mark Leong, District Branch Chief, Caltrans
 - Laurel Sears, Associate Transportation Planner, Caltrans
 - Mark Bauhaus, Bike advocate
 - Karen, Healthy Cities Tutoring
 - Consultants
 - Brain Canepa, Principal, W-Trans
 - Abraham Sheppard, Senior Urban Designer, RRM
- Seniors-Children-Special Needs 8/24/22
 - Caitlyn Matoso, Supervisor, Adult Community Center
 - Susan Rose, Arbor Bay School (children in K-8th grade with mild to moderate learning differences)
 - Terra Fuller, Executive Director, Art BIAS
 - Linda Scannell, Coordinator, Adult Community Center (not in attendance)
 - Monica Nunez, California Clubhouse (not in attendance)
 - Consultants
 - Abraham Sheppard, RRM
 - Jami Williams, RRM
- DT Business and Events (8/30/22)
 - Wendy Schettino (City Parks Dept)
 - Tyler Muela (City Parks Dept)
 - Lauren Schneider (City Parks Dept)
 - Amy Buckmaster (Farmers Market, Chamber of Commerce)
 - Consultant
 - Abraham Sheppard, RRM

Focus Group Meeting - INFRASTRUCTURE

Aug 17, 2022

Participants

Darren Choy and Abe Sheppard, RRM
 Cyndi Urman – RethinkWaste
 Mike Utz – District Manager, Cal Water
 Kat Weulfing, Assistant GM, Mid-Peninsula Water District
 Rene Ramirez, Acting GM, Mid-Peninsula Water District

Mike Utz, CalWater:

- Redwood City looking at purple water – 24” line from the airport
- No planned projects for main replacements downtown but future capacity/demand could require new mains
- Concrete vs asphalt maintenance
- Ideally, would replace mains before new paving, but understood that this is not always possible dealing with CIP financing
- Development will be responsible for replacing some mains
- Recent work in San Carlos on traffic calming includes some infrastructure improvements to set up for future development
- Definitely wants to be kept in the loop about development projections and capacities
- Layton Low is an alternate POC

Pie in the Sky:

- Desalination: Genentech has talked about desalination, but hasn’t heard of anything else
- ok to mention as potential future, but recycled water is the necessary near- and mid-term focus

Rene Ramirez, Mid-Pen:

- Not sure that they have service in the Plan Area. He will get back to us. RRM send email first.
- They have worked on advanced water treatment processes to bring in treated water, but they are a small company and are not looking at purple pipe
- Service area will never conflict or combine with Calwater

Cyndi Urman, RethinkWaste

- 3 bin systems required by SB 1383 (composting law in effect 2022)
- New enforcement mechanisms – future could include “electronic eyes” to monitor adherence to the law against waste
- Underground trash systems worth looking into, but it’s complicated now by SB 1383 requiring all 3 bins (trash, recycle, compost)
- We should reach out to Recology to talk about operations (Evan Boyd or Tenny Belvany – Recology or Rethinkwaste to verify names and contact info)
- Recology has contract until 2035

Standards for new development:

- Valve or vault over the main (??)
- Horizontal and vertical clearance between trash and water utilities
- sensor on fire hydrants
- incorporate tracking technology when replacing infrastructure for monitoring flows, capacities, and failure

Future funding, grants, CIP:

Capacity-based

Contacts:

- Use focus group members as contacts for additional info, data requests, etc.

Focus Group Meetings – MOBILITY

Aug 22, 2022

SamTrans

- Will provide us with their draft Bus Feasibility Study that recommends in-lane bus stops, bus bulb outs, ped and sidewalk improvements (infrastructure that needs to be provided by the City or Caltrans)
- They also have a Reimagine SamTrans report that is going to increase weekend service

Bauhaus

- Wants density (more multi-modal, fewer cars), climate change action (reduce GHG, provide shade), and provision for e-bikes and scooters
- Thinks current safety is a big deterrent
- Strongly wants dedicated bike routes and intersection priority for bikes
- Wants improved ECR crossings
- Wants downtown to be “pleasant” with fountain, cobblestone, etc.
- Floated the idea of a Barcelona-style “superblock”
- Encouraged higher parking pricing

Meredith

- Wants better traffic light timing for buses on ECR
- Believes bulb-outs and traffic calming changes have actually increased injuries
- Wants separated facilities for bicyclists

Attendee

- Need a parking management plan to price appropriately and manage supply
- Strongly supports the closure
- Supports more secure bike parking and notes that e-bike challenges (e.g. need street-level parking)
- Curious to know how many peds are walking in the closure area
- Questions if businesses are negatively impacted by closure – would like to see data to support that
- The street closure has created an unfortunate wall effect
- Parklets need to be designed to face the street

Caltrans

- Happy with Redwood City and Sunnyvale’s process for parking removal
- Encouraged use of Caltrans SB743/TDM online resources

Sonia

- Noted that bike/ped plan is pre-COVID – more people walking and biking now
- Believes the currently planned shared lanes for bikes are insufficient
- Supports taking away parking for bike lanes
- Wants to expand closure
- Thinks people should be able to park further away and walk
- Wondered if one-way streets would be preferable if it could result in more space for bike lanes
- Would like secure bike parking (with a mirrored wall!)

- Wants better downtown bike signage (i.e. not walk your bike signs at all times)
- Supports better ECR crossings

Attendee

- Consider using the alleys as bikeways
- Notes that more cars are returning making walking/biking less safe
- Need more micromobility options from Caltrain
- Likes the 8:80 rule
- Support for on-street bike corrals/scooter parking
- Noted the San Mateo senior get-around program as a case study

Focus Group Meeting – SENIORS-CHILDREN-SPECIAL NEEDS

Aug 24, 2022

Focus Group:

- Caitlyn Matoso, Supervisor, Adult Community Center
- Susan Rose, Arbor Bay School (children in K-8th grade with mild to moderate learning differences)
- Terra Fuller, Executive Director, Art BIAS
- Linda Scannell, Coordinator, Adult Community Center (not in attendance)
- Monica Nunez, California Clubhouse (not in attendance)

RRM: Jami and Abe

Susan: Director – Arbor Bay School non-public school located at Kiwanis building burton park

- serves on the family committee [what is this?]
- San Carlos resident since 1987

Terra – Art BIAS 30 year anniversary –

- 52 artists – all different media
- starting to have more community events (First Sunday, Open Studios)
- Affordable artists' studio – turning into an arts center with a lot of activities
- 1700 Industrial Road – Industrial area

Caitlyn

- works for San Carlos 0 Adult Community Center
- before was overseeing youth programs

INTRODUCTIONS

Terra:

- excited about keeping Laurel open
- fueling creativity, European outdoor walking vibe
- would love to be located in the central area
- How envision Downtown: retail/restaurant opportunity

Susan

- Lives west of Downtown

April 24, 2023

Packet Pg. 201

- cuts over to cedar to go to Burton Park, but walk downtown once a week.
- loves walkability, proximity
- Along SC Avenue, retail is “hit or miss” – some established stores, some revolving/evolving (S. side of Laurel)
- Kids walk along Arroyo to get to Laurel Street
- Would like to see more mix of retail. Some mom and pop stores lost.
- Variety of places to work – some Arbor Bay students employed in summer programs and internships around Laurel.
- Would like Laurel to go one-way southbound from Walnut to Olive, and Walnut to go northbound! allows for wider sidewalks.

Terra – creating vibrancy in Industrial Arts Business District

- would like more of a connection –
- mural at Industrial Arts District, and Bianchini’s – murals connecting the neighborhoods
- build foot activity in IABD in tandem with Laurel
- coming from all over the area – non-residents visiting San Carlos for lunch

SCOOT and other options for kids and seniors

Susan

- Used to have SCOOT (sp?). SCOOT-like transportation Laurel Street to IABD to encourage a connected community between IABD and Downtown
- SCOOT was funded through City and was somewhat popular
- Why did it disappear? Not sure.
- For people too old to drive or not old enough to drive!

Caitlyn:

- No transportation for kids or seniors. (Ready Wheels and Lyft for seniors). SamTrans for kids. Get word out that folks they represent

INDUSTRIAL ARTS AREA

- 9/10 mile from IABD to part of Downtown. definitely walkable.
- Susan has walked around there – would not walk to the IAA right now
- NOT a pleasant walk from IAA to Downtown. Hot sun and no greenery.
- Connect Downtown corridor to Industrial Arts Area – would be amazing to integrate the two areas so that they feel some connection between both sides of the tracks!
-

SENIORS walking around Downtown

- folks are enjoying the street closure now (maybe weren’t for it at first!) – more space to walk
- unsafe crossing at San Carlos and Laurel
- Also San Carlos and Walnut – unsafe-feeling intersection

LAUREL STREET

- Terra: would like to be pushed further – now still feels like a street. would like it to be a true park-like space; cobblestones, fountain!

EL CAMINO REAL

- Susan: not interesting, not pleasant, love to walk to antique shops!
- asks what the Plan will address related to ECR
- Jami: Retail and Land Use – housing above retail – what look like?

Terra: mentions In-pavement graphics across the street near Domenico's (sp) – lots of options to integrate art

ALLEYS AND PARKING

Caitlyn

- alleys are tough for seniors (and everyone) – not accessible, uneven pavements, lots of trash,
- Never finds an issue parking downtown!

MEETING CLOSE

Question: will there be meetings in-person special meetings to groups like the senior center, etc.

Jami- will have other tools like the online survey and online map that are purposeful

Susan: Many families coming to San Carlos – it's a destination. People spend the day in San Carlos who aren't residents of San Carlos.

Susan asks about more outreach to under-involved groups. Can somebody show up at farmers markets, school groups, etc. to get folks that wouldn't normally come to a workshop?

Focus Group Meetings – DOWNTOWN BUSINESSES AND EVENTS

Aug 30, 2022

Focus Group:

- Wendy Schettino (City Parks Dept)
 - parks and rec – role?
- Tyler Muela (City Parks Dept)
 - Rec manager – was on the walking tour
- Lauren Schneider (City Parks Dept)
 - new to the department (April), so new to the Specific Plan
- Amy Buckmaster (Farmers Market, Chamber of Commerce)
 - CEO chamber SM County
 - Representative of DTAC
 - familiarity with San Carlos – grew up there
 - was on steering comm for redwood city dt precise plan
 - CBD Redwood City – Chamber now runs day-to-day operations for that (check on this)

Amy - COC ROLE:

- Good at fundraising, COC supports parks and rec in their programs
- Provides funding for farmers market and arts and wine festival

FARMERS MARKET AT 600 BLOCK

Wendy:

- Happy to be back downtown!
- farmers market (Sunday mornings 9a-1p) have room to grow – the official footprint also includes cherry to the alleys, could to
 - blocked at wheeler currently
 - working around bulbouts – eats into real estate
 - average booth 10x10 or 10x20.
 - at height of summer – up to 40 vendors (now have 25 vendors)
 - used to be at nights (heyday!) – downtown was sleepier then (hot harvest nights)
 - had to close streets at 2 – businesses were not happy, in 2011 decided to move back to morning
 - some nearby communities have two – RC has weekday evening (seasonal May-Sept) in addition to weekend day.

ART AND WINE FARE

- Art and wine fair October 8 and 9: arroyo to san carlos, ecr to elm
- westbound lanes on ECR are closed [did I hear this right?]
- holly and arroyo continue through, so San Carlos, Cherry and Olive are closed.
- emergency services requires that all vendors need to go against the curb (outdoor seating)
- 12 and 13 blocks of SC Avenue – can not put
- 1100 block of SC or 700 block of Laurel – cannot put vendors
- palo alto medical center – shuttle service and parking (go north to harbor and circle around)

Tyler: businesses now used to the street closure now, so may be more open for change in time for farmers market. many businesses closed after 5 so may be fine with street closure.

Lauren:

block party in July – farmers market footprint bled into wheeler plaza. so 600-700 plaza. But didn't have booths – many businesses don't like

Addition of temporary parklets doesn't allow to add booths for events if pedestrians only, how integrate space for event booths/vendors

Wendy: gets question why not more events in SOLA

Arroyo south to eaton– no blocks without residential, so street event is problematic

And some do not have alley access

MOBILITY AND PARKING

- Arroyo south on ECR – across from Trader Joes and nearby: a lot of underused parking. but feels far.

Prompt: Do people use Caltrain parking lot? Wheeler Plaza?

- No - underutilized
- WP a “hidden gem” because it is underused, so always parking there. Currently most people use streets.
- WAYFINDING needed from Holly and ECR – need to let motorists know.

Other discussion

- Digital parking information would be great. There is a sensitivity to a small-town downtown feel, but signage can be integrated well.
- Ride-sharing drop-off points – needs to be thought through and incorporated into.
- Amy (chamber) chat: would love to see bollard design on laurel blocks if that is included in the Transportation plan

EVENT BANNERS

- Wendy: Banner program needs to be pumped up (look at what Redwood City is doing)
- Amy: COC chat re. banner program « but we fund ours through the CBID unfortunately)
- Tyler: Downtown Laurel Street Banner – cross-street Banner at 800 block. used to advertise events – very popularly requested by event planners. Could be a digital version, keeping it to community-based communications. Or incorporate more cross-street signs (but public works has to coordinate the process and labor, time to place them). There are more events than ability to accommodate all that want to have a banner there.
- Wendy: have to be aware of wind when placing banner

Wendy asks about bike lanes – ECR and San Carlos Avenue

Jami – plan is looking at all transportation aspects, we're at preliminary stages and will be exploring and getting back ideas

UPCOMING COMMUNITY EVENTS

- Oct 8/9 – wine faire
- Goblin Walk end of October
- Night of Holiday nights – first Friday in December

Wendy to send map of Arts and Wine Fair

Wendy to send map of banner pole locations

RRM to confirm we have latest list of events

Appendix C

Community Workshop and Open House information and notes:

- Community Workshop #1 Breakout Room notes
- Community Workshop #1 - Chat Transcript
- Community Workshop #1 - Slido survey results
- Community Workshop #2 - Slido survey results
- Community Workshop #2 - Q/A transcript
- Coffee and Comments Open House summary
- Coffee and Comments Open House - dot voting exercise data
- Coffee and Comments Open House - panel post it comments data



San Carlos Downtown Specific Plan
Workshop 1 Breakout Room Notes
August 31, 2022

Breakout Room 1

Facilitator: Jami Williams (*RRM*)
Notetaker: Aden Ferillo (*RRM*)

Breakout Room 2

Facilitator: Abe Sheppard (*RRM*)
Notetaker: Debbie Jewel (*RRM*)

Breakout Room 3

Facilitator: Brady Woods (*RRM*)
Notetaker: Bret Stinson (*RRM*)

Breakout Room 4

Facilitator: Brian Hannegan (*RRM*)
Notetaker: Erina Shimanuki (*RRM*)

Breakout Room 5

Facilitator: Debbie Rudd (*RRM*)
Notetaker: Debora Pearson (*RRM*)

Breakout Room 6

Facilitator: Diane Bathgate (*RRM*)
Notetaker: Sajuti Haque (*City*)

Breakout Room 7

Facilitator: Liz Ocampo Vivero (*RRM*)
Notetaker: Aaron Aknin (*Good City Co.*)

Breakout Room 8

Facilitator: Pam Ricci (*RRM*)
Notetaker: Linnet Kwok (*City*)

Breakout Room 9

Facilitator: Lisa Porras (*City*)
Notetaker: Andrea Mardesich (*City*)

Breakout Room 10

Facilitator: Brian Canepa (*W Trans*)
Notetaker: Rucha Dande (*City*)

**Pages for notes are included
below.**



San Carlos Downtown Specific Plan
Workshop 1 Breakout Room Notes
August 31, 2022

PROMPTS

Notetakers would be taking notes on the google doc but that they would not be sharing their screen while doing so.

Facilitators will have a slide they can share (includes study area and additional links/info).

Please welcome everyone, share your screen with the slide/map provided, and review the **following guidelines:**

- We have about **30 minutes** for the discussion.
- **We would like everyone** who wants to speak to have an opportunity to so please limit your first round of comments to 1-2 minutes.
- Use the **reactions button to raise your hand** and wait to be called upon. If you're calling in via Zoom dial-in call please dial *9 on your phone's dial pad to raise your hand, and do the same to lower your hand.
- This is an **opportunity to share your thoughts and we ask that you send all questions** to the email shown. The city will be reviewing and responding to questions by developing a Frequently Asked Questions (FAQ) sheet that will be posted on the website.
- Remind them that they can stay on as long as they like or **leave any time**, but we will not be going back into the larger workshop setting.
- Respectfully move on if someone is going on too much or not being constructive. You may say that you will call on them again if there is time but assure them that there are plenty of ways to share their thoughts throughout the process.

- If it is quiet or there is a lull you can lead with a few prompting questions:
 - a. What is something you like about Downtown?
 - b. What is something that you think could be improved?
 - c. Please share one big idea for Downtown

Email to put into the breakout room chat: AdvancePlanning@cityofsancarlos.org

Project website to place in breakout room chat: <https://www.sancarlosdowntownplan.com/>



San Carlos Downtown Specific Plan
 Workshop 1 Breakout Room Notes
 August 31, 2022

Breakout Room 1

Facilitator: Jami Williams (*RRM*)

Notetaker: Aden Ferillo (*RRM*)

4 attendees

- Lena: At what point do the local businesses or chains, anchor stores or other revenue generating uses get involved? What about the impact to our taxes / how is this being paid for?
- Al Savay: Funded by the General Fund. The City Council assigned funds to this project from the General Fund.
- So no referendums, local measures, bond measures?
- Al Savay: No. That's a possibility down the road but for this study, the money has been allocated already. But if we get new sidewalks, funding will be determined in the future. We have an economic consultant to help determine funding for those improvements.
- Sarah: Why does the downtown plan not include the south part of Laurel Street?
- Al Savay: The idea, when the Council first started looking at this, Laurel goes all the way to Eaton. This area is considered the downtown core area, while there is a central area of Laurel. It was too much to do at one time. The City will be pursuing a Specific Plan for that area to tackle it in pieces.
- Karen: I like the idea of redesigning our alleyways for other purposes and I would love to see them used as almost a loop for cycling and move the parking off of that and behind and all of that. I'm definitely a supporter of turning Laurel Street, or portions at least, into a pedestrian thoroughfare.
- Page: I was curious why this is a two year process? There is no money allocated to making changes as Al said, we'll probably have to have a referendum which I'm not happy about. Why are two years allocated when there is no change?
- Al: This is a Specific Plan which has specific requirements. The goal is to put together a plan to do something, that the community understands, that there is agreement on what to do, and how to do it. The State of CA has state laws that govern plans like this. You have to do certain analyses like traffic, environmental, you may have heard of CEQA, you have to do studies and things like that. It also requires a lot of dialogue within the community. This is the first of meetings you can attend. A steering committee, DTAC, has been established. The goal is to talk to as many people as we can. Two years may seem like a long time but it actually goes by really fast. Hopefully at the end of the two years, we will have an action plan representing what is important to the community and how we get there.
- Jami: This won't result in a referendum or tax increase. This will result in a roadmap for the City to receive grant opportunities. Like this project supported by the General Fund,



San Carlos Downtown Specific Plan
 Workshop 1 Breakout Room Notes
 August 31, 2022

this SP will earmark projects for future allocation by the City. The ideas will come from this community and all involved. It's a mistake to think this project will cost citizens money. CalTrans is starting to become progressive and think bike lanes, walkability is important. They are not providing funding for Cities to help implement things like this. This is a great example of opportunities for the City to obtain funding for in the future.

- Paige: How long did it take for Burlingham to get the way it is? We all like it.
- Jami: I don't know. This plan is setting the stage for the future. The public realm is on how much the decision makers decide to invest in downtown. It's very much reliant on what private property owners want to do. This is establishing opportunities and constraints. It's up to property owners to decide what they want to do. Have had lightning speed projects and 10-year projects.
- Sarah: My question about Laurel Street - if this is visioning what should be done, to set an arbitrary cut off at Greenwood maybe doesn't make sense because to see continuity of the street would be good in street trees, design of the overall streetscape. Visual continuity is good for pedestrians. The streetscape of Laurel ends at Arroyo. You have more businesses between Arroyo and Morse, Brittan and Greenwood. To think about the big picture, it would be good to have a picture that stretches out Laurel to increase the commercial value for real estate further down. It would make it more viable if it looked like it was downtown. I feel like setting an arbitrary line at Greenwood, it misses the question of what defines downtown and our overall vision for San Carlos. When you talk about Caltrans and El Camino, I have two intersections that I feel like are super problematic that I feel like are out of control because they are on El Camino. The timing of the light on El Camino is terrible. To make a left turn, you have to wait an exceedingly long time. To turn left onto Arroyo, the light is not timed to the flow of traffic. I understand this is a Caltrans thing, but I end up going on Cherry Street because it is not impacted by travel. I think this will change a lot about traffic patterns and deviations from downtown. We should influence Caltrans. The timing of the lights at El Camino and Old County Road is continually a problem because the timing of the light is so terrible. Lots of backup. Those two lights regularly cause the most traffic backup. If we had control over the light timing to give priority to traffic passing on Holly Street, backup could be relieved because no one is going on El Camino. I feel like it's a serious issue, also, with pedestrian safety. I worried about my husband crossing that everyday. People turning right do not pay attention. A serious accident could happen there. It's a shame the City allows people to die to make traffic improvements for pedestrian safety. A big problem waiting to happen. I've always been told it's out of our hands because of Caltrans. I feel like it would change traffic and uses in downtown.
- Jami: A traffic study will be a part of this study.
- Karen: Understanding what a downtown SP is, is an opportunity for the community to come together to develop guiding principles that will lead development of the downtown



San Carlos Downtown Specific Plan
 Workshop 1 Breakout Room Notes
 August 31, 2022

in a consistent manner. It's our community's opportunity to share what they would like to see going forward. Like Sarah said, consistency up and down Laurel would be great. We should be future oriented and that would be great to have that consistency. As someone born and raised here, I have seen lots of changes in the town. I like what we were trying to do on El Camino from town to town. I'm frustrated by Samtrans and City pointing fingers at each other on bus stations. If we could figure that out that would be great. Would love to see increased pedestrian safety crossing El Camino. Buldbouts help to reduce length to pedestrians crossing but it pushes bicyclists into traffic.

- Sarah: The parking area on Laurel Street near the back of blueline pizza is listed as Future Plaza. That would be a great thing for the downtown, not just in the area, would allow people to meander, to have more public spaces even to meander. My teens end up leaving downtown and go to the park without feeling safe, even when patronizing businesses. It's not really socially comfortable with adults giving side-eye so they end up going to Burton, but for the interest of the businesses themselves, it would be better for middle schools and high schools to be able to work further up and down Lauren to spend more money and businesses and have somewhere to sit. There's not many benches and places to have a seat. I don't have senior relatives here but I know it makes a difference to provide a place to sit after walking a few blocks. When you go to those long stretches of Laurel Street without any public places to sit, it's not welcoming for people to stroll in that way.
- Karen: Concern of mine for years. Having places and opportunities for young people to hang out. When I grew up in San Carlos, it was easy and safe to get pizza on one side of Laurel and ice cream on another. I get the reality but I think it would be good to have another opportunity for young kids to have a place to 'hang out'.
- Jami: We are trying to engage people of all ages so looking for what they would like to see is an important part of the process.
- Sarah: Wants to provide comments into a detailed document regarding intersections to provide input to Caltrans.
- Karen: Would be great to provide opportunities for young people to provide input. My teenager works downtown. Would be great to have teen-oriented opportunity for input. Even a pop-up, kids could write post-its on.
- Al Savay: We have a local teen advisory committee we could try to engage.



San Carlos Downtown Specific Plan
Workshop 1 Breakout Room Notes
August 31, 2022

Breakout Room 2

Facilitator: Abe Sheppard (*RRM*)

Notetaker: Debbie Jewell (*RRM*)

7 attendees

Debbie - 18 year resident

Carissa - 2012 moved to Sc and lives within walking

Adam - lived 20 years walks everywhere

Rebecca

Why now what are we doing?

Would be helpful to move things forward now vs far in the future.

Carissa

Since street closure, spending more time visiting Downtown since safer and better community feeling now

Use data to inform decision making including outdoor seating and making safe family friendly spaces with a small community feeling

Closure has helped

Rebecca

Long walks with parking configurations now

Sometimes don't want to walk as far to the destinations

Debbie

Business on Laurel are experiencing dynamic changes

Upzoning proposed for the Housing Element

Could not honor leases and could need to have renegotiations

Described previous retail space that was remaining but now sold and tenant needs to locate retail elsewhere

Look at upzoning before decisions are made

Adam

Laurel cluster for skateboards - What do with this space?

Restaurant and businesses primarily - house or sneakers restaurants mentioned

Mixed perspective on the city

Retail/ restaurants/ hotel and art needed to draw people to Laurel



San Carlos Downtown Specific Plan
 Workshop 1 Breakout Room Notes
 August 31, 2022

El Camino retail and restaurants make it hard for parking - Offices better
 San Carlos Ave by Drakes traffic lights have shorter timing - One side takes 30 seconds on left side but right side does not go as fast
 El Camino Real bus stop by Drakes is good
 CalTrans Depot - restaurant or cafe would be good to eat after train use

Carlie Ceng

Moved to San Carlos in 2011 small children
 Chose San Carlos due to quaint downtown
 Lives close to downtown
 Like the closure - not worried about cars and feels family friendly
 Like San Carlos more than Belmont because walkable downtown
 Plan city around walking - not driving
 Air quality and pollution not good with cars
 Don't mind walking to the downtown
 Farmers Market - miss Thursday night markets
 Weekends in San Mateo college and other locations in the Bay Area - Fighting for vendors on the weekend
 Need a nice gathering event like Farmers Market for Thursday evenings

Adam

Wine fest could be used on Laurel closure in Oct?
 South Laurel private businesses mostly - not retail or restaurants
 Not a defined area currently

Rebecca

Frequent South of Laurel but only for specific uses
 Versus wandering around in the Downtown area north of Britan
 Encourage more businesses in the South Laurel area

Debbie

Like to see more housing in the Downtown
 Likes retail with housing over - Especially on Laurel
 Good to include parking underneath

Rebecca

Like housing over retail, but costs to rent the space will skyrocket



San Carlos Downtown Specific Plan
Workshop 1 Breakout Room Notes
August 31, 2022

Affordable housing but also need affordable retail too

Adam

San Carlos Museum is in a weird spot - Behind King Tron San Carlos Avenue

Need more green spaces downtown

Undecided on housing in the downtown



San Carlos Downtown Specific Plan
 Workshop 1 Breakout Room Notes
 August 31, 2022

Breakout Room 3

Facilitator: Brady Woods (*RRM*)

Notetaker: Bret Stinson (*RRM*)

Helen Mickiewicz: Long-term resident from 1989 - This is the 2nd redo for Laurel St (1st about 20 years ago), there are many other retail uses besides restaurants to have downtown, downtown is already a culinary destination, there were bakeries/auto supply stores/hardware stores/others, having only restaurants will be disappointing, she hopes we don't invite big chain stores into downtown (Apple store as example) -

David Crabbe: Long-term resident from 1989 - Great opportunity to combine need for housing with downtown except for area around Holly and El Camino where there could be parking use or plazas, loves parklets on Laurel St but they need aesthetic help, add more pedestrian on Laurel - could be 100% pedestrian, Laurel is a slow street and pretty safe to cross, difficult to have a recreational destination downtown to encourage visiting, goes downtown for restaurants, project area is excluding other side of El Camino (Caltrans property) - should look at improving El Camino with bike lanes/other improvements -

Mike Pardini: Long-term resident (60 years), back in the day San Carlos had more diverse uses (theaters, miniature golf, bowling alley, outdoor trampoline!), now there is very little retail downtown, may need to have chains to get retail, stores have closed since pandemic, the area from Holly St to San Carlos Ave proposed to add housing, ATT won't allow below-ground parking - nothing under 10' below ground level, small parcels along El Camino not big enough to make a real plaza, surprised the downtown SP area was expanded to Greenwood Ave to the south (not much happening there), original plan for Future Plaza was to have cafes - paid 500k for the alley, San Mateo County has lowest employment in the state -



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Breakout Room 4

Facilitator: Brian Hannegan (*RRM*)

Notetaker: Erina Shimanuki (*RRM*)

Steve Fogel

- Amazon taking away retail business - There is an existing Amazon locker facility at 7 Eleven at Holly and ? across the railroad tracks, if there was one more in the walking area off Laurel, it will draw people in to the area and may stop at restaurants and shops
- Pedestrian blocked off area on 600 block on Laurel - may create confusion, suggest expanding to 800 block? But people may need parking on Bianchini
- More and better gathering spaces off of Laurel - currently there is a natural gathering in front of Diddams? on Cherry St below 700 block - a lot of teens gather there, can make the area more inviting to that age group. Find where people naturally gather, and enhance those even more and inviting
- Harrington Park - something about the space that is not very inviting, there is a lot more potential there
- Consider incorporating some festivals to cater towards teens, especially on Cherry St between El Camino and Walnut to block off to pedestrian only
- Make conscious efforts to provide shops and activities that teens would be more interested in

Liz

- Outdoor spaces - Laurel St. in front of the library is an opportunity
- Redwood City has an arts center with galleries and art exhibitions, might be nice to incorporate that in San Carlos
- Art that everyone can relate to, *all inclusive*, she does not feel represented
- Her daughter struggles to find places to study in downtown
- Restaurant on San Carlos Ave closes at midnight, which is nice, but on Laurel closes around 9/10 pm
- Laurel St pedestrian feels like they are imposing on the restaurants (not a clear distinction)

Maya Nayberg on Youth advisory council and DTAC

- Downtown is seen as a family location, not very oriented towards older teens and highschoolers
- Ways to integrate teens in the area? Study areas, hangouts
- People like the closed Laurel St to have a walkable area
- Skate park project already started and had good feedback and the community is eager, but got shut down with Covid - would like to bring it back



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David Pollack

- Southern Laurel (900 to 1000 block) needs possible rezoning, bring vibrancy, more mixed use (shops and restaurants on the bottom, housing on the top)
- There seems to be more of a clean slate in south Laurel to reimagine and incorporate more mixed use

Samina Ginwall on Youth Advisory Council and DTAC

- Coffee shops for teens, study area, skate parks, a place where kids can interact with each other
- Teens feel as if there is nothing to do in Downtown San Carlos



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Breakout Room 5

Facilitator: Debbie Rudd (*RRM*)

Notetaker: Debora Pearson (*RRM*)

4 Participants

In San Carlos since 2010. Likes downtown but not love it. Visit other downtowns more often for the dining options, but downtown is convenient, meet w/ friends to get ice cream, go to downtown events. Loved the idea of having a central place to go to w/ family, but doesn't meet all needs... what draws family away from Downtown. Such as more affordable dining options, budget eats, doesn't feel vibrant at night (some are, but not bookends), feels like an adult vibe at night. Felt more so at Farmers Market that recently moved to Sunday & had more family vibe. More retail options, goes to the reading bug (?), good w/ kids.

Agrees with previous comments. Friends come to visit & more often go to other downtowns for dinner. Not as many options. Also more of the retired are leaving but restaurants close early. See young people moving out of area to San Fran who want the nightlife that's not there. Family life not there either... bowling, movie theater, teenagers hang out, teenagers can be dropped off & enjoy. Have nice shops but most are unique and likes that but want to add more popular stuff there. Population in recent years, in last 10 yrs, sees a lot more families with kids. Makes sense for the City to think about how to attract those types of families & can spend their money in our downtown instead of going to other areas. Historical reasons, initially, retirement community, but now, most new people who move in are families with kids.

Street closure opinions -

Likes to walk around, closed street w/out traffic works. Hears some business owners complain about parking spots being taken. Restaurants have more space, but other shops might not need the outdoor space and now customers can't just drive & park in front and may be losing customers. How can we keep those retail stores compensated for their inconvenience and not be impacted by losing parking spaces. When business applied for bus license, fees likely correspond w/ size of business. Now using more space, may feel like it's unfair the other businesses who aren't getting the additional space. Wants it to be fair to all businesses.

100% for the street closure. Going to attract and get people to spend money. Huge attraction to people from out of town. Hears about business struggles & mobility issues but doesn't understand the issues enough to have the opinions. Using the alleyways an option. How smaller downtowns are trending. San Carlos hasn't gone up on the trends which might cause lose out of customers.



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Taking into consideration the changing of demographics. Would like to see more diversity in the restaurant choices. All seem the same.

Parking - were a lot of spaces that were along tree track (?) that were not using. Has a lot of unique things to offer. Christmas lights, halloween people come here. Maybe if had a place to park would stay but didn't so go slow through the couple blocks streets & then move on to a different city to eat.

Huge believer in street closures, placemaking, pandemic where every city was forced in a great way to really see the value of downtowns and to see them differently. San Carlos not the small town it used to be. A lot like european style and it 's the way of the future. Early visioning stage. Love ballards - they are great, can close off streets in an aesthetic way

Public spaces? We need more. Need more public spaces. A lot of people mentioned Redwood city. Goes there a lot especially in summer. Movies/music on the square. Almost every night has something there & people come back year after year. We don't have that much space but...

If close one block, why not close both. Make a walking street. Preferred 2 blocks much more than one. More flexibility and options than walking.



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Breakout Room 6

Facilitator: Diane Bathgate (*RRM*)

Notetaker: Sajuti Haque (*City*)

of Participants: 7 people

- Someone who grew up in San Carlos, curious about the population for San Carlos in 20 years; longer term demographic projections
- Concerned about the empty storefront; does not want a street of just restaurants; how to keep the small businesses especially with all the high rents
 - Response: the Specific Plan will look at that
- Someone who works in DT and lives in San Carlos- don't make it look like Santana Row. Prefers pedestrian friendly environment. We must make it look better because right now is mish mash of parklets. We need more scooter and bike friendly infrastructure as well. Also surprised that so many people didn't know about Wheeler Plaza parking. A lot of people drive to downtown and look for spaces in Laurel Street or behind TOWN. We need to place a high value on wayfinding. Would love to see gathering spaces and making it comfortable for all ages. Support a diverse community. Sad to see so many shops close. Welcome more businesses and all kinds of businesses such as small businesses that need a small office space. Reinvasion how the spaces are used- would not mind seeing offices. Would love to be able to do all of their errands on Laurels Street.
 - Response: The economic market study will assess which options are viable for the downtown
- Work on the wifi in Downtown to make it more accessible and realizable
 - Response: Specific Plan will look into infrastructure issues
- We have such a nice climate to work outdoors if we have more plazas
- Community is the essence of Downtown and makes it different from other Downtowns.
- Fairly concentrated compared to other downtowns
 - Response: should it be expanded?
- Let's focus on making these few blocks vibrant as possible rather than expanding

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- If the ZO can be changed to mixed-use where you have office/retail below and residential above. If we had roof decks it would change the look of the street. Varied architecture that is cohesive and thoughtful. Santa Barbara is a different look and is not for San Carlos.
 - Response: all of that trees, streetscape, public spaces and etc. will all be addresses in the Specific Plan. In the next meeting there will be some alternatives for the community to evaluate.



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Breakout Room 7

Facilitator: Liz Ocampo Vivero (*RRM*)
Notetaker: Aaron Aknin (*Good City Co.*)

Allison Chang, Diana, Kevin Norma, Katie, Donna Lera,

Diana: Lived here for 39 years. Likes the way DT SC evolved. Likes the closures. Restaurants. Likes the idea of alleys being upgraded. She asked why are we doing the downtown plan now?

Donna: Likes the mix of uses downtown. Restaurants, offices above ground floor, salons, a lot of different places to go. Likes the variety.

Allison: Downtown Advisory Committee (lives in downtown condo). 13-year resident. Likes the variety downtown. She likes being able to walk everywhere. Likes the local feel, enjoy independent stores and not chains. Wants to make sure we are supporting these stores.

Diana: Alleysways can be improved. Wants to support downtown. Make sure we don't have to pay for parking. Grew up in Burlingame. Doesn't like the paid parking. She likes the ideas that we put out there in the presentation.

Donna: DTAC member. Would like to see improved frontages of certain stores. More open areas to go and sit. Wants to know what could happen to Harrington Park. She noted the survey looked at Laurel and ECR. ECR is fast paced, and Laurel Street is quieter. Would like to see medical uses consolidated into one area near Greenwood. Would like to see the Harrington Park be used as a connecting to the alley for peds. Asked what are we looking for in terms of feedback.

Diana: Community Foundation member. Having some type of event night where everyone in San Carlos can come together.

Diana: Wants to make sure there is event space. There are no theaters and other community spaces in SC. We should improve that.

Allison: Wants to think of the downtown area as a park. As you walk out of a store you feel safe. Parking should be tucked away. Doesn't always feel safe when mixing peds w cars. People like to go on vacation to older cities where people are prioritized. People want to live and visit in areas where people (not car) dominate. More human scale. It would be nice to get away from cars for a block or two. Kids walking from Central should feel safe. Visibility isn't great with covered parklets and cars.



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Diana: People say that downtown SC has a “european feel”. We should build on that.

Elizabeth: Focus on streetscape, human-scale development.

Donna: Focus on how the different forms of transportation can work better together.

Elizabeth: Areas for seating throughout, connected public space, people having better experiences in the public spaces.

Diana: Older generation may need to park closer. How can you accommodate that?

AA: You can prioritize ADA spaces towards the center of downtown closest to storefronts.

Allison: Private businesses have “expectant mom” parking morning. Can we have temp 10-minute or 20-minute spots? Could you do honor system type parking for these spaces? Have golf carts help bring people back to the car.

Diana: Bring back shuttle (SCOOT) funding. Find funding for shuttles downtown.

Allison: Have public restrooms. Helps people stay longer downtown. People use Peet’s now.

Donna: Continue to bring in and expand events downtown. Current events are wonderful draws, would like to have more all ages events. Bring people together as a community.

Diana: Similar to Los Gatos. Wants to keep it feeling unique. Independent stores give it the right feel, versus chains in Burlingame.



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Breakout Room 8

Facilitator: Pam Ricci (**RRM**)

Notetaker: Linnet Kwok (**City**)

Myles Kevin - Europe cities are entirely designed for people. Proponent for street closure. The DT does not look nice now. Replace the orange water filled dividers. Vehicles should be exception in DT. People are willing to walk 10min per survey, which means DT is for people and parking are on the perimeter. Parking is relatively safe. Myles go to DT 4 times a week. Keep Laurel street close, it will make DT a better place. Once Lauren Street is closed we can see how restaurants and retails do creative things. We are blessed with great weather.

Rajesh Krishnan - 9 years in San Carlos. Children 5-10, like to see where kids can learn how to bike, something for young children and family to enjoy instead of just restaurants. Want to learn more the impact on street closure.

Carline Bauhaus - 30 year resident, raised two children. The big basket is how to really live up to the motto, "City of Good Living". It is all about the people, people focus. How to design DT where it is welcoming and inviting. Where can children go safely and independently. Most DT conversation is about cars and parking, but want it to be more about the people. Types of businesses have changed throughout the year. There was a woolworth, now there is Diddams, something for everyone.

A persistent concern is safety. Pedestrian and bike safety. People are not as attentive. A big fan of pedestrian zone (for the people). Work out a systems to deliver to business on certain time of the day. Super Blocks, perimeter parking

The city can set Initial roll out and guiding principles. Every restaurant has created a barrier for their own area. Perhaps make it more open, no big walls and barricades. It will be more dynamic and inviting.

Need to think about activities, for example, once upon a time the Yoga Health Center did Yoga classes outside.

Tom Davids - Been in SC for 40 years. Served on the Council. Moved from Carmelita to DT. 7 years in DT. Spends a lot of time in Laurel St. Need to hear from the people. This is the great first step to make DT great.



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Breakout Room 9

Facilitator: Lisa Porras (*City*)

Notetaker: Andrea Mardesich (*City*)

Participants: Alex Kent, David Peng, K Goforth, Jim Bertram

- Lisa Porras provided a brief overview.
- Alex Kent- heard on news that Samtrans has a longer term plan to redevelop on San Carlos Avenue- what is the timeline? Where will temporary headquarters be? With electrification of Caltrain have had to end leases.
 - Lisa: Modification intervention with building. Don't know schedule yet. Will include in FAQ.
- Alex Kent- with the closure of a block or potentially more of Laurel (I walk my dog from Elm and Central to downtown and back) - majority of residents like it closed. As a commercial property consultant, could be considered a taking/ eminent domain action. Do any landlords or any of the retail tenants have expressed concern with taking away parking, and taken away access. Restaurants are given a major advantage. Retail business is driven by having a lot of parking. Probably not benefited by having the road closed.
 - Lisa: Yes there have been concerns from retailers, because they operate different than restaurants. How do we facilitate and promote these retailers? Need to address head on as part of plan. Some talk about role of alleys, can they be improved, parking cleaned up, beautified, and provide access to stores.
- Alex Kent- yes room for improvement- don't have to attract new businesses or developers- in a really good position.
- Alex Kent- in near term restaurants with parklets, want to make sure that sidewalk easements kept open for people to come through- ADA accessibility- sidewalks need to be respected in terms of staying open to walk through even if not going to a restaurant.
- Unknown (direct message to Lisa P) - hardware store helpful in downtown, more recreation and entertainment opportunities for adults and youth, and organic grocery store. Pedestrian plazas great to have but need to accommodate elderly and disabled.
- David Peng- Other downtowns around Peninsula- represent both competition and templates- a lot of Burlingame responses. Bigger cities (RWC and PA) hard to compare, more like Burlingame and Los Altos.
 - Lisa: Need to understand "why" these cities were chosen- what are best attributes?
- David Peng- Burlingame more vibrant- more people, is that a function of competition?
- Alex Kent- family lived in Burlingame- advantage to renovate infrastructure- change parking from diagonal to parallel. Lost spaces on Burlingame Ave- but widened



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sidewalks, renovated whole area, gives it much newer premier shopping destination. Paid for by City and landlords. More consolidation of spaces, easier to coordinate. Economically, 30% of visitors are from the regional area as opposed to Burlingame, and another 30% by hotels- because close to SFO- boosts economy.

- Jim Bertram- part of DTAC- great hearing everything- similar to what hear from family, neighbor and friends. Burlingame is very attractive, wide sidewalks, very coordinated- flow into crosswalks. One thing is parking is right there, waiting to park, humming in front of you. Like where don't have car in San Carlos. Similar to European city. Burlingame has some fantastic old building, fewer in San Carlos. Friend who is a landlord on San Carlos Avenue- many years- city came and partnered to make changes to facades - saw huge improvements with that. Is that worth considering as well? Many buildings haven't been updated in awhile- think it would be worth looking at again.
- Alex Kent- spoken to a lot of landlords on Laurel- remarkable how valuable some buildings in the downtown are when they are not updated- can generate solid rent. There is almost a disincentive to improve look because making a lot of rent money. Need the City proactively try to reach out. A lot of consolidation - may move things along. In terms of retail and restaurants- windfall for some of these as more of the office is built on the East Side. Could be negative in terms of traffic. All employees want to go downtown. Things may go more upscale, rents for retail will go up.
- Alex Kent- look at crime maps, armed robberies around Laurel, personally more police patrol on foot. Undercover police, or those not "armed up" useful to have police walk the block. A lot of room to improve safety, reduce crime, more presence, visible video cameras, specifically monitored by Police on Laurel. Bulk purchase to allow people to buy cameras for a private property. There is a program where you can register your camera and Sheriff's will know you have a camera if crime occurs and can come ask for help.



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Breakout Room 10

Facilitator: Brian Canepa (*W Trans*)

Notetaker: Rucha Dande (*City*)

Number of attendees: 4 attendees, Kristen Clements (does not wish to participate), Jennifer Cray, Josh Wallace, Christine Gray, Meghan R (City)

1. Christine - Child psychologist, lives and works in San Carlos for 7 years. Owns business above Red Hot Chilli Peppers, was doubtful about pandemic changes but really liked the new atmosphere with closed Laurel St.

Concerns: Agree alleys are a mess, but it would be really hard to get deliveries if not there. Alleys need maintenance and delivery access for packages. Hopes to maintain her office space as she loves it. Music from the restaurants shouldn't be blasting in the middle of the day. My biggest concerns with this plan would be to know if my patients can walk and park to get to my place? Most changes I like, the Downtown plan should not only plan to positively impact restaurants but should consider functioning of other businesses as well.

Intersection concerns: Samtrans garage is free, I park there. Need to cross the intersection twice making an L shape walk. That intersection is a nightmare. If that is part of this plan, there are multiple times the cars have run me over. Recently the timing was changed which seems to be helping. That intersection is very dangerous. Any right turn is dangerous.

Brain - we are going to take a global perspective while preparing this plan

Brian - What is your take on Laurel and El Camino corridor?

I don't like walking on ECR and driving on Laurel. Either it needs to shut down or enforce Jaywalking.

Brian - citizens have complained that the Parkelets and restaurants that have recently come up create a tunnel effect for peds, any thoughts?

It does feel that way, but also feels temporary. Something that should allow kids to bicycle and gather. Something I really like living here.

2. Jennifer - New to San Carlos, moved a couple of years ago. Used to live in Palo Alto for over 25 years. Pro pedestrian.



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Is both sides of El Camino Real part of the plan?

Brian: El Camino is Caltrans' jurisdiction but we can talk to them to recommend ideas.

Are design considerations part of the plan or only size and use?

Brian: Yes, we are considering everything we can.

I live close to downtown and walk a lot. I feel super lucky to be able to do that.

Concerns: The design choices of the architecture along El Camino are unfortunate and unattractive, not pedestrian friendly. Feel ECR cannot ever be part of the downtown because of the architecture. Buildings with no setbacks is very unattractive.

So many restaurants having so much outdoor space is great. Outdoor dining serves as a great public utility. I would be in favor of expanding the outdoor space and also allowing them to pay for it.

Brian - Can you elaborate more on the design features you find unattractive?

The new buildings that have come up along ECR have no architectural features to make them attractive. Townhouses, apartments, condos. The buildings look more institutional.

We like walking in the middle of the street because of the tunnel effect due to the outdoor seating of the restaurants. I don't like eating there too, because there handbags could be swiping through my dinner plate. The walking areas should be pulled out in front as it feels like walking through the eating area. The employees are back and forth across pedestrians – they would appreciate that separation. Hallmark store, how is that even in business? I wish there was more non-restaurant business presence. I would like the downtown feel more than restaurants, maybe a permanent plaza to have evening concerts and events. Public space should be carved down there. Harrington Park is too tiny.

The store owners I have talked to, they are worried about the economy. Empty businesses and spaces are very concerning. What can we do to get businesses back? I am really happy that the City is doing so much to make it walkable. Happy City, walkable city books are what I am reading.

Josh Wallace - San Carlos does not do enough to preserve its history. I hope this plan does that. San Carlos should be more proactive and advocate for preservation for the little that is left. Carlos Club.



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3. Brian: Any specific buildings you think should be saved?

Not much left except Carlos Club. Light house is gone, neon sign, I have tried to work with the City to do what they can to save this place.

MEETING CHAT TRANSCRIPT

17:49:30 From Jami Williams, RRM Design Group to Waiting Room Participants:
Hello, We will start the meeting shortly. thank you for attending!

18:17:03 From Rachel Raynor, AICP (RRM Design Group) to Jeffrey Sobrato(Direct Message):
can you please mute yourself

18:22:54 From Rachel Raynor, AICP (RRM Design Group) to Everyone:
Hello! Please write any questions in this chat feature and please send them to all meeting hosts / co-hosts. Thank you!

18:28:10 From Lena's iPad to Rachel Raynor, AICP (RRM Design Group)(Direct Message):
Hi Rachel, All is not an option,

18:28:32 From Rachel Raynor, AICP (RRM Design Group) to Lena's iPad(Direct Message):
can you try it now?

18:28:46 From Rachel Raynor, AICP (RRM Design Group) to Lena's iPad(Direct Message):
i just updated the settings

18:29:07 From Lena's iPad to Rachel Raynor, AICP (RRM Design Group)(Direct Message):
Yes, it is to EVERYONE...participants and hosts.

18:29:13 From Caroline Bauhaus to Rachel Raynor, AICP (RRM Design Group)(Direct Message):
Thanks for this overview. How is the team integrating best practices/examining model cities regarding "people first" city design? In my 30 years in SC most conversations about downtown focus on cars. Focusing on people and increasing foot traffic in the downtown will benefit our businesses

18:29:24 From Rachel Raynor, AICP (RRM Design Group) to Lena's iPad(Direct Message):
wonderful.

18:29:28 From Karen Molinari, HCT, (She/her) to Rachel Raynor, AICP (RRM Design Group)(Direct Message):
Alleys can be used for bicycling traffic with cars moved behind those in parking lots.

18:29:46 From Rachel Raynor, AICP (RRM Design Group) to Caroline Bauhaus(Direct Message):
caroline can you send that to everyone

18:30:12 From Rachel Raynor, AICP (RRM Design Group) to Karen Molinari, HCT, (She/her)(Direct Message):
can you send that to everyone?

18:30:45 From Rachel Raynor, AICP (RRM Design Group) to Everyone:
<https://www.slido.com/3606582>

18:30:52 From Rachel Raynor, AICP (RRM Design Group) to Everyone:
3606582

18:30:53 From Mary Bates to Everyone:
Are there any decisions made on the permanent closure of Laurel street?

18:32:11 From Nancy Oliver to Rachel Raynor, AICP (RRM Design Group)(Direct Message):
I cn

18:32:30 From Richard Domaszewicz to Rachel Raynor, AICP (RRM Design Group)(Direct Message):
Concerned about the retail stores that have lost customers due to the street closure, what are the plans to help them?

18:32:53 From Nancy Oliver to Rachel Raynor, AICP (RRM Design Group)(Direct Message):
I can't get to my browser while on Zoom! Now what?

18:32:54 From mariashaldybin to Rachel Raynor, AICP (RRM Design Group)(Direct Message):
What happens in San Carlos, stays in San Carlos

18:33:48 From Nancy Oliver to Rachel Raynor, AICP (RRM Design Group)(Direct Message):
How do I get to my browser?

18:34:04 From Samina Ginwalla (she/her) to Rachel Raynor, AICP (RRM Design Group)(Direct Message):
Just to confirm, if you are on DTAC we can't poll right?

18:34:30 From Nancy Oliver to Rachel Raynor, AICP (RRM Design Group)(Direct Message):
Explain jhow to open a new tab===on a mac?

18:35:11 From Caroline Bauhaus to Everyone:
Thanks for the overview. How is the team integrating best practices/examining model cities regarding "people first" city design? In my 30 years in SC most conversations about downtown focus on cars. A focus on people and increasing foot traffic in the downtown will benefit our businesses

18:35:22 From Jami Williams, RRM Design Group to Rachel Raynor, AICP (RRM Design Group)(Direct Message):
how many are in the workshop

18:35:34 From Rachel Raynor, AICP (RRM Design Group) to Nancy Oliver(Direct Message):
control T for a new tab

18:36:00 From Rachel Raynor, AICP (RRM Design Group) to Jami Williams, RRM Design Group(Direct Message):
149

18:36:08 From Jami Williams, RRM Design Group to Rachel Raynor, AICP (RRM Design Group)(Direct Message):
scroll downt please

18:36:28 From Lena's iPad to Everyone:
If folks are still stuck using the poll feature, perhaps you can invite folks to enter their answer in the Chat window to ensure you are capturing feedback.

18:36:42 From Nancy Oliver to Rachel Raynor, AICP (RRM Design Group)(Direct Message):
Control T does nothing! so now what?

18:36:54 From Jami Williams, RRM Design Group to Rachel Raynor, AICP (RRM Design Group)(Direct Message):
can i jump in with a comment?

18:36:55 From Will Strohl to Everyone:
Past, present, or future?

18:37:04 From Rachel Raynor, AICP (RRM Design Group) to Jami Williams, RRM Design Group(Direct Message):
yes!

18:37:32 From Nancy Oliver to Rachel Raynor, AICP (RRM Design Group)(Direct Message):
Answer to question—not easy to get to.

18:39:14 From Nancy Oliver to Rachel Raynor, AICP (RRM Design Group)(Direct Message):
Historical information.

18:39:27 From Nancy Oliver to Rachel Raynor, AICP (RRM Design Group)(Direct Message):
Better handicapped parking close in.

18:39:47 From Josh Wallace to Everyone:
...or saving historic building

18:40:24 From Nancy Oliver to Rachel Raynor, AICP (RRM Design Group)(Direct Message):
Go to SC—none pf the above!

18:40:37 From Nancy Oliver to Rachel Raynor, AICP (RRM Design Group)(Direct Message):
None of the above.

18:41:12 From Nancy Oliver to Rachel Raynor, AICP (RRM Design Group)(Direct Message):
Can't afford to eat out very much!

18:41:24 From Nancy Oliver to Rachel Raynor, AICP (RRM Design Group)(Direct Message):
Father of San Carlos.

18:42:33 From Nancy Oliver to Rachel Raynor, AICP (RRM Design Group)(Direct Message):
Retail, but not more restaurants.

18:44:00 From Nancy Oliver to Rachel Raynor, AICP (RRM Design Group)(Direct Message):
Mixed use with retail.

18:44:35 From Lena's iPad to Everyone:
I wish we had none of the above or open comment fields

18:44:39 From Nancy Oliver to Rachel Raynor, AICP (RRM Design Group)(Direct Message):
1925

18:44:50 From hannah vandermeijden to Everyone:
what are you doing to bring technology businesses to San Carlos

18:45:24 From Jami Williams, RRM Design Group to Rachel Raynor, AICP (RRM Design Group)(Direct Message):
i message him that too :) nice

18:45:45 From Nancy Oliver to Rachel Raynor, AICP (RRM Design Group)(Direct Message):
Walk with cane. Need close-in parking.

18:46:32 From Rachel Raynor, AICP (RRM Design Group) to Nancy Oliver(Direct Message):
thank you appreciate you sharing!

18:46:38 From Nancy Oliver to Rachel Raynor, AICP (RRM Design Group)(Direct Message):
Improved sidewalks and closer parking.

18:47:32 From Nancy Oliver to Rachel Raynor, AICP (RRM Design Group)(Direct Message):
You forgot about colose in parking.

18:47:48 From Nancy Oliver to Rachel Raynor, AICP (RRM Design Group)(Direct Message):
one half to one block.

18:49:01 From Pam Leffler to Rachel Raynor, AICP (RRM Design Group)(Direct Message):
I'm sure you are aware that many cities are re-envisioning their downtowns following the changes brought by the pandemic. I wanted to mention that Santa Barbara is currently also working with consultants to remake their downtown. It might be interesting for the team to check in to see if there are any innovative ideas that can be considered for inspiration in San Carlos! Realizing of course that the styles of these two cities are distinct.

18:49:05 From Nancy Oliver to Rachel Raynor, AICP (RRM Design Group)(Direct Message):
Private parking (bank), or street parking if available near my destination

18:49:38 From Maggie to Everyone:
I'm not clear if the SamTrans is public parking?

18:49:57 From Nancy Oliver to Rachel Raynor, AICP (RRM Design Group)(Direct Message):
Redwood City

18:50:44 From Rachel Raynor, AICP (RRM Design Group) to Everyone:
another comment that was messaged directly 'Concerned about the retail stores that have lost customers due to the street closure, what are the plans to help them?'

18:50:57 From Rachel Raynor, AICP (RRM Design Group) to Everyone:
here is another one 'I'm sure you are aware that many cities are re-envisioning their downtowns following the changes brought by the pandemic. I wanted to mention that Santa Barbara is currently also working with consultants to remake their downtown. It might be interesting for the team to check in to see if there are any innovative ideas that can be considered for inspiration in San Carlos! Realizing of course that the styles of these two cities are distinct.'

18:52:15 From Nancy Oliver to Rachel Raynor, AICP (RRM Design Group)(Direct Message):
Stanford U.

18:53:22 From Mike to Everyone:
For improvements to downtown and alleys why haven't the choices of traffic and parking been provided. These are big issues. Have to find a way to make cars work and the alleys may be a viable option since they already handle deliveries etc

18:54:41 From Kristen Clements (she/her) to Everyone:
slido was fun - i liked it

18:55:15 From Monette's iPad to Everyone:
Slide was easy to use.

18:55:19 From Mark Stieglitz to Rachel Raynor, AICP (RRM Design Group)(Direct Message):
slido was great, easy!

18:55:46 From Helen Mickiewicz to Everyone:
What is the plan for the Depot building? There was a restaurant there before The Trestle was built, but the city eliminated the parking lot for the location, so does the city envision another business locating there? If not, what's the plan?

18:56:28 From Lena's iPad to Everyone:
Thank you for answering my question.

18:56:46 From Alexander Kent to Everyone:
That building's leasing is covered by Caltrain.

18:57:32 From Josh Wallace to Everyone:
Please consider pro-actively protecting the few "historic" buildings/places we have.

18:57:37 From Alexander Kent to Everyone:
Their urgency to get such buildings leased is...not as urgent as a private landlord's urgency might be. I'm friends with the leasing agent that typically covers that type of building lease for Caltrain. I'll email him now.

18:57:53 From Wayne Macktinger to Rachel Raynor, AICP (RRM Design Group)(Direct Message):
Need to excuse myself now. I have a keen knowledge of the retail real estate space. Available to discuss how I may be able to "give back" to SC, as a long term resident here. Feel free to reach out to me @ 650-595-4300. W. Macktinger

18:57:55 From Nancy Oliver to Rachel Raynor, AICP (RRM Design Group)(Direct Message):
The depot building was unfortunately almost eliminated from view with the encroachment of the apartment buildings--too close to the depot. And yes, it eliminated the use of the building as a restaurant.

18:58:01 From Pranita Venkatesh to Rachel Raynor, AICP (RRM Design Group)(Direct Message):
Polling was insightful and the results are immediate. Well done

18:58:49 From Mark Stieglitz to Everyone:
Slido was great, easy!

18:58:52 From Vivienne Kelvin - Vabrato to Everyone:
What's happening to the Depot Café?

18:59:27 From Elizabeth Chun to Rachel Raynor, AICP (RRM Design Group)(Direct Message):
But Sam Tran has all these signs on the top floor that says no parking.

18:59:30 From Helen Mickiewicz to Everyone:
Thanks for that answer.

18:59:41 From Lena's iPad to Everyone:
An area some folks may have forgotten about is Santana Row. If we are looking at generating revenue and having cozy sitting areas with light live music, remember Santana Jazz?, then Santana Row is a great model!

18:59:46 From Allison Chang to Everyone:
Depot could be a good spot for the museum...

18:59:52 From Mike to Everyone:
I posted a question earlier about cars and traffic and parking. What is the plan for improving car and parking for downtown incl use of alley space

18:59:56 From Nancy Oliver to Rachel Raynor, AICP (RRM Design Group)(Direct Message):
I want to know if the city and the consultants are paying attention to our historic sites within the area being studied! There have been some problems with unauthorized changes to some buildings without follow-up from the city.

19:00:15 From Henry Eng to Everyone:
in the review of permanent street closure, is the plan going to look beyond the 700 block to include the 600 block and part of San Carlos Avenue?

19:00:45 From Mila Paul to Everyone:
Will Cal Train Parking be free of charge in the evenings and on weekends?

19:00:47 From Vivienne Kelvin - Vabrato to Everyone:
Can you pave Laurel Steet like we have in all major cities in Europe (for years)

19:00:58 From Mike to Everyone:
Please do NOT compare this to Santana Row. Some of that thinking went into the commercial space at the Caltrain Depot and it is not the right fit

19:03:57 From Ariela St Pierre to Everyone:
Why will it take so long to develop the plan?

19:03:59 From Rachel Raynor, AICP (RRM Design Group) to Everyone:
here is the Downtown Specific Plan project website <https://www.sancarlosdowntownplan.com/>

19:04:01 From Alexander Kent to Everyone:
There are two new restaurants opening in the new construction portion of the "Trestle" project: 1) Impasto Pizzeria, and 2) Out of the Barrel Taproom.

19:04:11 From Will Strohl to Everyone:
Laurel street needs to be closed to traffic permanently and replaced with mixed use streets that include pedestrian and cycling only features (not cars), complete with retractable bollards to aid with events, emergencies, etc. This should compliment the work being done for the pedestrian safety planning. I still get almost hit every time I walk down Laurel street. Ironically, it's never happened to me on El Camino.

19:04:43 From Lena's iPad to Everyone:
Mike, did you just raise your voice at me?

19:05:31 From Will Strohl to Everyone:
No more parklets, but more usable (livable) space that encourages our community to come together downtown without fear of vehicles.

19:05:40 From Rachel Raynor, AICP (RRM Design Group) to Everyone:
here is the email Lisa just mentioned AdvancePlanning@cityofsancarlos.org

19:05:49 From Alexander Kent to Everyone:
Further, the former laundry mat at 722 Laurel is going to be Hapa's, a brewpub with a few existing

April 24, 2023

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locations. <https://hapasbrewing.com/>

19:08:00 From Lena's iPad to Everyone:

Thank you!

19:08:04 From Greg Lowitz to Everyone:

The best outcome of the pandemic was to liven up Laurel street with restaurants giving a more European experience with outdoor dining. I've also spent more money at shops than pre-pandemic because the ability to walk more freely has allowed me to discover and explore local businesses I had no idea existed before. We have a huge opportunity to turn Laurel street into an exciting, vibrant, culinary destination on the mid-Peninsula.

19:08:20 From Alexander Kent to Everyone:

Thank you very much, Lisa, staff and consultants, and interested residents!

19:08:20 From Carissa Little to Everyone:

+1Great

19:08:23 From Carissa Little to Everyone:

greg

19:08:25 From Ariela St Pierre to Everyone:

Agreed

19:08:28 From Rajesh Krishnan to Everyone:

thanks!

19:08:31 From Will Strohl to Everyone:

Agreed!

19:14:06 From Rachel Raynor, AICP (RRM Design Group) to Everyone:

thank you to everyone participating in this evening's workshop!

Downtown San Carlos Workshop Online Survey

24 Aug - 30 Sep 2022

Poll results

Trivia Question – What is the city motto for San Carlos?

1 0 0

Preserving the Past to Enhance the Future

1 %

Land of Gracious Living

0 %

City of Good Living

94 %

What happens in San Carlos, stays in San Carlos

4 %

America's Finest City

1 %

Please check all that apply:

1 0 0

I live in Downtown San Carlos



I live within walking distance of Downtown San Carlos



I work in Downtown San Carlos



I shop, eat, and/or utilize a service in Downtown San Carlos



I own a business and/or commercial property in Downtown San Carlos



I am just curious about the project



If you could describe Downtown San Carlos in one word, what would it be?

0 9 3

(1/4)

- Poorly planned
- Convenient
- direct
- long
- Charming
- Vibrant
- Unbalanced
- Jumbled
- needs TOD
- Friendly
- Funny
- Strollable
- Charming
- Neighborly
- Limited
- haphazard
- Unfinished
- Hometown
- Charming
- Small-town
- Not youthful
- Old fashioned
- Welcoming
- Cute
- Vibrant
- Charming
- community
- Fun

If you could describe Downtown San Carlos in one word, what would it be?

0 9 3

(2/4)

- Comfortable
- Fun
- Confortable
- linear
- Restaraunts
- Meh
- Fun
- Disappointing
- Messy
- Lively
- friendly
- Dangerous
- Yummy
- Pleasant
- potential
- Cozy
- Charming
- fun
- Congested
- Confused
- vibrant
- Entertaining
- Haphazard
- Hometown
- Community
- Friendly
- Vibrant
- Nice

April 24, 2023

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If you could describe Downtown San Carlos in one word, what would it be?

0 9 3

(3/4)

- Community
- Opportunity
- Charming
- jumbled
- Enjoyable
- cute
- Pleasant
- Overpriced
- Cluttered.
- Charming
- Welcoming
- Welcoming
- Vibrant
- Character
- Downtown
- fun
- Dated
- Neighborhood
- small
- Vibrant
- Outdated
- Changing
- Friendly
- Relaxing
- A mess
- Liveable
- Youthful
- Shopping

If you could describe Downtown San Carlos in one word, what would it be?

093

(4/4)

- home
- Charming
- Charming
- Charming
- Community
- Chaotic
- Vibrant
- Versatile
- Dead

Which of the following improvements would you like to see in Downtown San Carlos? (check all that apply)

094

(1/2)

Beautification, street trees, and landscaping



Enhanced aesthetics of the commercial character/building design



Highlighted culture and history of the Downtown with plaques or signage



Additional outdoor gathering/seating areas (plazas, pocket parks, paseos, etc.)



Enhanced outdoor dining areas



Which of the following improvements would you like to see in Downtown San Carlos? (check all that apply)

0 9 4

(2/2)

Additional gateway and wayfinding signage



Public art



**Which of the following uses would you like to see more of within Downtown San Carlos?
(check all that apply)**

0 9 6

(1/2)

Shops



Restaurants



Culture and entertainment



Personal services (beauty supply, nail salon, tailor, etc.)



Mixed use (lofts or apartments above retail, restaurants, or office)



**Which of the following uses would you like to see more of within Downtown San Carlos?
(check all that apply)**
(2/2)

096

Gathering spaces



Housing options



Trivia Question – The namesake for Drake’s located at the corner of San Carlos Avenue and El Camino Real is:

090

Canadian rapper Drake

6 %

The urban dictionary definition for a lower class of dragon or a higher class of serpent

1 %

Sir Francis Drake the daring English explorer in the 16th century

7 %

Mr. Frederick Drake known as the father of “San Carlos”

87 %

096

Along Laurel Street 600-800 blocks (from San Carlos Avenue to Arroyo Avenue) which of the following uses would you like to see? (check all that apply)

(1/2)

Retail



Restaurant



Professional Offices



Medical services/ medical offices



Boutique hotels



Along Laurel Street 600-800 blocks (from San Carlos Avenue to Arroyo Avenue) which of the following uses would you like to see? (check all that apply)

096

(2/2)

Mixed use (lofts or apartments above retail, restaurants, or office)



Standalone housing (apartments, condominiums, or multi-family homes)



Along El Camino Real which of the following uses would you like to see? (check all that apply)
(1/2)

095

Retail



Restaurant



Professional Offices



Medical services/ medical offices



Auto-related uses



Along El Camino Real which of the following uses would you like to see? (check all that apply)
(2/2)

095

Hotels



Mixed use (lofts or apartments above retail, restaurants, or office)



Standalone housing (apartments, condominiums, or multi-family homes)



Trivia Question – The citizens of San Carlos voted to incorporate as a city in:

090

June 1925 ✓



November 1922



January 1940



June 1933



How do you typically get around Downtown San Carlos? (check all that apply)

(1/2)

096

Walk/assistive devices



Bike/e-bike



Skate/Scooter



Drive



Rideshare - Uber/Lyft



How do you typically get around Downtown San Carlos? (check all that apply)
(2/2)

0 9 6

Public Transit

3 %

Which of the following mobility improvements would you like to see in Downtown San Carlos? (check all that apply)

098

(1/2)

Improved sidewalks



Enhanced pedestrian crossings



Additional bicycle lanes and bicycle racks



Shared e-bikes



Shared e-scooters



**Which of the following mobility improvements would you like to see in Downtown San Carlos?
(check all that apply)**

098

(2/2)

Enhancements to alleyways



Improvements to public transit service or amenities (such as bus stops or shelters)



Better access to the Caltrain Station



**If you parked once and walked around, how far are you willing to walk to your destination?
(select your preferred distance)**

099

half a block



about one block



about two blocks



5-minute walk

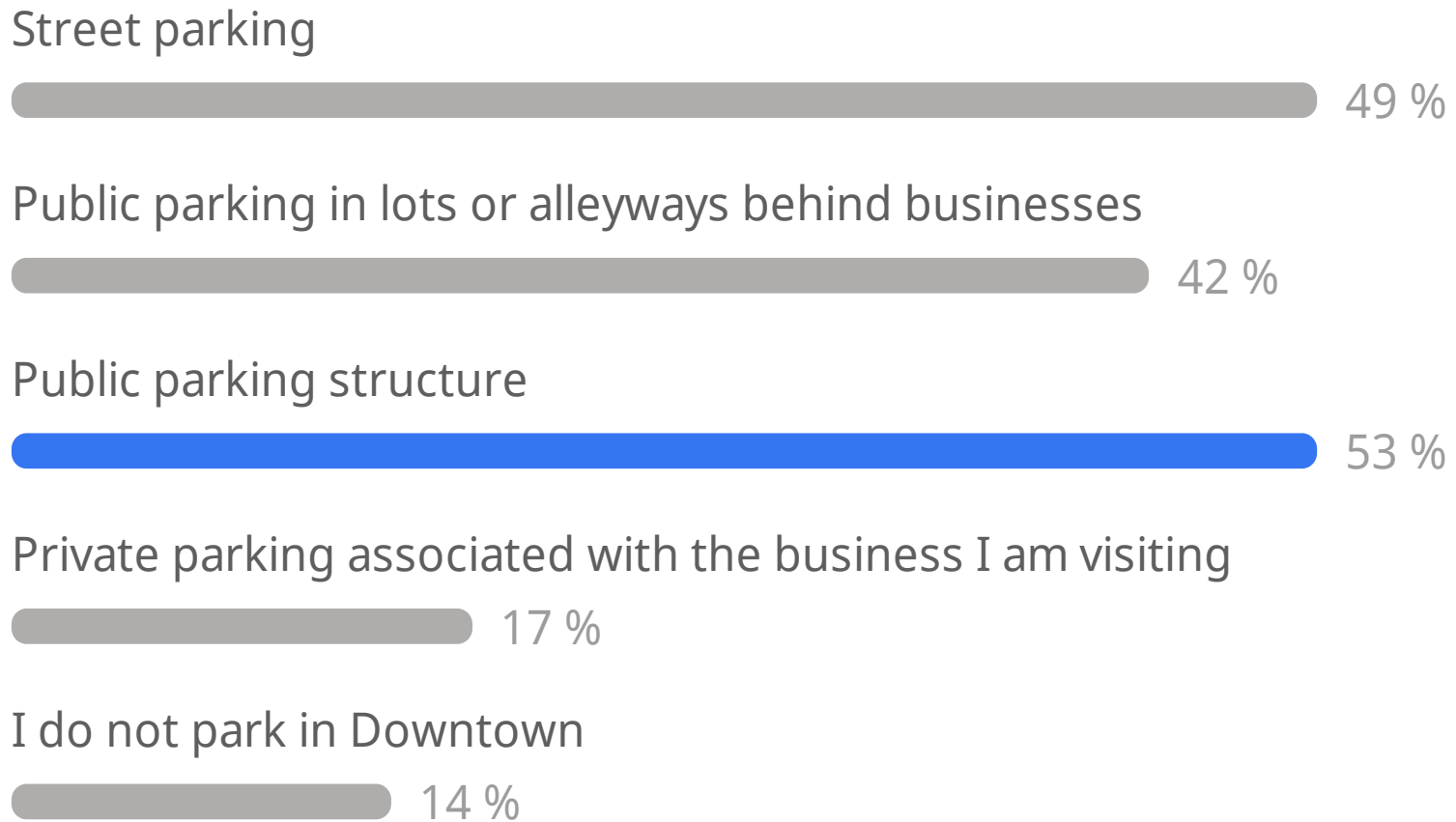


10-minute walk



Where do you prefer to park when you visit Downtown? (select the most often used)

098



What is your favorite downtown to visit on the Peninsula other than San Carlos?

0 9 9

(1/4)

- Log Gatos Los Altos
- Redwood city
- Burlingame (agree with sentiment on paid parking - I hate it - so annoying)
- Orange
- Burlingame
- Burlingame, San Mateo
- Burlingame and RWC
- Mateo burlingame redwood city
- Redwood City or San Mateo
- Burlingame and Palo have many retail/restaurant options but not a fan of paid parking.
- Burlingame, Los Altos
- Mountain View Redwood City
- Redwood City
- Menlo Park
- Burlingame
- Palo Alto, Los Gatos,
- Redwood City, Menlo Park, Mtn view
- Burlingame San Mateo Palo Alto
- Palo Alto Mountain view Redwood city
- Burlingame
- Redwood City
- Burlingame

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What is your favorite downtown to visit on the Peninsula other than San Carlos?

0 9 9

(2/4)

- Burlingame
- Belmont
- Palo Alto
- Palo Alto
- Used to be Burlingame but allot of shops and restaurants have closed
- Palo Alto
- Menlo Park
- Burlingame
- Mt View
- San Mateo and Redwood City
- Palo Alto
- Burlingame and Redwood City
- and Palo Alto
- Menlo Park
- Mountain view
- Burlingame
- Burlingame, San Mateo
- Menlo Park
- Redwood City
- Burlingame
- Redwood City
- Burlingame
- Los Gatos
- Los Altos
- redwood city
- Palo Alto

What is your favorite downtown to visit on the Peninsula other than San Carlos?

0 9 9

(3/4)

- Burlingame
- San Mateo
- Redwood City
- Palo Alto or Burlingame
- Palo Alto
- none
- Redwood city
- Burlingame
- Palo Alro
- Burlingame
- Mountain View
- University Avenue
- Palo alto
- Belmont (just kidding)
- Redwood City Burlingame
- redwood city
- Palo Alto
- Palo alto
- Menlo Park
- Redwood city
- Menlo park
- Menlo Park
- Los Gatos
- Redwood
- Palo Alto
- Redwood City
- Redwood City
- None

April 24, 2023

Packet Pg. 261

What is your favorite downtown to visit on the Peninsula other than San Carlos?

0 9 9

(4/4)

- Palo Alto
- Redwood City
- Burlingame
- Palo Alto
- Palo Alto California Street
- Burlingame
- Burlingame
- Burlingame
- Palo Alto
- Burlingame
- San Mateo
- Redwood City
- Palo Alto
- Palo Alto
- San Mateo
- Millbrae
- Burlingame
- Palo Alto & Burlingame
- Redwood City
- redwood city
- Burlingame
- Burlingame
- Burlingame
- Burlingame

Trivia Question - The massive stone blocks used to make the San Carlos Train Depot were excess materials from the construction of:

097

Stanford University



The Folger Coffee Company Building



Argonaut Hotel



Southern Pacific Building



University of California, Berkeley



San Carlos PPT Questions

13 - 16 Feb 2023

Poll results

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- 1) Looking at these inspirational photos, and keeping in mind other places you've been, in your opinion what is the most important element or feature you would like us to incorporate into the downtown Vision? (one word answers)
- 2) Think back to some of your most unforgettable experience in the public realm – what was it about that space that made it unforgettable? What was the experience like? How did it make you feel? (one word)
- 3) Why do you currently go to Downtown San Carlos?
- 4) When you go the 700 block, today, what draws you there? Specifically, what is the reason you currently go to this location? (One word answer.)
- 5) The City has been hearing many comments and support for closing the 700 block permanently. Do you agree yes or no?
- 6) What is your highest priority for public spaces in the downtown area? (Select one.)
- 7) Please rank the amenities in order of importance to you in the downtown core. (Rank all where #1 is the MOST important.)
- 8) I would like to see more of the following in Downtown (select all that apply):
- 9) What types of programs or entertainment would you

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- like to see downtown? (Select all that apply.)
- 10) Which is your preferred 700 block option?
- 11) I would go downtown more often _____. (Select two.)

2) Think back to some of your most unforgettable experience in the public realm - what was it about that space that made it unforgettable? What was the experience like? How did it make you feel? (one word)

055



3) Why do you currently go to Downtown San Carlos?

057

(1/2)

Eat



Shop



Work



Services (auto repair, tailor, nail salon, etc.)



Farmers Market or Special Events



3) Why do you currently go to Downtown San Carlos?

0 5 7

(2/2)

To catch the Train or bus on ECR



I live Downtown



To visit Laurel Street



None of the above



4) When you go the 700 block, today, what draws you there? Specifically, what is the reason you currently go to this location? (One word answer.)

056



5) The City has been hearing many comments and support for closing the 700 block permanently. Do you agree yes or no?

0 5 3

Yes



No



6) What is your highest priority for public spaces in the downtown area? (Select one.)

0 5 5

I want to enjoy a public space and the sense of community



I want to go somewhere with my kids



I want to be able to eat lunch outside

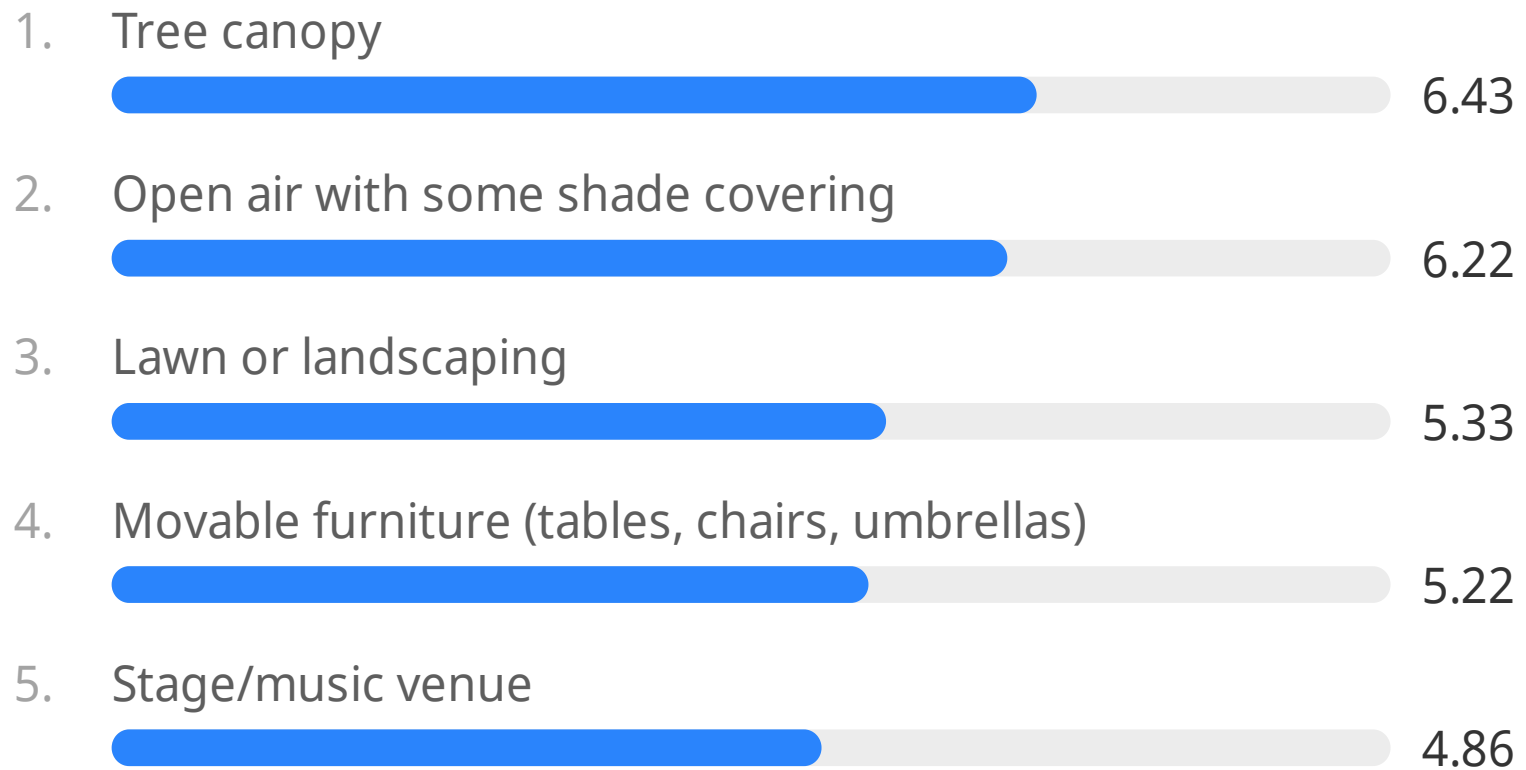


I would like events and programs



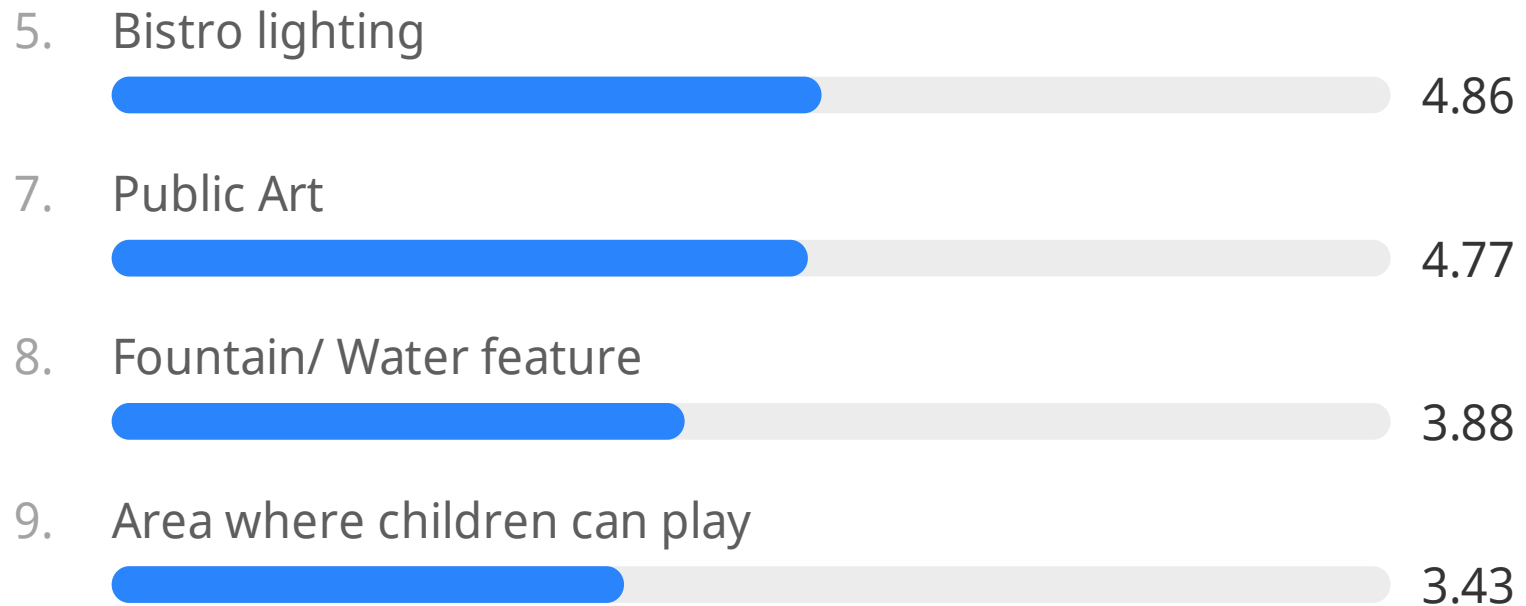
7) Please rank the amenities in order of importance to you in the downtown core. (Rank all where #1 is the MOST important.)
(1/2)

0 5 1



7) Please rank the amenities in order of importance to you in the downtown core. (Rank all where #1 is the MOST important.)
(2/2)

0 5 1



8) I would like to see more of the following in Downtown (select all that apply):
(1/2)

060

Outdoor dining



Street furnishings



Plazas



Public art



Wayfinding (signs w/direction, distance)



8) I would like to see more of the following in Downtown (select all that apply):
(2/2)

060

Street trees



Bicycle parking



Other



9) What types of programs or entertainment would you like to see downtown? (Select all that apply.)

063

(1/2)

Music events



Kid friendly programs



Theater/Performance pop up events



Cultural or art exhibits



Movies on the plaza/square



9) What types of programs or entertainment would you like to see downtown? (Select all that apply.)
(2/2)

0 6 3

Activities/yoga, tai chi, qi gong



Chess, backgammon, game night



10) Which is your preferred 700 block option?

0 6 4

Flexible Closure



Widened Sidewalk



Plaza Option



Pre-2020 Option



11) I would go downtown more often _____.
(Select two.)

067

If there was a permanent plaza / public gathering spaces



If there were wider sidewalks with adjacent parking



If I could drive down the 700 block, like before 2020



For Farmer's Market and for other cool /fun events



Other



Question Report

San Carlos Downtown Specific Plan Workshop (2/15/2023, 7pm)

Question Details

#	Question	Asker Name	Answer	Answer Name
1	I need the help, the chat is blocked	Xiao-Lin Ruihang	Let me look into this one moment please	Katja Dillmann
2	Caulenstein Poppins here, I just love San Carlos!	Caulenstein Poppins	Thank you for joining us	Katja Dillmann
2	Caulenstein Poppins here, I just love San Carlos!	Caulenstein Poppins	Thank you Caulenstein - I love it too!	Lisa Porras# City of San Carlos
3	And the unmute button, please help need this talking	Xiao-Lin Ruihang	Please send all questions and comments to us, here in the Q & A. Thank you	Katja Dillmann
4	Same. Chat is "disabled". We can submit Q's here though, correct?	L. Salazar	yes. Thank you	Katja Dillmann
5	Why is the chat blocked and i cant unmute?	Anonymous Attendee	Please use the Q & A feature	Katja Dillmann
6	Please announce that Chat is disabled, but we can use Q&A	Heidi Liebeguth		
7	FYI - unless my zoom is unique ... it says the chat feature is disabled so all questions will need to go through Q&A	Becky		
8	Also you need to click on "Survey" when going to Slido	Tom Feledy	Thank you, Tom!	Megan Wooley-Ousdahl# Senior Planner
9	make sure that labor is thought of as this plan progresses. With out labor standards such as access to work opertunity for local residence, apprenticeship and healthcare the Plan	Bryan Shields Carpenters Local 217	Thank you Brian - I also received your email. All the best, Lisa	Lisa Porras# City of San Carlos
10	...not the Q&A tab at Slido, but the "Polls" tab	Tom Feledy	Thank you!!	Megan Wooley-Ousdahl# Senior Planner
11	too open and undefined to feel comfortable. Restaurants are big becasue that's all there is	Anonymous Attendee	Thank you for sharing!	Megan Wooley-Ousdahl# Senior Planner
12	Why do I have to go through Restaurant space to get to the bank or post office? If you keep Laurel Closed, can the asphalt be dug up and made permeable?	Anonymous Attendee	Thank you for sharing! We've noted your comment. From Megan with the City	Megan Wooley-Ousdahl# Senior Planner
13	Can the restaurant parklets be opened to the street area so the middle of the street doesn't feel so walled off?	Sarah Kelsey	Thank you for this suggestion! We've received your comment and idea!	Megan Wooley-Ousdahl# Senior Planner
14	Have you looked at what makes other downtowns vibrant or poorly planned? Closing the 700 block allows you to do so much more such as having a plaza.	Gladwyn d'Souza	successful examples from other communities - such a great way to see what works well!	Megan Wooley-Ousdahl# Senior Planner
15	shared? It's essential that safe routes downtown, bike lock parking suitable for big heavy fat tire ebikes is included, and bikes have preferred parking closest to Laurel. These are	MarkB	part of the Plan, and we can provide more information - please feel free to reach out to advanceplanning@cityofsan-carlos.org	Megan Wooley-Ousdahl# Senior Planner
16	Why are you limiting the questions to only the 700 block? What about adjacent blocks?	David Crabbe	They will also be addressed as part of plan. Stay tuned!	Akanksha Chopra (CDD - Advance Planning)
17	The 700 block, if closed, which I hope is the case, will need redevelopment so that it's not restaurant centric.	Sal Burns	Thank you for your feedback!	Akanksha Chopra (CDD - Advance Planning)
18	It would be great to have the restaurants more like sidewalk cafes and less like restaurant walls on the street.	Sarah Kelsey	Thanks for your comment! It's duly noted.	Akanksha Chopra (CDD - Advance Planning)
19	The example pictures you showed were cool, but our downtown needs nature too! EXAMPLES: Boulder, Aspen, Portland, Utrecht and many others.	MarkB	Love this! Yes, we can consider incorporating "greening of Downtown" into the Plan.	Megan Wooley-Ousdahl# Senior Planner
20	the orange plastic jersey barrier, etc — while this larger plan is being developed and constructed. Or do we have to live with the pandemic look for 2-3 more years on top of	Jeffrey Stanger	Hello Jeffrey, Yes, the City is considering interim improvements that could be implemented before the Plan is adopted.	Megan Wooley-Ousdahl# Senior Planner
21	This park is an absolute dump	gregstclair	Thank you for your comment - Please share too what could enliven the space from your perspective!	Megan Wooley-Ousdahl# Senior Planner
22	Need to be mindful of how many parking areas are eliminated. Not everyone can walk downtown and if people can't park easily they won't come.	Anonymous Attendee	live answered	Akanksha Chopra (CDD - Advance Planning)
22	Need to be mindful of how many parking areas are eliminated. Not everyone can walk downtown and if people can't park easily they won't come.	Anonymous Attendee	Great observation! We will be considering this as part of plan.	Akanksha Chopra (CDD - Advance Planning)
23	We need more trees, not less, to minimize heat island effect. Natural features are good for mental health, too.	Kathleen Goforth	Thank you for your suggestion!	Megan Wooley-Ousdahl# Senior Planner

April 24, 2023

Packet Pg 282

Question Report

San Carlos Downtown Specific Plan Workshop (2/15/2023, 7pm)

Question Details

#	Question	Asker Name	Answer	Answer Name
24	I don't think fountains are a good idea. We may have had a lot of rain recently but drought is a fact of life in CA	JC	Thank you for your feedback!	Megan Wooley-Ousdahl# Senior Planner
25	What is the size in feet of Harrington Park?	Tom Feledy	The overall acreage is 0.3 acres.	Megan Wooley-Ousdahl# Senior Planner
26	After watching the latest World Cup and Super Bowl I can imagine an open air gathering area to watch these types of entertainment	Mike Pardini	Definitely. Thanks for sharing!	Akanksha Chopra (CDD - Advance Planning)
27	need a place for teens to hang out. we have places for the littles, but nothing for the teens. skate park? lounge areas?	Anonymous Attendee	Great idea! Thanks for sharing.	Akanksha Chopra (CDD - Advance Planning)
28	What have the musicians said about the location of the stage. Not sure about moving the stage, would music spillover away from laurel?	Anonymous Attendee	Great suggestion to reach out to the musicians!	Megan Wooley-Ousdahl# Senior Planner
29	I.m not able to respond to any of the questions asking for a response. How can I respond?	evacombs	Please go to Slido.com and join using the code 2509916. thanks!	Akanksha Chopra (CDD - Advance Planning)
30	Harrington Park is fine as it is - no need to use tax dollars to change it	chris.lantman@sri.com	Thanks for your feedback!	Akanksha Chopra (CDD - Advance Planning)
31	Industrial Arts Area can be highlighted? Specifically the wineries and Breweries that are on the Southeast side of the city	Mike Pardini	Yes, we can look into this - this is a really nice way to connect all of San Carlos' districts.	Megan Wooley-Ousdahl# Senior Planner
32	Lost in question 7 is the need for ground treatment that's appealing, not asphalt and concrete. le porous (for ground water) tile or brick or other appealing ground covering.	MarkB	Great suggestion! Thanks for sharing.	Akanksha Chopra (CDD - Advance Planning)
33	know of some businesses downtown that have had carpets ruined from the sap and other things dropped from the current trees	Mike Pardini	Great observation. Thanks for sharing!	Akanksha Chopra (CDD - Advance Planning)
34	How will tree canopy be added? Will they be small trees in planters or larger trees. Hope larger trees and open space.	Debbie and Gary	Thank you for your feedback! We can consider this in more detail.	Megan Wooley-Ousdahl# Senior Planner
35	there needs to be better clarity around kid friendly activities. there is a lot for the under 10yo, but what about the teens. Needs to have better distinction	Anonymous Attendee	Thanks for that feedback! We will consider this in the plan.	Akanksha Chopra (CDD - Advance Planning)
36	Echoing Mike Pardinis comment,. The downtown trees have a terrible disease and drip sap. This has to be fixed	gregstclair	Thanks for sharing! We will consider this while making recommendations.	Akanksha Chopra (CDD - Advance Planning)
37	across el camino seems to have ample area for parking. any thought given to a walkway over/under el camino so that can be accessed and well connected to downtown?	Jeffrey Stanger	Yes, good point about El Camino Real. We are considering enhanced pedestrian crossings on El Camino Real as a part of the Plan.	Megan Wooley-Ousdahl# Senior Planner
38	Allow ADUs with commercial zoning to create the vibrance you see in many countries outside the US but also in some neighborhoods in Portland.	Gladwyn d'Souza	Thank you for your suggestion! We can look into this.	Megan Wooley-Ousdahl# Senior Planner
39	Need to firm up employee parking so business owners stop parking behind their businesses and free these up for customers	gregstclair	Thanks for your comment! We will take this into consideration.	Akanksha Chopra (CDD - Advance Planning)
40	the city can bring the funding in to make alleys of art , retail, mix of retail and street food, etc.	Gladwyn d'Souza	Great idea! Thanks for sharing.	Akanksha Chopra (CDD - Advance Planning)
41	assess those restaurants for improvements. Also need an attractive uniform look for all parklets that will continue to show up sporadically on all other blocks of Laurel like they	Vince Gritsch	Thanks for your feedback! We will consider this while making the Plan recommendations.	Akanksha Chopra (CDD - Advance Planning)
42	Agree with Gladwyn's suggestions!	Debbie and Gary	Thanks for your feedback!	Akanksha Chopra (CDD - Advance Planning)
43	more attractive. Right now, they close off the center of the street from the storefronts. The center of the street needs to be fully landscaped with street furniture, kiosks, etc. to	David Crabbe	Great observation! Thanks for sharing. We will take this into consideration.	Akanksha Chopra (CDD - Advance Planning)
44	That is a photo of the 600 block. To be clear we're just talking about the 700 block ONLY, correct?	DZ	Yes, we are only talking about the 700 block tonight - but we will talk about the 600 and 800 blocks in the future.	Megan Wooley-Ousdahl# Senior Planner
45	Allow thumbs up and down on some of these slides.	Gladwyn d'Souza	Great suggestion! We can look into this for next time.	Megan Wooley-Ousdahl# Senior Planner
46	If street is closed off, will the orange barriers be removed? How will restaurant seating be separated from pedestrian walkways and plaza?	Debbie and Gary	Great questions! These are things we will definitely need to consider.	Megan Wooley-Ousdahl# Senior Planner
47	infront of other stores. if they have a parklet, why are they crowding the narrow sidewalks? it feels more like an either/or, but not both as it is currently	Anonymous Attendee	Thanks for your observation! We will take this into consideration.	Akanksha Chopra (CDD - Advance Planning)
48	I would go downtown more often if it was friendly for bikes and ebikes. Please ADD THIS OPTION!	MarkB	Thank you!!	Megan Wooley-Ousdahl# Senior Planner

Question Report

San Carlos Downtown Specific Plan Workshop (2/15/2023, 7pm)

Question Details

#	Question	Asker Name	Answer	Answer Name
49	I would go downtown more often if there was a bike path to downtown through town!	Sonia Elkes	Thanks for sharing!	Akanksha Chopra (CDD - Advance Planning)
50	parking isn't an issue for me, now. It has been important when transporting friends /family with mobility issues.	Anonymous Attendee	Thank you for sharing!	Megan Wooley-Ousdahl# Senior Planner
51	Currently no bike parking, no safe routes downtown, and signs say no bikes. Wrong wrong wrong. I am hostage to my car because bikes and e-bikes aren't invited	MarkB	Great observation! We will take this into consideration.	Akanksha Chopra (CDD - Advance Planning)
52	The Walnut-Cherry and Walnut-Olive intersections need to be 4-way stops!	Anonymous Attendee	Thank you for your feedback!	Megan Wooley-Ousdahl# Senior Planner
53	it more difficult to park. need to find a way to incentivize them to park in designated spots.	Anonymous Attendee	Thanks for sharing!	Akanksha Chopra (CDD - Advance Planning)
54	For a destination consider how the community get's there and make sure that both sides, east and west, have safe efficient and pleasant access.	Gladwyn d'Souza	Definitely an important consideration. Thanks for sharing!	Akanksha Chopra (CDD - Advance Planning)
55	this was recorded. Where can it be accessed later for those that missed it?	Anonymous Attendee	We will be posting the recording on the Downtown Specific Plan website which is at www.sancarlosdowntownplan.com	Megan Wooley-Ousdahl# Senior Planner
56	traffic/parking management. I don't see practical solutions. Current trash enclosure rules made it impractical and expensive to create trash enclosure. Nobody likes visible	Anonymous Attendee	Thanks for your feedback!	Akanksha Chopra (CDD - Advance Planning)
57	More please. But we all want 3-4 or even a 2 X 4 block closed area for bikes and pedestrians downtown with cars around the edges in garages or one way streets. This	MarkB	Thanks for your feedback!	Akanksha Chopra (CDD - Advance Planning)
58	Bikes that can easily be going at 20mph and don't mix well with plaza/child friendly areas. Please consider if bikes are part of this plan	Megan Shackleton (she/her)	Thank you for your feedback!	Megan Wooley-Ousdahl# Senior Planner
59	attended all 3 public feedback sessions and the feedback was 100% against the plans presented. Represented hundreds of people. The consultants from Berkeley just	Vince Gritsch	Thank you for your feedback and for attending tonight!	Megan Wooley-Ousdahl# Senior Planner
60	Laurel street area to truly create a plaza look that's integrated and inviting and one big charming vibrant area.	MarkB	Great, thanks for sharing!	Akanksha Chopra (CDD - Advance Planning)
61	need to find a way to encourage and support smaller businesses that are an asset to our community. Reading Bug is at the top of that list	Anonymous Attendee	Thanks for your feedback!	Akanksha Chopra (CDD - Advance Planning)
62	what are the discussions about building height limits? I'm concerned with what Laurel street will look like if it is suddenly all 4 story buildings on both sides.	Anonymous Attendee	this planning process. More information and concepts for your feedback coming soon.	Megan Wooley-Ousdahl# Senior Planner
63	access to future parking garages and services that may become part of future new buildings along ECR or new redesigned buildings along the East side of Laurel..	David Crabbe	Thanks for your feedback!	Akanksha Chopra (CDD - Advance Planning)
64	cherry st crossing is great, it's my preferred one to the train station	Solomon Liu	Thanks for sharing!	Akanksha Chopra (CDD - Advance Planning)
65	parking lanes into wider sidewalks and protected bicycle lanes. Look at the current plans for ECR in Millbrae for ideas for how to improve ECR.	David Crabbe	and Pedestrian Master Plan which provides a vision and projects for San Carlos streets, including El Camino Real. These recommendations are also	Megan Wooley-Ousdahl# Senior Planner
66	You bet! Thanks for listening!	Vince Gritsch		
67	Consider high speed public broadband like Chattanooga , TN, to attract more of the work from home people into the envisioned public space, at other times.	Gladwyn d'Souza	Thanks for the suggestion!	Akanksha Chopra (CDD - Advance Planning)
68	What metrics are being tracked to evaluate outcomes?	Solomon Liu		
69	That was a great forum and meeting - thank you	gregstclair	Thanks for participating!	Akanksha Chopra (CDD - Advance Planning)
70	Underground as much of the utilities as possible	Mike Pardini	Thanks for sharing!	Akanksha Chopra (CDD - Advance Planning)
71	Well done meeting for public and informed participation	Gladwyn d'Souza	Thank you!	Megan Wooley-Ousdahl# Senior Planner

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Not a question. I will have to bet that fountains are frowned upon in the era of California droughts.	Anonymous	neutral	02/15/2023	19:21:31
I thought that the council voted 2 years ago that the 700 block would be permanently closed to traffic. Is that not the case?	Sal Burns	neutral	02/15/2023	19:24:09
Need special attention to easy bicycle access too. Don't exclude e-bikes and bikes; actively invite them to the center of downtown safely!	Anonymous	positive	02/15/2023	19:24:27
Give us the poll questions please	Heidi	neutral	02/15/2023	19:24:59
Preservation of the existing trees	Richard	neutral	02/15/2023	19:28:19
I was trying to edit my response to the first question from "shade" to "trees" but I got cut off and cannot go back to it	Anonymous	negative	02/15/2023	19:28:55
I love sidewalk dining outside!	Richard	positive	02/15/2023	19:30:22
the outdoor dining setups in the 700 block obstruct visual access to the other businesses (shops & salon). Has that been addressed with those business owners?	Anonymous	neutral	02/15/2023	19:34:31
I love all the parklets and outdoor dining. I do think there should be a single lane for cars to pass each direction.	Heidi	positive	02/15/2023	19:35:12
Whether or not I support closing the 700 block permanently depends on what accessibility measures are included.	Anonymous	neutral	02/15/2023	19:35:33
More sidewalk dining with at least a single one way lane open to traffic	Richard	neutral	02/15/2023	19:35:48
There's no chat, only Q&A	Heidi		02/15/2023	19:36:23
Keep small town feel by having 1-story buildings that makes the street "walkable"	Anonymous	negative	02/15/2023	19:36:27
Are the restaurants that have expanded their setups massively paying for occupying public space? The menu prices have surged at all restaurants	Anonymous	neutral	02/15/2023	19:37:12
Please preserve & maximize landscaping. We need more tree canopy, not less.	Heidi	positive	02/15/2023	19:41:20
Harrington park V2- Love the fountain in that location!	Anonymous	positive	02/15/2023	19:42:41
700 block doesn't need to close completely to keep and expand outdoor dining & gathering	Heidi	neutral	02/15/2023	19:43:49
Outdoor movies, etc. can take place on that current parking lot or in Burton Park. I like the idea of using that parking lot for this sort of thing too	Heidi	positive	02/15/2023	19:46:29
Restaurants need to be reigned in and not overtaking all of the sidewalks. Need walk ways or clear areas to walk	Anonymous	negative	02/15/2023	19:46:55
What about more shops and stores instead of food places? Also am missing the laundromat for bulky items.	Anonymous	negative	02/15/2023	19:49:09
Fountains recycle water and are incredibly peaceful. Most major cities with incredible community gathering spaces have them.	Sal Burns	positive	02/15/2023	19:51:43
I wish by landscaping it's specified things like planters, especially in place of the ugly orange boulders	Anonymous	neutral	02/15/2023	19:52:00
Street parking is a waste of space and make our streets more unsafe. Any necessary parking should be consolidated in parking structures.	Anonymous	negative	02/15/2023	19:52:30
having to walk down the middle of the street means hotter and no shade on warm days. And Windy and no shelter on cold days	Anonymous	negative	02/15/2023	19:52:35
I'd like flowers as landscaping, not lawn. They're grouped together however	Heidi	neutral	02/15/2023	19:52:47
would love to see possibility for some smaller, local businesses. The rents on laurel are crazy. would love to see the city help them out	Anonymous	positive	02/15/2023	19:53:02
I would like to see more of the following in Downtown: Wider sidewalks, Less street parking	Anonymous	neutral	02/15/2023	19:54:09

April 20, 2023

Packet 13-205

Slido Question	User Name	Sentiment	Submission Date	Submission Time
30 years ago the City removed & replace "mature" trees, now there is talk of replacing the trees again, !Hugh!, we must protect our heritage tree lined streets!	Richard	neutral	02/15/2023	19:55:04
Please let's not remove trees, if activities need open space, let's use that parking lot	Heidi	neutral	02/15/2023	19:56:12
Let's underground all those power lines & phone lines	Heidi	negative	02/15/2023	19:57:57
While we're at let's underground all those obnoxious utility lines & poles	Richard	negative	02/15/2023	19:57:58
Let's use gray water for the landscaping	Heidi	neutral	02/15/2023	19:58:18
Improve alleys to accommodate traffic & parking impacted by closing 700 block for more sidewalk dining	Richard	neutral	02/15/2023	20:00:28
Crosswalks can be improved by having them raised to sidewalk level instead of dropping to street level.	Anonymous	positive	02/15/2023	20:02:21
Please prioritize use of locally native species for trees and other landscaping.	Anonymous	neutral	02/15/2023	20:04:03
flexible closure: there is no outside dining? Yay	Anonymous	neutral	02/15/2023	20:04:55
Losing 63 parking spots is not a trade off. Do it!	Anonymous	negative	02/15/2023	20:06:17
Please DO NOT harm the legacy trees within the heritage sidewalk dimensions!	Richard	positive	02/15/2023	20:07:25
Restaurants invested a lot of money in beautifying their dining parklets, such as Town. Others were reluctant to do this, afraid to lose their investment	Heidi	negative	02/15/2023	20:11:08
A lot of the existing street trees need to be better maintained if left. Most trees downtown are infected with aphids or other insects that drop on the ground	Mike pardini	negative	02/15/2023	20:12:33
Let's lose the parking, keep one lane each way for cars, keep wide sidewalks & dining spaces	Heidi	negative	02/15/2023	20:12:57
Not all Laurel St. stores have alley access for deliveries.	Anonymous	negative	02/15/2023	20:15:22
Q11: interesting/useful shops, entertainment events, free or low cost local transit	Anonymous	positive	02/15/2023	20:15:46
Other: I will go downtown more if there is adequate, safe bicycle parking and I can enjoy dining, shopping and socializing in a car-free environment	Anonymous	positive	02/15/2023	20:16:16
Question 11 : I'd come downtown more if there was informal street music , like in New Orleans. Creates great ambiance and atmosphere.Adds charm and energy.	Jennifer	positive	02/15/2023	20:16:48
When will there be a decision about closing 700 block permanently? Is it a city vote? A city council vote? Is there a timeline?	Anonymous	neutral	02/15/2023	20:17:45
Making 700 block only as a whole plaza may attract more people but only to that block and lose sight of renewing the entire downtown as a whole. Imbalanced!	Anonymous	negative	02/15/2023	20:18:42
The plaza option does not show how the restaurants with current outdoor dining would be located	Anonymous	negative	02/15/2023	20:19:37
Why is 700 block being treated as special vs the whole downtown? Sounds like the 700 block is the only downtown.	Anonymous	neutral	02/15/2023	20:22:52
I agree, crossing El Camino Real is scary. Can we have a pedestrian bridge?	Heidi	negative	02/15/2023	20:24:30
Don't think you can address the 700 block by itself. Restaurants parklets are on several blocks each way and must be uniform.	Anonymous	negative	02/15/2023	20:25:50
This creates an unfair advantage for 700 block restaurants so assume they will be assessed initially and ongoing	Anonymous	negative	02/15/2023	20:26:55
Specially protecting the existing trees on Laurel is the question at hand	Richard	neutral	02/15/2023	20:31:00
Can we enable permanent park lifts for the entirety of Laurel Street for sidewalk, dining and other activities, trees, and flowers?	Heidi	neutral	02/15/2023	20:32:40

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April 20, 2023

Packet 19:54:07

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COFFEE AND COMMENTS OPEN HOUSE SUMMARY

Background

In March 2022, the City of San Carlos kicked-off the process to work with the community to create a new vision for Downtown San Carlos, including Laurel Street, El Camino Real, and the cross streets from Holly Street to Greenwood Avenue. This project, called the “Downtown Specific Plan,” will build upon what’s best and most loved about Downtown San Carlos, and take a close look at what needs updating or changing. This process will last about two years, with completion targeted in spring 2024.

Event Overview

As a follow up to virtual community workshop held on February 15, the City hosted an in-person Coffee and Comments Open House for the Downtown Specific Plan on March 4 between 10 AM to 12 PM at the City Library at 610 Elm Street.

The open house presented an additional opportunity to collect feedback from the community on three preliminary concepts related to place-making and urban design. These concepts included improvements to alleyways, the 700 Block of Laurel Street, Harrington Park, and a new plaza off the 600 Block of Laurel Street. There were two presentations by Lisa Porras, Planning Manager for the Advance Planning Division - one at 10:15am and the second one at 11:15am.

Over 70 community members joined City staff for coffee and pastries and had an opportunity to ask staff questions, view the exhibits, share ideas, and give their feedback.



Community Feedback by Themes

Closure on Laurel

- Community members want City to think big and bold in terms of vision for Downtown.
- Resounding support for extending closure of Laurel Street to all blocks, not just 700 Block.
- The community likes the walkable space currently on Laurel and supports extending it between Arroyo and San Carlos, and Walnut between San Carlos Ave and Cherry.
- People like having a street that is walkable and supports pedestrian activities like places to sit and have coffee.
- A few community members felt full closure plaza would be overdone.

Building Heights

- Some community members suggested keeping heights low along Laurel and maintaining a “small town” feel. One idea was to focus height along El Camino, not Laurel.
- Other comments supported taller buildings with wider space between. The idea that taller buildings create shaded streets which is desirable (“nobody wants to sit unshaded or unsheltered in the street.”).
- Public Space elements/design considerations
- Community wants more seating and gathering places with the space to feel more welcoming and inviting with greening and public art.
- Support for welcoming and central gathering space e.g., Piazza, Square, and Plaza.
- Having events & space where the community can gather.
- Places for kids to play while parents shop.
- Aesthetically pleasing strolling area or seating.
- Places for local artist/ musicians (not large bands) that provided an individualized “experience”.

Public Art

- Community also wants public art or community art as part of the spaces including artistic displays (Like umbrella street in Montreal).
- Suggestion to utilize local artists to offer displays in space and to tie the space thematically to other planned areas or destinations like wine/brewery/art districts.
- Revitalize Alleys through “surprising/delightful” art to attract pedestrians.
- Invest in design concepts that inspire (unique lighting, seating, and signage).
- Fun street art for children to explore & discover, e.g., Hunt for mosaic animals, commemorative tiled, animal statues discretely placed.

April 24, 2023

Packet Pg. 290

Businesses

- Walkable, interesting/diverse business that are local.
- Collection of local businesses, especially restaurants & cafes
- More new shops/cafes/ restaurants
- Diversity of Business (Mom-n-Pop)
- Local business/ shops/cafes/ restaurants
- Unique businesses that don't make Laurel a food court.

Landscaping

- Making spaces inviting with greenery, trees, plants, etc.
- Open green space.
- More hanging baskets, flowers
- Native planting with signage for folks to learn about, the plant name, origin and fun fact.
- More trees and green space

Biking and Micro-mobility

- Street that is friendly for bicycles including e-bikes.
- Inviting and safe, e-bike & bicycle routes and infrastructure.
- Safe bikes, micro mobility access.
- Dedicated bike lanes leading to and through downtown.
- Add more explicit bicycle plans for complete routes downtown, e-bike parking next to plazas.

Amenities

- Public Bathrooms
- Lighting & safety
- Alleyway design and purpose
- General sense of confusion as to what Alleyways are being designed for pedestrians, cars, or services?
- Suggestion to make Laurel Street people friendly and alleys traffic & parking friendly.
- Some people suggested to "keep alleys as alleys".
- Put all services in one area on street that can have access to parking, i.e., North Laurel.

Parking

- Add parking with high density projects.
- No, public parking BofA
- Miscellaneous
- Keep stage facing west. Fix City Hall Fountain before taking up sidewalk space on Laurel.
- Full Closure - no fountain in what street or sidewalk is now. You will never be able to change it. Fix the fountain between the City Hall and the library instead.

April 21, 2023

Packet Pg. 291

DOT VOTING EXERCISE

What is the highest priority for public spaces in the downtown area? (top 2 options)	
I want to enjoy a public space and the sense of community	27
I want to go somewhere with my kids	6
I want to be able to each lunch outside	13
I like events and programs	11

What amenities would you like in the downtown core? (top 3 options)	
Fountain/ Water feature	12
Movable furniture (tables, chairs, umbrellas)	11
Lawn & landscaping	11
Area where children can play	7
stage music venue	11
Open air with some shade covering	18
Tree canopy	14
Bistro lighting	13
Public art	11

Why do you currently go to downtown?	
Eat or drink (restaurants, cafes, coffee/boba shops)	38
Shop	26
Work	4
Services (dentist, tailor, nail salon, etc.)	10
Farmers Market, or Special Event (Art& Wine Fair, Goblin Walk, etc.)	32
To catch the train, or the bus along El Camino Real	7
Because I live in downtown	8
To visit, take a walk, or stroll along Laurel Street	34
None of the above	2 (Library)

What would you like to see more of in downtown?	
Outdoor dining	21
Street furnishing	12
Plazas	16
Public Art	18
Wayfinding (signs with direction, distance)	
Street trees	20
Bicycle Parking	14
Other	3 (Public restrooms, not port-a-potty, Green space, parking)

What types of programs or entertainment would you like to see in downtown?	
Music events	25

Kid friendly programs	6
Theatre/Performance pop up events	8
Cultural or art exhibits	18
Movies on the plaza/square	11
Activities/yoga, tai chi, qi gong	6
Chess, backgammon, game night	6

Which is your preferred 700 block option?	
Flexible Closure	4
Widened Sidewalk	7
Plaza Option	24
Pre-2020 Option	3
Comment: Think bigger! Long plaza closed to cars, inviting to bikes and walkers, people centered. 4-5 blocks. Make bigger bolder options.	

I would go downtown more often,	
If there was a permanent plaza/ public father spaces	25
If there were wider sidewalks with adjacent parking	7
If I could drive down the 700 block, like before 2020	2
For Farmer's Market and for other cool/ fun devents	21
Other	

COMMENTS THROUGH POST-IT NOTES ON PANELS

Comments on Preliminary Concepts Poster

Please look more blocks. 700 only is missing a huge opportunity. Listen to the people not the noisy business owners that can move.

Please close the entire Laurel St, Brittan and San Carlos Ave. How can Europe be wrong?

Outdoor tables with benches so that people can sit and have their coffee or sandwich outside. They have these in other walkable cities. About 18" wide table with bench alongside so people sitting are facing the street.

Pave the entire street and get rid of the curb. Bring scooter back. Thanks!

If Laurel Street is closing: retractable bollards

Diversity of Business (Mom-n-Pop)

Reduce height limits along Laurel to maintain "small town"

Please extend street closure on Laurel. The walkable space is very nice when visiting downtown.

More new shops/cafes/ restaurants

Keep Laurel St. building heights low (MU-DC-100)

Improve Elm Street.

600 & 800 - Theme B, Opt 1, 700 - Theme B, Opt 2

In your opinion what is the most important element or feature you would like to us to incorporate into the DT vision

Inviting and safe, e-bike & bicycle routes and infrastructure

Keeping block(s) closed for safety when walking and more room for outdoor seating for restaurants

San Carlos used to be a place where we actually treated each other like neighbors. Thanks of each improvement with the perspective of how it will build a sense of community.

People Centric:

walk & bike friendly

gathering places

Shops & dining open to foot traffic

welcoming & inviting

Lots of greenscape & seating.

Community art

No cars. Can't believe how limited this plan is! Close Laurel!

Seating in the middle of road. Close all of San Carlos to Arroyo. Kid friendly spaces & cornhole.

Public Art

No Cars

Closing Laurel between San Carlos Ave & Arroyo

Artistic displays that change (umbrella picture)

- utilize local artist to offer display times throughout year

- tie/"link" from other planned areas (across ell Camino....wine/brewery/art

"districts" area 4, 2023

Revitalize alleys with surprising/delightful art. That will attract pedestrians to walk through them.
Welcoming, central gathering place, e.g. piazza, square etc. Walkable/ ample sidewalks Local businesses, e.g. shops, restaurants, cafes, Manicured landscaping Parking
Walkable, interesting/diverse business that are local, Greenery/ Trees/ Plants, Bookstore
Safe bikes, micromobility access, places for kids to play while parents shop, e.g. playground, pump track!
The alleys - please do not improve them!!!
To encourage people, consider building a high-rise parking structure that converts over time to housing - it has to be plumbed & wired in advance for housing purposes. Thanks!
Less focus on cars, more focus on foot/bike traffic
Taller buildings, wider space between
Most of these photos show taller buildings than we have on Laurel. Nobody wants to sit unshaded or unsheltered in the street. East side Laurel St awnings kept low to share their patrons.
Please make a pedestrian zone for as much of Laurel as possible and Walnut between San Carlos Ave and Cherry too. And make excellent, dedicated bike lanes leading to and through downtown that clearly separates pedestrian from bicyclists to keep the former safe and the latter encouraged to come down town on bikes and wheels.
Plaza - like community space for gathering. Similar to the Museum Square in Redwood City. On the blocked off road in Redwood City in front of the movie theatre. Invest in design concepts that inspire (unique lighting, seating and signage). More pedestrian friendly. A space that welcomes people in. Something more than a strip mall.
Diversity in people and activities.
Having events & space where the community can gather.
Open green space
Collection of local businesses, especially restaurants & cafes
Local artist/ musicians (not large bands) that provided an individualize "experience" - Florence, Italy (opera singers in the middle of a parklet)

How would you like to see the downtown alleys transform?
Only closing 700 block seems lacking in vision. Close 3 blocks!
Better circulation, connectivity to Laurel (pedestrian) lighting & safety focus height along El Camino, NOT Laurel
More hanging baskets, flowers and better lighting

You are trying to do too much with the alleys. They can't be people friendly, parking friendly, and delivery friendly ALL AT ONCE. Make Laurel street people friendly and alleys traffic & parking friendly.
Inviting to talk through, good lighting, more aesthetically pleasing
What do you want to actually happen in the alleys day-today? Right now they aren't thoroughfares for peds is this needed? How does the design/ plan support what you want to happen there? Not sure the plan offers enough to truly activate those spaces.
700 Only
Put all services in one area on street that can have access to parking, i.e. North Laurel.
Fun street art for children to explore & discover, e.g. Hunt for mosaic animals, commemorative tiled, animal statues discretely placed. Aesthetically pleasing strolling area or seating. Native planting with signage for folks to learn about, the plant name, origin and fun fact.
Better lighting. More trees and green space. Local business/ shops/cafes/ restaurants
Paint sidewalks for pedestrians
Maintains East West Circulation. Add parking with high density projects
Yes, decorative crosswalks Yes, gateway feature Yes, public parking, Walnut and Laurel No, public parking BofA No, alley near Cherry No, alleyway murals Keep alleys - alleys!!!
Theme A: Public Space Elements
Keep stage facing west. Fix City Hall Fountain before taking up sidewalk space on Laurel.
Theme B: Lauren Street (700 Block)
Add more explicit bicycle plans for complete routes downtown, e-bike parking next to plazas, video surveillance for crime prevention, and inviting infrastructure for bikes.
I have lived in San Carlos 48 years. Laurel St. used to be filled with unique, small businesses. Now 700 Lauren St. is one big food court. Would love to see unique businesses return to 700 Lauren and have the ability to survive.
Do not get rid of street closure
Make the entire downtown car free.
Prioritize Lauren as a destination, not a drive thru.
Get rid of street closures. Make more handicap and bicycle parking on street. Leverage affordable housing and public parking between

Move "sidewalk" out to the center do ped aren't walking between buildings & tables.
Can we consider Option 1 but with the wider sidewalk of Option 2
Don't close off 700 permanently. Need more businesses not food court
Full Closure - no fountain in what is now street or sidewalk. You will never be able to change it. Fix the fountain between the City Hall and the library instead or put in a smaller recirculating water feature for birds & bees by the native plants
FULL CLOSURE NO! Need more parking cause that is how people get around and now that so many drive electric they have no shame about it.
Full closure plaza concept!!
Full Closure with open restaurant seating - no barriers or walls facing pedestrians who would walk on a boulevard in the middle of the street.
Keep flexible closure but make nicer. Move Plaza idea further south on Laurel, past Olive. Keep parking same. Talk to Businesses. Don't touch the alleys!
San Carlos Decision Makers and Consultants, Please think BIG & BOLD! Full Closure, make downtown vibrant, dynamic and welcoming for pedestrians and cyclist.
Don't do Full Closure, will turn San Carlos Downtown into Belmont Downtown, Not Good. Do Option 2. Need a consistent look for all parklets along all of Laurel, not fair to other restaurants to only close 700 Laurel. Do they pay?
Laurel - have consistency for 600, 700, 800 blocks. Prefer full closure, "pioneer move", visionary for the peninsula.
Laurel - Temporary closure depending on time of day. Say after 4pm allow the street to be open during the day, especially important for businesses that aren't restaurants.
Are there going to be public restrooms? Richard Knox
Return to how it was pre-pandemic. San Carlos is more than a good court. Closure hurts businesses that aren't restaurants. Orange barriers are tacky Fake foliage tacky Having emergency exist along S.C Ave (Cuisinett)
Full Closure - Make it beautiful
Need nice public restrooms.
Greening and people centered ground, plaza ideas are great but these ideas are too tepid/ small! Close more blocks make long pedestrian plaza, invite bikes/ walkers as primary mode!! Go Big !!
Theme B, Option 1 is the most flexible solution to solve for the numerous stakeholders. Use bollards to help with open/ close.
Full closure plaza would be overdone.
Full close as a plaza concept: retractable bollards for emergency ingress/ egress deliveries

Theme C: Alley Improvements

Wayfinding signs quickly become clutter

This gateway is at the exit from the alley. Are you planning on changing the direction of travel? (referring to the El Camino Really Alley from Laurel St.)

Appendix D

Community survey raw data :

- Social Pinpoint survey data by themes ((Aug 8, 2022 - Jan 15, 2023)
- Online Survey - Preliminary Design Concepts (Mar 1 - Apr 30, 2023) - interim results

STREETSCAPE					
Type	Threads	Map Layers	Comment	Up Votes	Down Votes
Streetscape Beautification	Streetscape Beautification-19-child	Specific Plan Study Area	Love the idea of a youth/teen friendly park here, especially a space for bikes and wheels, like a mini modular pump track, or some kind of climbing, active play/physical challenge (low-risk) space.	0	0
Streetscape Beautification	Streetscape Beautification-07-child	Specific Plan Study Area	I love the idea of paint on streets, and it can be really beautiful and interesting, but when it fades, which it quickly can with traffic, it doesn't look so good anymore. Be careful with painting things that need to be maintained.	1	0
Streetscape Beautification	Streetscape Beautification-43		Need to replace trees that continue to have aphid problems. Certain areas of the sidewalks have pigeons droppings that could be resolved by installing pigeon detractors. Bike lockers need to be installed downtown so people can shop without having to worry about there bikes and the components on them. Downtown zoning needs to be reviewed. There are too many bars with more on the way. There is already too much vomit around the area. Need to consider the homeless problem when designing new areas.	0	0
Streetscape Beautification	Streetscape Beautification-38-child	Specific Plan Study Area	Native plants appropriate for our climate would be lovely.	0	0
Streetscape Beautification	Streetscape Beautification-14-child	Specific Plan Study Area	Would love to see more native plants incorporated in the San Carlos plan.	1	0
Streetscape Beautification	Streetscape Beautification-42		I was deeply disturbed when I saw the mural painted on the wall facing the parking lot of Bianchini's market. The feeling has nothing to do with the ethnicity of the figure in the mural. The mural, in my opinion, is simply bad artwork and is disturbing in nature. For that reason I avoid Bianchini's market so I do not have to look at this mural. If this is the trend San Carlos is moving to, it is sad. Really poor taste.	0	0
Streetscape Beautification	Streetscape Beautification-24-child	Specific Plan Study Area	Diddams can do it themselves when they are charging such high prices! No need for the city to help!	0	0
Streetscape Beautification	Streetscape Beautification-28-child	Specific Plan Study Area	I'm sure the city can spare a few benches and a fountain without throwing us into the next recession.	1	1
Streetscape Beautification	Streetscape Beautification-27-child	Specific Plan Study Area	We have lived here for 20 years in our San Carlos home and know downtown continues it was not meant for residents it was meant for visitors and those unfamiliar visiting our downtown. San Carlos City Council has very deep pockets for many many other beautification projects and I'm sure this would be a special addition to the town.	1	0
Streetscape Beautification	Streetscape Beautification-09-child	Specific Plan Study Area	Not true. The parking is essential for businesses whether it be restaurant dining patrons, banking customers, Uber drivers obtaining goods for customers, people going to post mail at the post office or purchase groceries. You have no idea what you are talking about. What "VIBE" are you referencing because I grew up in San Carlos and can tell you that a small town always has had a road like Laurel that bridges the community together. You do not know what you state, nice skill for Shiki Bistro btw	0	1
Streetscape Beautification	Streetscape Beautification-15-child	Specific Plan Study Area	Upgraded? Like it is software? This is a physical space of land occupying a city, within a county, within a state, within a country, within a continent, within the world. Explain the vibrancy, does it attract additional members to experience the city? Is it merely a visual queue but nothing to actually attract future city-folk?	1	1
Streetscape Beautification	Streetscape Beautification-28-child	Specific Plan Study Area	Who exactly is going to fund the fountain or seating. What hours will they be accessible to-from?	0	1
Streetscape Beautification	Streetscape Beautification-27-child	Specific Plan Study Area	Do you realize how much Custom light posts would cost the City/Tax Payers comparatively to traditional/non-custom light posts would cost? Menlo Park is a highly affluent community compared to San Carlos with only some residents making up the highly compensated residents. People that grew up here know when downtown ends... You forefingers do not know because this is not your home.	0	1
Streetscape Beautification	Streetscape Beautification-12-child	Specific Plan Study Area	Bring a flashlight if you don't like it. Unlike China, the United States of America somewhat enjoy areas where we can "shine a light" and have it read from space as the non-normative.	0	1
Streetscape Beautification	Streetscape Beautification-14-child	Specific Plan Study Area	The more trees and greenery the better. Build less buildings and more crops, vegetation, floral arrangements instead along the peninsula please.	0	0
Streetscape Beautification	Streetscape Beautification-11-child	Specific Plan Study Area	Eye sore? You yourself are an eyesore coming into our home and telling us what we ought to expect to see in our skyline. The paint is an "eye sore" therefore we need to improve the landscape? What specifically would you suggest instead of such vague details?	0	1
Streetscape Beautification	Streetscape Beautification-38-child	Specific Plan Study Area	What is a regular tree? What constitutes a "nicer" street-scape? Who has driven by in recent memory of significant importance that has stated this area needs major renovation". Absolute SUBVERSIVENESS. Keep the trees, remove YOU.	0	0

Streetscape Beautification	Streetscape Beautification-06-child	Specific Plan Study Area	How exactly do you do this? Is this the responsibility of street vendors or that of the City/Tax Payers? Moot point with no support for future improvement. BOT GENERATED RESPONSE ONCE MORE.	0	0
Streetscape Beautification	Streetscape Beautification-23-child	Specific Plan Study Area	Would love to see Laurel closer to traffic most days...perhaps eliminate the sidewalks and install stone "wall-to-wall" like a European square. Install more artistic semi-permanent Street barriers and include the ability for traffic to enter as necessary. Ideally this would be supported by additional very close parking.	1	2
Streetscape Beautification	Streetscape Beautification-41	Specific Plan Study Area	Would love to see Wheeler Plaza become a green space market...think of the setting of Field Works. It could be used for public gatherings, a Christmas market, and a rotating pop up restaurant/beer garden. Even better to knock down the old Mavericks burger/ Boulanger Building.	1	0
Streetscape Beautification	Streetscape Beautification-40	Specific Plan Study Area	Lots of ways to beautify our pedestrian area on a budget. See Le Plateau Mont Royal: https://www.google.com/url?sa=i&url=https%3A%2F%2Fwww.istockphoto.com%2Fphotos%2Fmontreal-plateau&psig=AOvVaw3rKeh_qdMA82IXQJSC8WrS&ust=1673731044821000&source=images&cd=vfe&ved=0C8QJRxqFwoTCJix8ZS8xfwCFQAAAAAABAK	2	0
Streetscape Beautification	Streetscape Beautification-39	Specific Plan Study Area	There are so many creative ways to beautify our closed street(s). I am attaching some pics from Montreal that I captured with our downtown in mind!	3	1
Streetscape Beautification	Streetscape Beautification-24-child	Specific Plan Study Area	Diddams makes plenty off this community. It's not the taxpayers' responsibility. Diddams needs to step up their game.	1	1
Streetscape Beautification	Streetscape Beautification-07-child	Specific Plan Study Area	There are some really intriguing solar paints out right now that lower the temperatures of asphalt. Painting the streetscapes in these paints would be gorgeous and lower the heat index in these areas. https://www.fastcompany.com/90788163/thanks-to-this-innovative-new-paint-this-schools-playground-just-got-12-degrees-cooler	0	0
Streetscape Beautification	Streetscape Beautification-23-child	Specific Plan Study Area	There are many benefits to having car-less spaces. I'd just like to note that it's also incumbent on us to be thoughtful about how we'll provide access for those in our community who have difficulty with mobility.	2	0
Streetscape Beautification	Streetscape Beautification-38	Specific Plan Study Area	Regular trees and nicer street scape would really make a difference to attracting more pedestrians/patrons to this area	4	1
Streetscape Beautification	Streetscape Beautification-34-child	Specific Plan Study Area	Totally agree. When I lived in another part of the country, we used to travel to a promenade where it was pedestrian only. It was an experience both for date night and family night!	0	0
Streetscape Beautification	Streetscape Beautification-36-child	Specific Plan Study Area	Burlingame street curbs on the corners are also more wheelchair and stroller friendly, although to be safer three instead of two barrier posts might be more helpful.	1	0
Streetscape Beautification	Streetscape Beautification-29-child	Specific Plan Study Area	We need more parking for our downtown but it would be nice if it was designed better for visual appeal and greater community usage.	2	0
Streetscape Beautification	Streetscape Beautification-37	Specific Plan Study Area	I would love to see all of Laurel closed to traffic from Morse to San Carlos Avenue and turned into a wonderful walking/outdoor cafe/shopping area. Plenty of parking nearby at Wheeler/Caltrain and the other large public lots.	4	1
Streetscape Beautification	Streetscape Beautification-36	Specific Plan Study Area	Whether or not Laurel St is made to be pedestrian only, the sidewalks should be improved aesthetically by using pavers similar to Burlingame Ave.	7	2
Streetscape Beautification	Streetscape Beautification-35	Specific Plan Study Area	El Camino businesses need some attention. There should be a beautification project, incentives or grants to replace signage, awnings, perk up their storefronts. Planters with no-water plants only as dead plants are worse then no plants.	1	0
Streetscape Beautification	Streetscape Beautification-18-child	Specific Plan Study Area	I like the idea of a mural or a park. I like the idea of the mural ideas being available for comment, too, before a decision is made.	1	0
Streetscape Beautification	Streetscape Beautification-10-child	Specific Plan Study Area, Existing Street Closure	I like other surfaces being considered beside asphalt/concrete. Cobblestones with sections of turf. Places to sit on the ground/turf and benches. Plants and trees.	0	0
Streetscape Beautification	Streetscape Beautification-34	Specific Plan Study Area	Laurel street in downtown shall become a pedestrian zone. Parking spots and sidewalks shall be removed. Instead permanent outdoor seating for restaurants, sustainable landscaping shall be introduced to entice people to linger, shop, and eat in a relaxed atmosphere.	6	2
Streetscape Beautification	Streetscape Beautification-33	Specific Plan Study Area	Id like to see Laureal closed from San Carlos Ave to Bianchinis. However, I hate the unsightly orange blockades. Id love to see those gone and some sort of planters put up. also I do not think the parklets are very appealing. If possible I think it would be good to have a similar, better design for them. Unfortunately, I have noticed rats on Laurel (even when it is not too late in the evening) Can something be done about this? Beautification, parking, cleanliness are important, thank you	2	2
Streetscape Beautification	Streetscape Beautification-23-child	Specific Plan Study Area	I agree. The benefits way outweigh the loss of driving right up to the store. The point is to enjoy the space, not just to purchase things quickly. Plus allowing cars creates noise and air pollution when you're walking or eating on the street.	3	1

Streetscape Beautification	Streetscape Beautification-32	Specific Plan Study Area, Existing Street Closure	The over-the-top access to the seldom-used Union bank parking lot here is a major detractor. There are multiple entrances to this park lot, and so much infrastructure devoted to a lane to exit onto Laurel is ridiculous.	6	2
Streetscape Beautification	Streetscape Beautification-24-child	Specific Plan Study Area	It looks a mess	1	0
Streetscape Beautification	Streetscape Beautification-31	Specific Plan Study Area	Love the closed street, but the restaurants have built essentially a new row of tacky buildings. The outdoor seating should be more open to give the street a feeling of an open public area rather than a closed-in feeling between 2 rows of plywood walls. No walls should be allowed other than low dividers. Imagine lovely tables and chairs with umbrellas open to the street as is common in European plazas.	10	1
Streetscape Beautification	Streetscape Beautification-03-child	Specific Plan Study Area	Yes to murals	0	0
Streetscape Beautification	Streetscape Beautification-30	Specific Plan Study Area, Existing Street Closure	Make the blocked off street permanent. Turn this space into gathering space - similar to what is in front of movie cinemas in Redwood city	12	5
Streetscape Beautification	Streetscape Beautification-01-child	Specific Plan Study Area, Existing Street Closure	We recently had an emergency and needed to move the barriers to pick up an elderly family member. Being able to move the orange barriers was very helpful (thanks to volunteers who came to help!). Whatever barriers are chosen, they need to be moveable for emergencies.	1	1
Streetscape Beautification	Streetscape Beautification-29	Specific Plan Study Area	Eliminate the parking at this point and create retail shops or a local park with a central fountain. Such an eye sore right as people enter downtown and breaks up all the shops	6	1
Streetscape Beautification	Streetscape Beautification-28	Specific Plan Study Area	This area has a courtyard in front of the retail would be a great place for a fountain or seating	11	1
Streetscape Beautification	Streetscape Beautification-27	Specific Plan Study Area	Consider custom light posts like downtown Menlo Park all along Laurel to let people know downtown continues and they would keep walking this direction	14	1
Streetscape Beautification	Streetscape Beautification-26	Specific Plan Study Area	Great spot for public art. Maybe a statue to San Carlos founders or something	5	1
Streetscape Beautification	Streetscape Beautification-25	Specific Plan Study Area	Close this alley and create a retail space to continue shops instead of breaking the street	8	5
Streetscape Beautification	Streetscape Beautification-24	Specific Plan Study Area	Diddams is looking a bit older these days can the city improve this building.	9	0
Streetscape Beautification	Streetscape Beautification-23	Specific Plan Study Area	Close all of Laurel to cars give it back to the people. Create a beautiful street full of greenery and gathering places. Add a bike line	22	6
Streetscape Beautification	Streetscape Beautification-22	Specific Plan Study Area	El Camino planters are lacking compared to neighboring cities for all of San Carlos. Consider enhancing those downtown to entice travelers to visit our town.	6	0
Streetscape Beautification	Streetscape Beautification-15-child	Specific Plan Study Area	Great Mural. Love seeing it every-time i pass by	1	0
Streetscape Beautification	Streetscape Beautification-21	Specific Plan Study Area	Consider an arched City of San Carlos sign similar to downtown Redwood City	6	1
Streetscape Beautification	Streetscape Beautification-20	Specific Plan Study Area	Get rid of the parking in front of Bianchinis and create a space with trees and seating allowing that area to be accessible.	5	3
Streetscape Beautification	Streetscape Beautification-19	Specific Plan Study Area	Eliminate this parking lot and create the opportunity to build retail to continue the shops along Laurel to remove the eyesore. Or create the space into a public park with a playground to attract more people to the area.	7	1
Streetscape Beautification	Streetscape Beautification-18	Specific Plan Study Area	Add a parklet/mural to this alleyway that is an eyesore. To the downtown area.	8	0
Streetscape Beautification	Streetscape Beautification-01-child	Specific Plan Study Area, Existing Street Closure	Exactly. Menlo Park has done this well with painted barriers and plenty of trees and foliage to enhance the scene	2	0
Streetscape Beautification	Streetscape Beautification-17	Specific Plan Study Area	Close the 4 Wells Fargo parking spaces and place a parklet here instead. Helping increase walking access to the wheeler garage, reducing constant close calls by pedestrian and cars pulling out. Or infill with a small building to keep the continuous shops of Laurel	8	0

Streetscape Beautification	Streetscape Beautification-16	Specific Plan Study Area, Existing Street Closure	Love the pedestrian plaza — recommend to make it permanent and update the road grading/surface and barriers to make it feel more intentional and less like a temporary fix.	26	2
Streetscape Beautification	Streetscape Beautification-15	Specific Plan Study Area	This mural (and the smaller one at mama coco) are great and make the city so vibrant. As Laurel gets upgraded, please consider more murals on any blank facades	16	0
Streetscape Beautification	Streetscape Beautification-14	Specific Plan Study Area	Trees, plants, flowers and greenery adds beauty, creates serenity and adds value to any urban setting. Tree shade is good too to block the Sun and wind.	7	1
Streetscape Beautification	Streetscape Beautification-13	Specific Plan Study Area	It would be nice to have a few restaurants that operate in the middle of the closed, down street.	11	4
Streetscape Beautification	Streetscape Beautification-12	Specific Plan Study Area	This block is really dark at night. Would love to see some lighting added so it feels nicer to walk at night.	20	1
Streetscape Beautification	Streetscape Beautification-01-child	Specific Plan Study Area, Existing Street Closure	The orange barriers are an eyesore. This could be a very simple and quick solution. Also the restaurant outside 'wooden boxes' look unattractive. Mountainview and RWC have done a much better job with seats and flowerbeds rather than horrible wooden boxes. Can we get this done soon - waiting for 2 years is a waste. Let's get the basics done.	4	0
Streetscape Beautification	Streetscape Beautification-10-child	Specific Plan Study Area, Existing Street Closure	Completely agree. Redwood City and Mountain View have done far better in creating a more desirable downtown area. Why do we still have orange barriers - it's unattractive - surely there is a better alternative	1	0
Streetscape Beautification	Streetscape Beautification-07-child	Specific Plan Study Area	Back to basics. The street should open again since it is hurting the businesses on the 600 block. The merchants leased the spaces assuming no traffic blockage. It is not fair. ALL MERCHANTS on the 600 block feel very strongly about removing the road blocks. Yes, this was an exception during covid but this can not continue. The restaurant expansion not only blocking visibility to the neighboring businesses and taking valuable parking away. It's about time to act fairly to non-food merchants.	3	6
Streetscape Beautification	Streetscape Beautification-11	Specific Plan Study Area	Some of these multi use buildings are a bit of an eye sore and could at least get an updated paint job. A better paint color selection would really help!	12	1
Streetscape Beautification	Streetscape Beautification-01-child	Specific Plan Study Area, Existing Street Closure	It would nice if this could be done sooner than later! Why wait for the full 2 years of the detail plan implementation to take care of something like this. The orange barriers are an eyesore and replacing them now would give residents and visitors a good feel for the City's intentions to improve downtown look, feel and use!	4	0
Streetscape Beautification	Streetscape Beautification-02-child	Specific Plan Study Area, Existing Street Closure	There's also the aphid problem in the zelkova trees. I think the city is addressing.	1	0
Streetscape Beautification	Streetscape Beautification-10	Specific Plan Study Area, Existing Street Closure	From a Carlmont student: This area should look like the street in front of the movie theater in Redwood City.	13	5
Streetscape Beautification	Streetscape Beautification-09	Specific Plan Study Area	Mentioned elsewhere too, there are too many parking lots here which kill the "downtown vibe." It's not very people friendly. Banks seem to be consistent purveyors of this. Shiki Bistro is at least turning their lot into something more interesting though it's so far from the street and people. I'd love to see a more people-oriented use of this space.	16	1
Streetscape Beautification	Streetscape Beautification-07-child	Specific Plan Study Area	This is a great thought. I love the photo concept of a mural on the street. Adding a mural to the massive blank wall of Diddams would be fantastic as well.	3	0
Streetscape Beautification	Streetscape Beautification-08	Specific Plan Study Area	This intersection is a combination of four spaces that each need significant improvements to make the space a "place." 1) All banks in downtown have terrible fronts that pedestrians only want to quickly walk past. Having the parking lot in front of Biancinis and on the main downtown walk takes away from the downtown feel. Imagine if Biancinis went up to the sidewalk, they could easily add a cafe/restaurant-like to the store, but can't with a parking lot. Post office is like the banks.	8	2
Streetscape Beautification	Streetscape Beautification-01-child	Specific Plan Study Area, Existing Street Closure	We also need the barriers to be seamless from one block to another for ease of moving around especially for people with mobility concerns.	0	0
Streetscape Beautification	Streetscape Beautification-01-child	Specific Plan Study Area, Existing Street Closure	I agree! Tall planters designed by the Master Gardeners could be a good solution for visually and physically closing Laurel Street. Santana Row's planters are worth a look: most get their height from decorative vertical elements, and some have lockable wheels for easier street cleaning and emergency access.	4	0
Streetscape Beautification	Streetscape Beautification-07	Specific Plan Study Area	Assuming the street closure remains, the intersection of Laurel and Cherry—as well as the intersection of Laurel and Olive—should be beautified to better attract foot traffic and to encourage cars to slow down. Perhaps we could paint the asphalt in happy colors? Maybe we could start a tradition where the middle schools come up with designs—subject to City approval, of course—and the community comes out for a re-painting day every year.	21	0

Streetscape Beautification	Streetscape Beautification-02-child	Specific Plan Study Area, Existing Street Closure	Agreed. The regular cleaning and power washing of downtown has not been happening as often as normal. Often after the farmers market on Sundays there will be fruits/veggies/trash laying in the street.	1	0
Streetscape Beautification	Streetscape Beautification-06	Specific Plan Study Area	Create a more appealing streetscape to attract retailers to this side of the Laurel.	24	3
Streetscape Beautification	Streetscape Beautification-05	Specific Plan Study Area	Enhance this intersection to signal entry to San Carlos.	13	0
Streetscape Beautification	Streetscape Beautification-03-child	Specific Plan Study Area	Yes, more murals please!	1	0
Streetscape Beautification	Streetscape Beautification-01-child	Specific Plan Study Area, Existing Street Closure	I agree! If the closure is to become permanent, nicer looking barriers would be great.	3	0
Streetscape Beautification	Streetscape Beautification-04	Specific Plan Study Area	Murals would be nice	8	0
Streetscape Beautification	Streetscape Beautification-02	Specific Plan Study Area, Existing Street Closure	The sidewalks are VERY sticky from dropped and spilled food and drinks.	8	0
Streetscape Beautification	Streetscape Beautification-03	Specific Plan Study Area	Murals on the tall buildings would look great!	14	1
Streetscape Beautification	Streetscape Beautification-01	Specific Plan Study Area, Existing Street Closure	remove the orange barriers and make it a nicer closed street - similar to some of the RWC no car streets.	50	1

Mobility		
Comment	Up Votes	Down Votes
Not everything needs a traffic light. Changing one or more of these intersections would really change the feel of driving San Carlos ave.	0	0
This is one of the most important and poorly used spaces in downtown. It is a difficult and poorly laid out parking area, that is unattractive, and with poor access to the streets or businesses that one would visit while parking here. There should be an inviting pedestrian entrance to Laurel, for examples. Others have made interesting suggestions as well.	0	0
Can Walnut also be an extension of downtown? What about a one-way walnut street so that a wide bike lane, and maybe even diagonal parking on Walnut can be included?	0	0
The timing of these and the Old Country Rd/Holly lights is really bad. This should be improved or something should be done to reduce traffic flow through here.	1	0
agree, i'd love to see a one-way loop around the downtown, that includes the alleys for vehicles, so the pedestrian zone for 2 blocks, can stay.	0	0
Yes, of course the stairs should be repaired and reopened. How long would the city leave them in disrepair if not? Repairing seems like the only reasonable option, and it opens pedestrian access from Cherry street.	0	0
We need to open up Laurel Street for traffic flow on all the blocks of Laurel. Blocking off traffic so that restaurants can have access to the sidewalk and street is cutting off the flow of "traffic" to the local merchants whose stores are on the block of the "no traffic" street. This is having an adverse affect on their businesses.	0	0
Might be more interesting to create a pedestrian space in the alley, and let traffic and parking continue on Laurel.	0	1
Agreed, please make sure Laurel Street is very accessible to bikes, with safe parking for bikes too	1	0
I also shop far less often in San Carlos now that Laurel Street is closed to traffic. I guess it might depend on where you live in town. I live in White Oaks, and now must either drive through town on residential streets that have children walking to and from school (Cedar or Cordilleras), or I drive north on El Camino, overshoot my destination, and walk back to the downtown area. I used to shop at least 3 times a week in San Carlos, now maybe once or twice a month to support local shops.	0	0
This section is very unfriendly to pedestrians because the sidewalk is already very narrow, there's space taken up by signs and utility poles, and cars are parked ON the sidewalk.	0	0
Removing parking from one side so that cars can drive through faster would not make this area safer.	0	0
A physical barrier between car traffic bike/pedestrian traffic is more effective than any "awareness" or "visibility" campaign, because of physics. It also prevents people from blocking bike lanes and forcing bikers into car traffic.	1	0
Best practice while riding in the street is to take the whole lane. No biker enjoys doing this, and it's also inconvenient for drivers.		

A minor crossing is any that does not have a traffic signal. If it's agreed that this is not a minor crossing, there should be a signal here.		
While we certainly appreciate the vehicles that yield to people walking, there are plenty of vehicles that do not.	1	0
Then concern with wheelchairs is that going down to street level then back up is more effort than keeping the sidewalk at the same level. In addition, water tends too pool at the bottom of the ramps.		
To add to this, currently the closest carshare is in redwood city.	0	0
This is a blind corner that challenging to navigate through as a pedestrian. Cars frequently exit out of the parking without looking for pedestrians; it's poorly designed as it is. Consider how this could be made safer (Mirror? Relocating the vehicular stop 10 feet back? etc.)	0	0
If this remains a parking lot would appreciate a better flow. Seen lots of near missed from confusion in which ways cars are allowed, traffic flow etc	2	0
I'm pretty sure they mean passage between downtown and getting to old county not crossing the 101	0	0
Possibly consider a double red arrow to turn ? Maybe would help with the blocking of the the street ?	0	0
With all the new developments happing on Old County Road it would be nice to have paths on each side of El Camino to enhance the accessibility of getting downtown on foot.	1	0
Would be greatly appreciated to have a sidewalk as mentioned to help assist flow of people I have seen walking on the road in an unsafe manner due to no sidewalk.	0	0
Just a heads up that UPS is moving locations down the street to be on San Carlos ave!	0	0
Who are you to say what is final? This is just a suggestion from a fellow citizen respectfully say your piece and leave it at that. The city has this as a brainstorming among all. Given your tone I assume you have left all the other agrees I've comments on this site. Disappointing really.	0	0
This should be an easy fix -- a million other stoplights in the area are designed this way so the City should be able to fix this quick!	0	0
Nope this is not a "minor crossing" and yes vehicles do stop and let pedestrians go currently. No need to change what is working.	0	1
as other commenter said keep parking free	0	0
Consider a parking garage here to account for Laurel parking remaining closed	2	0
No. This makes it difficult for people to get from El Camino/101 into downtown -- how else would people turn onto Laurel? And would Walnut soon become just as much of a problem?	1	0
The city needs to commit to keeping Wheeler Plaza, Laurel Street, the parking behind Diddams, and any other public spots free of charge. Do not turn San Carlos into Redwood City, San Mateo, or other cities with paid parking — this would detract from our community's small-town feel and reduce locals who still use Laurel as a place for services, grocery shopping, etc. in addition to as a destination.	5	1
Agreed. Also we have too many banks on the street	1	0

Lets get more patrol guards along these streets instead of them providing private security for large corporations or other merchants who divert law enforcement away from local surveillance.	0	0
Well we should not have built a bunch of new housing projects in the area. I wish we never did but now that we have the reality is those people need to park, will have over guests and will inevitably lead to an increase in demand for parking. Thank your local city planners for thinking ahead!!!!	0	2
The library could certainly focus on maintaining access to the building for all respectful individuals with a genuine interest in pursuing knowledge.	0	0
How many children are riding down this street? What times particularly? Are they aware of best practices while riding a bicycle along busy streets? Have they tried riding such bicycles in San Francisco during a weekday? THAT IS BUSY. Until then, parental guidance, proper safety gear and a keen sense of awareness will do better than any renovations.	0	2
N O	0	1
Have you been living under a rock? We have plenty of parking around laurel and do not need any more. THANK YOU VERY MUCH.	0	2
No, do not suggest we waste taxpayer funds. Courteous vehicles will stop for pedestrians using appropriate hand signs or pedestrians being mindful of vehicles. Why impede vehicles from the natural flow of traffic? I guarantee any respectful individual will stop for a wheelchair/disabled pedestrian attempting to cross.	0	1
Do not disturb the alleyways of San Carlos. That is Final.	0	1
Where are people from outside the city supposed to park their vehicles? You wish to drive visitation which will come at the cost of local benefit. Shiki Bistro is "Far from the street"? Really it is directly off El Camino or Laurel, two extremely popular streets.	0	0
What is the exact percentage of "DISABILITY PARKING" comparative to "NON-DISABLED PARKING" for the city of San Carlos, specifically pertaining to Laurel. For instance lets say we have 300 spots but perhaps 75 are allocated for handicapped patrons . Do we have a specific number and are these spaces evenly distributed/able to accommodate current traffic trends?	0	0
Why? Secondly what does an "ECR SAFE CROSSING" entail specifically?	0	1
Arroyo is arguably close to industrial. You feel like you are in unconquered territory? There are lights of El Camino for God's sake...	1	1
No we do not want a high rise complex for living or parking. What is wrong with you people? You come here knowing nothing about our way of life and then you expect us to sit by idly as you dictate to us what life aught to be?	0	1
No-man's land sounds pretty intense. Could you elaborate? I have grown up in such said area and I find your point disturbing and non-nonsensical.	0	1
OH NO!!! YOU HAVE TO CROSS THE STREET??? WHATEVER WILL WE CIVILIANS DO? Especially walking across the gentrifying town-homes built along El Camino Real. It really is a struggle having to press the button to cross across two streets instead of one. What ever will we do? The world itself may stop turning...	0	1
WHAT EXACTLY DOES ECR SAFE CROSSING ENTAIL?	0	1

I have grown up in the Bay Area using bus stops that were not even clearly marked or define. In fact I enjoyed those stations much more than many other metropolitan areas with multiple signs and clear emphasis. I have walked across important roads with no sidewalk.	0	0
You seek to engulf these cities in debts they have never had to participate in based off of your shortsightedness and as an outsider.		
OH NO!!! A BICYCLE RIDER NEEDS ASSISTANCE!!! QUICK LETS DEPLOY ALL RESOURCES AT ONCE TO RECTIFY THIS AT ONCE!!!!	0	2
WHAT IS ECR???? WEAK POINT	0	0
OH NO! YOU MEAN YOU HAVE TO VENTURE OUTSIDE THE LINES? COLOR OUTSIDE THE LINES!?!?! THIS IS UNHEARD OF AND EXTREMELY UNSETTLING!!! Ridiculous, pathetic, infantile.	0	3
No we actually would not like to see additional LIGHT POLLUTION at night. You know how you bots use POLLUTION as a net-negative. IT IS NOT NECESSARY.	0	0
No we do not need intelligent cameras like that of CHINA with SOCIAL CREDIT RATINGS. This is the UNITED STATES OF AMERICA in case you forgot. We do not believe in communism unlike China. IF you have to wait, which will not be for long, heaven forbid you have to wait less than 60 seconds to turn or progress on your path. Stupid non-nonsensical logic applied once again you bot-spammers.	0	0
No WE shouldn't. Cameras do nothing to prevent car theft or other crime, therefore they should not adopt Chinese-style surveillance to spy on innocent civilians. People EXISTING adds to pollution, does that mean certain people should no longer exist? The individual emissions contribute nothing comparative to large corporations exporting manufacturing offshore and then importing such goods to our local to provide them for unwitting consumers. What exactly does SMART entail? Social Credit Rating?	0	0
There is a bridge which enables this already between Oracle/Mercedez Dealership and Western San Carlos/Belmont.	0	2
False, the unnecessary backup on El Camino Real comes from too many drivers seeking "refuge" on the streets located within Belmont/San Carlos. Simply speaking, search elsewhere if you want to turn.	0	1
Why do we need more living? Who exactly is "living" here that previously wasn't? Refuge? really??? A place safe from danger or distress? Life is constantly full of danger and distress so this is a moot point which does not require any modification of any kind. IF individuals feel unsafe they should seek alternative routes like the rest of us.	0	1
1. If we go back to parking on Laurel, please, please don't put in metered parking. Let's keep our downtown friendly. I don't shop in Redwood City for just that reason--why would I pay them to shop in their shopping district; they should be paying me! 2. I think there is an untapped market for busy shops/dining on our side streets of Laurel.	2	1
I visit Laurel far more often because I don't have to deal with the crappy drivers we were plagued with before. Compared to other nearby towns, parking is a breeze here.	0	2

Thank you for the opportunity to share thoughts, would love to see more green/plants, more seating/walking space, where one can carry a book to read and just hang out, not necessarily to a specific Cafe or restaurant, but a common space/courtyard with art displays, may be groups can sign up and reserve their day to display their art forms dance or paintings. Schools can reserve a day to demo their work. An inviting space where we can observe special days, Teacher's day/Quotes/paintings/Learnings	3	0
I love the plants along Walnut, but they could do w/ some pruning or different plant selection near the exit from Wheeler parking. Really difficult to see cars coming from the left as you leave the parking lot	1	0
From a traffic / backing up the light POV, I'd like to keep right on red legal here	0	1
It's great that you can walk. I can't. Nor can many others with ease. A pedestrian-only downtown would have many benefits, but I would like to be able to participate in the life of my community. EVs might not be the solution but thought has to be given to access for all.	1	0
Bike parking combined with art to beautify the space and signify the start of the pedestrian centered street closure.	4	1
If possible it would be nice to have a few more disability parking spaces on Laurel. I'm sure there is a ratio of needed spaces but a few extra would be appreciated. It is very difficult to take someone who can't walk to dinner on Laurel due to parking.	2	2
ECR should have a bus rapid transit lane and a protected bike lane. This would make the bus have the ability to come at closer intervals (think every 10 minutes!) making the bus a viable option that could significantly reduce traffic. ECR would be an amazing bikeway if protected. Think of the gorgeous bike lanes in Seattle (with beautiful planters separating the bike lane from cars). Seattle and European cities did it on streets that had even higher traffic volumes to great result!	2	0
need parking on Laurel, not eating in the street!	2	9
All of Laurel St. must be opened for parking and traffic again. My bank parking lot is full alot, with no place for me to park because people park there and walk to Laurel St. It also makes it difficult to shop on Laurel St. I never even want to go down there anymore, and friends feel the same way.	3	6
Can the parking lot be brighter?	0	0
Pedestrian bridges would be fantastic. If not, please set the white line where cars are supposed to stop at least 5 feet from the crosswalk. Most cars stop, after driving past the crosswalk lines. It's not fun trying to guess as a pedestrian whether that speeding car sees you or not. I think traffic lights now give pedestrians a head start on crossing the street, which is a great thing but let's go further for safety.	0	1
Consider parking only on one side of Walnut. I've seen too many mirrors broke off parked cars as well as standoffs on who gives the right of way.	1	1
Make this a red zone. You have two turning lanes, where the inside lane is blocked by parked cars. This causes an unnecessary back up on el Camino.	3	1
Consider parking only on one side of Walnut. I've seen too many mirrors broke off parked cars as well as standoffs on who gives the right of way.	0	3

Make this a way one way in. Very dangerous and blind exit for drivers and pedestrians.	0	0
build a sense of connect and safe passage between Laurel Street and the East side	2	0
Similar to comment at Brittan & Laurel, no way to trigger the light for a cyclist except to wait for car or get off bike and push pedestrian beg button. Need to use the proper loop technology.	5	0
To get to Laurel from El Camino, turn onto Holly going west, then turn left onto Laurel.	0	0
Cherry Street needs to only have parking on one side, Two cars can barely pass, and it's not safe when it's such a thoroughfare from the Elms, Library, and Central Middle School.	2	1
Sounds good to me.	0	0
The sidewalk between Brittan and Arroyo is a no-man's land. It feels like the city only starts at Arroyo. Why is that ?	2	1
You can't walk from Brittan to Arroyo on the track side.	2	0
There isn't a proper sidewalk between Howard and Brittan, on the track side. It's just a vacant lot.	2	1
We should work on improving the timing of these traffic lights with intelligent cameras. Too often, there's nobody coming from the opposite lane or to use the crosswalk, yet we have to wait to turn. The time waiting idle at a red light also adds to the pollution. A comprehensible smart traffic light project for El Camino would be a great improvement for everybody: cars, buses, bicycles, and pedestrians.	3	0
As someone else who uses this crossing frequently: if we can't get a protected crossing (which would be *amazing* and really activate the Caltrain plaza), then the light timings could be made worlds better for pedestrians. They are about as bad as possible right now.	2	0
What would you suggest people do to get into Laurel St, coming from El Camino ? They would have to make a U-Turn at San Carlos & Walnut, which is probably not safer.	1	0
There aren't enough chargers in the city. Wheeler Plaza seems like a good place to expand	2	0
Agreed, we desperately need *physically separated* bike lanes especially on San Carlos Ave. If tiny European towns can figure out how to build these everywhere, affordably, San Carlos can figure it out. As e-bikes become more common, our hills also become less of an obstacle to getting around town without a car.	5	0
Laurel seems perfect for this.	2	0
Does BofA really need such a large dedicated lot. It's mostly empty. Could the city purchase some of the lot for public parking?	3	1
Please improve the availability of short-term (15 min) public parking in the alleys so that quick visits to businesses is easy. At the moment, there are hardly any spaces and trucks after park and block off access to large sections.	4	0
We're talking about a couple of blocks here, it's not like the walk will be that long, and more walking is the whole point of the exercise. I don't want to pay for courtesy transportation of a few blocks - it's a small downtown area	0	0

The Town should be for people not for cars. Business will adapt. Plus who wants to breath in car fumes when you're walking or eating?	7	0
Orange plastic barriers on San Carlos and Laurel cheapen the nice look of these areas. Consider barrels, options used by other nice cities or last resort paint them neutral colors. Thank you, Linda Kuhli. 650-207-3561	4	0
I think the orange plastic barriers in front of restaurant outdoor areas along San Carlos Ave west of El Camino, and on Laurel St look cheap and unsightly. Look to our upscale neighbors to the south, like Palo Alto for examples of what to use for a much nicer look - like barrels - or or at the least cover or paint them. Thank you, Linda Kuhli lakuqli@gmail.com	3	0
Also very unsafe at the other end of this same block at Elm and Olive. Kids walk along School St and then dart across here. It's very dangerous!	1	0
Absolutely! I see kids running across the intersection after school headed in the direction of downtown and it is so unsafe!	0	0
Riding a bike down San Carlos Avenue is terrifying especially for kids. Too many speeding cars. Can we create some safer bike routes to downtown?	12	1
An underpass is what European countries do that this situation. Also would help create flow to what was the cafe there	0	0
Exactly. Except Laurel is too narrow I think. We would have to consider making it a one way street to expand the sidewalks and add greenery. With parallel parking on one side and a bike lane on the other ?	0	0
Consider Burlingame downtown with less parking and more storefronts/areas for pedestrians	7	5
This space is an accident waiting to happen. A mirror is needed ASAP	0	0
I agree that a pedestrian bridge is probably not feasible and that the best solution to this issue is timing the traffic light to pedestrians and buses rather than cars. In terms of cars not being safe, maybe some traffic calming measures such as on the outer lanes of El Camino, which are currently unimpeded, which allows cars to speed through there way too fast.	1	0
Closing the main 3 blocks of downtown to vehicles and filling out the street with seating, green spaces/ trees, and space for restaurants. A unique feature that no local downtown has, that could enhance the atmosphere making it a real meeting place and local draw. There is plenty of other parking elsewhere these spots on laurel are too valuable to the community as a whole.	3	0
Mirrors for cars driving out into San Carlos ave. Better signage. Cars frequently roll onto the sidewalk and appear pretty dangerous.	8	0
I don't think my peg on the map worked. It was suppose to be on Laurel. I strongly believe that there are only 2 options for Laurel - open it to all traffic or provide additional, convenient and easily accessed parking. I also believe strongly that all the "parklettes" for restaurants should be removed. I do not know the financial details of transactions related to them but the additional space to multiple businesses seems unfair to there whose parking had been removed and store area not inc	0	0

I would love for Laurel to be redeveloped as a pedestrian plaza but acknowledge that parking and quick access to the buildings may be needed by some residents — seems like upgrading this alley to accommodate more parking or access would be a natural fit since it is underutilized and poorly signed at the moment,	7	2
Agreed. Also add signage to encourage turning right to park in the Sam Trans structure. Visitors don't know that there's free public parking there.	0	0
Repair and open these stairs to improve pedestrian access to the library.	11	0
Minor crossings like this one could use continuous sidewalks. These not only make it easier for wheelchair users to cross the street, but also force vehicles to slow down, improving safety for everyone.	10	2
This intersection is extremely hostile to pedestrians. There are several improvements to make this safer: 1. Prohibit right turns on red. 2. Put the traffic signal on the near side of the intersection, to prevent drivers from encroaching on crosswalks. 3. Add refuge islands and use independent walk signals for the lanes in each direction. 4. Use sensors to make the signal pattern adapt to both vehicle and non-vehicle traffic. More details: https://youtu.be/_ByEBjf9ktY	7	0
I LOVE wheeler plaza parking, and park there multiple times/week, but the top floor has become a frequent bathroom. It smells like pee pretty badly up there. Any chance of regular washing (AND public restrooms downtown!)?	4	0
This bus stop is completely inaccessible: no sidewalk, no shelter, just gravel. I've seen elders and others with limited mobility struggling to get where they need to be before the bus drives past them.	4	1
would love to see 3-5 blocks of Laurel street permanently closed and made pedestrian friendly. Many CA cities have made pedestrian malls (Santa Monica as an example)	20	8
Suggest no left turn from San Carlos onto Laurel (both directions). At times of any traffic, the turn is impossible due to oncoming cars, yet people still sit there trying, blocking the entire lane until the light turns red.	7	6
This bike rack set up is absurd taking two parking spaces. So many other options	1	0
Absolutely! We need decent access via car to these businesses.	2	0
Yes, currently this alleyway has become a nightmare for the traffic that would normally be using and parking on Laurel. We need to get back to rational access on Laurel. End the Laurel closure now.	3	1

I would like to see the street revert to pre-pandemic parking and car access. I note that businesses that are heavily trafficked- UPS store, BowWow, etc - are nightmares of parking mess in the alley behind. Showing there is demand for parking and car access it is just currently being pushed into space it should not be. I'm also not a fan of the idea of a massive giveaway of public space to restaurants. These businesses should need to pay for their space like all the other businesses.	9	37
I agree there needs to be a three way stop sign here.	2	0
South of Laurel is very dark at night. Would like to see more street lightning and public parkings	20	1
I understand there are discussions with many ideas about keeping the two blocks of Laurel closed indefinitely. I personally like the way it is now, but can understand the issues with parking and traffic. In Palm Desert, CA along their main business street, EV Courtesy Carts have offered free rides to shoppers. I see a similar program on Laurel St. In San Carlos. These Carts can transport shoppers from parking areas to shops from Holly St. to Eaton establishing a business street connection.	5	7
The customers would likely favor the current situation. But what about the merchants ? Most or all other cities have restaurant expansions and keep the street OPEN! Why can't San Carlos? If the expansions are too big, the make the smaller or take them out.	3	5
This intersection is dangerous to traverse on bike or foot due to cars parked on Olive making it difficult for people to see what's coming. Please consider safety improvements to make it easier to walk or bike downtown here.	8	1
The intersection at Laurel & Brittan does not pick up when a bike is waiting - the light never changes unless a car comes up behind to trigger the lights	10	1
Pedestrians and cars are forced to share this space with no separation, and it's unpleasant to walk here	8	0
Please consider allowing bicycles to traverse this block at low speed rather than forcing them to walk. People on bikes also appreciate having a space that is protected from cars.	7	6
Can you please add some carshare spots to this structure? This would be a great amenity to help the public parking areas to serve the people who live within walking distance, instead of just the people who drive downtown to visit.	5	0
The bike racks turn two parking spots into six.	1	1
Please bolt down the bike racks - I don't trust a rack that isn't properly secured!	5	0
+1 on this request. Also - I'd appreciate if pedestrians were better protected when crossing by the traffic signals - quite frequently I see conflicts between people crossing and people turning right from ECR onto Holly on the Eastern corner.	5	0
Better monitor the public parking in the alleyways. Many employees are parking there at peak times. Would be great to add some 15min food pick up spots.	9	0

One way street loop! ties in with alleys to the west. Super cool idea.	2	0
Bike lanes should relate to what is happening with ECR bike lane project in Redwood City. See if we can do it better :)	4	0
Totally build a parking structure here with new development.	5	1
parking structure	7	0
Parking structure	5	1
maybe bypass all of Laurel st with the alleys.	2	0
maybe bypass all of Laurel st with the alleys.	2	1
Does this become the bypass road for Laurel to maintain the "street plaza"?	2	0
Create ECR safe crossing	4	1
Create ECR safe crossing	4	1
Create ECR safe crossing	7	0
Create ECR safe crossing	3	0
Create ECR safe crossing	3	1
Intersection should be improved to make access to parking structure better.	5	0
Love Wheeler plaza parking.	4	0
Love the UPS store (AKA, Amazon return center). But, the parking back here is pretty terrible.	3	0
Any overpass would be required to be wheelchair accessible, The amount of space to build compliant ramps would be near impossible. Look at the length of the ramps on the new pedestrian overcrossing on 101 in Palo Alto. It also makes it such a long walk that nobody would use it.	2	0
More mid-street cross walks like this throughout the downtown district.	1	0
Make the intersection safer for pedestrians. If we hope to add more living & work options on El Camino we need to make the paths that connect this space to downtown for people-friendly. Can we add a "pedestrian refuge," mid-street to add more safety to the crossing?	13	0
I nearly never walk between El Camino and Laurel. The sidewalks on El Camino are not friendly on such a busy street, and also the streets connecting them are not friendly either. It's like walking on the street next to the Home Depot parking lot: it's not friendly, inviting, interesting and could feel safer.	5	0
I love the more limited car access. The outdoor dining is great and certainly Town has made it look so nice too. I am not sure what a solution is for non-restaurants. Thoughts on this: add more housing to the surrounding area so that there are more potential customers who are less interested in cars. Make it easier to walk to this location from other more car-friendly parking areas. Encourage restaurants in certain locations and not in others. Allow cars in non-restaurant areas?	3	2
I am not sure where a bridge or underpass would be appropriate here but further improvements to link downtown to this space would be fantastic. I cross this space regularly and the improvements to the El Camino crossing are still needed, despite improvements that have already been made	0	0
I'd like to close Laurel Street between San Carlos avenue and Cherry. It would make more of a downtown feel with two closed streets instead of one.	20	4

Though perhaps out of the scope of Laurel Street itself, I wish the area was more easily accessible by bikes. The painted bicycle gutters on San Carlos Avenue do not provide much safety for people accessing Laurel street from the western portion of the city.	17	1
I find Laurel street much more comfortable and attractive with reduced access for cars, and I hope it stays this way.	22	5
I would love to see a beautiful *shaded* pedestrian bridge—or a pedestrian underpass—to the train station. (Perhaps it leads to a coffee shop in the depot!) The street crossing at El Camino and San Carlos Ave is not safe; cars too often encroach on the crosswalk or hit the gas through red lights. Also, when you're on foot, it's frustrating to reach the intersection at the very beginning of a traffic light cycle and have to watch your somewhat-infrequent train leave without you...	12	1
Again, all commentary seems so concerned with the restaurants being able to have their businesses function. Nothing about any of the other businesses on Laurel.	1	0
After the farmers market on Sunday, reopen the street for regular traffic. It makes no sense to keep it closed all day.	0	0
How are the parklets fair to ALL businesses? UPS store is moving to SC ave because it is been impossible for them. Footwear etc. is struggling as a result. They cannot rent Chef Shop or the Laundromat next to Town because no one wants to go into business with a closed street. The Panini business had a very difficult time finding someone to take over their location (now Tea Hut).	5	3
Move the bike rack(s) so they don't waste 2 spaces of the already limited parking spots.	12	4
Hard to walk the sidewalks with restaurant tables crowding the space. Give them more parklet space.	14	4
The parklets are great (please keep them!!), but move restaurant tables off sidewalks. Most sidewalks are single file walking, so not sure how anyone in a wheelchair is able to use the sidewalks.	16	6
Multi-story parking with EV charging. Provide multiple parking structures off Laurel Street, to reduce or eliminate traffic on Laurel Street.	13	5

Allowed Uses		
Comment	Up Votes	Down Votes
AlcaTTraz (The ATT Building) is likely the worst looking building in all of DT San Carlos. It would be a stretch, but one could reimagine a wonder youth/teen center here instead.	0	0
This site has been boarded up for a long time - its not a great look coming into downtown.	1	0
agreed!	0	0
100% on this. This "back area" of Laurel could be so much better utilized. That use doesn't need to be just as a parking lot, but as more interesting crevices for businesses and even small homes/apartments	0	0
I am less concerned about banks wanting to be downtown than how banks use the space of downtown. This bank building (and parking lot) in particular consumes an incredible amount of space which could be so much better used in this location and in downtown in general. It's like a mini-fortress that everyone scurries past, and few use. There are no windows, & no real life to it. Downtown should be vibrant & this takes up too much space & provides no vibrance.	0	0
With some of the best weather in the country, we absolutely need outdoor dining, with or without the pandemic!	0	0
Exactly. Existing businesses seem to be catering to a very limited clientele (pizza, wedding dresses, pool supplies...) so leveraging height would allow for more options to choose from.	0	0
We should consider if arbitrary resistance to taller buildings is serving the city. Does this make sense to limit how tall buildings are in the area? Places like City Center Bishop Ranch in San Ramon has an expansive 2 story shopping center with ample parking, and has attracted stores like Anthropologie, Equinox, Pottery Barn and Williams Sonoma.	0	0
Agreed. Bookshops and cafes really add to the culture of a city, and it currently feels San Carlos is lacking in these areas. The Reading Bug is a bookshop for kids and there are no cafes that are open after 3 pm in the vicinity.	1	0
Outdoor dining has been such a great development of Laurel Street. It has made the city feel so much more alive, interesting and vibrant. Please keep the parklets and pedestrian street on Laurel.	4	1
Development on the empty lots next to the train station would be a nice addition allowing smaller shops to set up ? Strengthening the draw of the downtown district and a whole.	0	0

San Carlos losing the Reading Bug, a beloved community space, speaks to the larger issue of the City needing to step in to prevent landlords from raising rents to exorbitant prices...just to drive out well-loved local stores to tear down the building and build multi-story condos. (As is the case here.) First off, protect local businesses but also keep height limits at 1 story (except for existing buildings) to prevent this from happening in the future.	6	0
This is just not true. "Shopping in stores" would be less inviting because of the added hassle of not being able to park anywhere near the stores. If I'm running into a bank or the post office for a 5-minute errand why should I have to search for parking off street for 10 minutes and walk 5 more minutes?	1	0
Let's not turn Laurel Street into a giant shadow with tall buildings so close to the charming downtown. Keep the 1-2 story heights of current buildings.	0	1
Yes to more attractive barriers!	0	0
Great idea and it's true that no one ever walks between Laurel and El Camino. Even closing it to cars and adding some grass, planter boxes, and a few benches to sit and enjoy a meal outside would be great. Don't need to necessarily build more with mixed-use.	1	0
Agreed we don't need so many banks on the Main Street. Versus more restaurants or retail stores	2	0
Taxpayers funded this, they expect to be able to access this facility on a weekend.	0	0
Why exactly should a "Small Town" build up "considerably" perhaps we enjoy our underdeveloped land that enables the vibration that makes the town what it is... How does it provide a direct benefit exactly?	0	0
The roads were designed for vehicles. Sidewalks were designed for pedestrians. Bicycles come second to all of this as to not interfere with either.	0	1
What does that even entail? What exactly does more visibility look like exactly?	0	0
Let's put people over cars. Would you rather be in a parking lot, or dining al fresco?	0	0
I strongly support the street closure. It is a big draw to downtown and makes it a destination. It's enjoyable to see the community out together and to see patrons enjoying our local restaurants. It's lovely and feels safer. And for those fiscally concerned folks, more people eating and shopping in San Carlos means greater tax revenue, wealth, and return for the community.	0	2

ECR is the perfect place for higher density. San Carlos needs to meet state mandated housing requirements. Along a transit corridor with access to services and groceries is an ideal location for more multistory/multiunit housing. These should be mixed use with stores/restaurants on the first floor if possible. I'm sure many in the community would prefer density here rather than in the hills where things are inaccessible and traffic and pollution would build, or among the single family homes.	0	0
Perhaps not the full length of Laurel Street. Perhaps from San Carlos Avenue to Arroyo Avenue. The full length might impact parking for the residents of the neighboring streets. We do have to think about parking for people with accessibility concerns also.	1	0
I love the street closure! Could we do brick or pavers to make it even more welcoming and attractive?	0	2
If a real estate office can occupy space on Laurel then so should a child care center.	0	0
LESS density along El Camino and Laurel. The thought of five or six story buildings in the downtown area is just insane.	1	4
If the street is to be kept closed, then the business owners should pay for the space they are using. If a restaurant is allowed to double their space because they can be in the street, then they should be paying a sizable amount to the city for that space. And, it shouldn't be passed onto the building owners.	6	0
Multi-story housing should be encouraged all along ECR where ever there is an alley behind to provide access to on-site parking for residents and Laurel St. retail similar to Wheeler Plaza. The first floor on ECR may be retail, but given that physical retail is rapidly fading as a viable use, retail may not be the best use. If retail was removed, parking could be eliminated along ECR and protected bike lanes and wider sidewalks could be added while keeping ECR two traffic lanes each way.	4	1
The street closure area on Laurel shall be expanded from San Carlos Avenue to Arroyo. There is sufficient parking behind BofA, and in the parking garage. having car traffic on Laurel makes this a stressful area that is not inviting to linger, sit at restaurants or go shopping. Shopping in the Laurel street stores would be much more inviting if there weren't cars driving and parked everywhere.	8	3
Laurel Street should only be for pedestrians. No vehicle travel shall be allowed.	5	5
Tagging on, it's crazy that 24 Hour Fitness on Industrial (!) is the only "regular gym" in town.	0	0
Certain restaurants should not be allowed to sprawl left and right simply because they are flanked by non-restaurants. It's unsightly and unfair to restaurants that do not have that luxury.	1	0
I live around the dog park. People allow their dogs to bark and it's nice to have a break from this. If the dogs weren't so loud I'd be in agreement	0	1

Fully agree with this	0	0
Why do we keep letting banks take up so much space downtown? We need a bakery, nice shops etc in the central part of Laurel - not large banks that hardly anyone goes into.	8	0
I agree - there are a lot of great restaurants on the street and they should be permitted to retain nice parklets like those on Laurel. It will help make the entry to the city more appealing.	0	0
Too much valuable space in central downtown is occupied by banks. We need more upscale retail options, similar to Palo Alto and Burlingame, to attract people to shop and dine locally.	8	4
I would love one or two more fitness options downtown in addition to the Yoga Center. Maybe pilates or an Orange Theory type place.	4	0
I think there is a war going on here that doesn't need to happen. I agree that Laurel street should remain closed, and believe that will have positive impacts to all businesses. Addressing some good points I saw, you could definitely charge restaurants for use of outdoor space, possible even charging them more rent than small businesses. Downtown has slowly been shifting toward fancy restaurants and this could combat that.	0	0
It would be nice to have a coffee (and maybe book) shop that is open late. It would be a nice gathering spot and place for students to study, people to meet, etc. Currently the only places open at night are bars and nicer restaurants.	12	0
I want Laurel street reopened and object to the giveaway of public space to private restaurant businesses, to the exclusion of other businesses. Business diversity is a good thing.	4	2
If we are going to give away public space to private businesses, we need to dramatically raise the construction and design standards to better meet safety code and attractiveness standards. Get rid of ugly orange barriers. Enforce better architectural standards on the outdoor seating structures.	25	0
Right now this block is very lightly utilized. Mostly a parking lot and old cottage size buildings. Seems like this could be built up considerably. Which would help to extend the downtown area and benefit the small businesses on these blocks .	17	3
Many small towns (and large) all over Europe and the East Coast of the US have these in place. Having something fun/ useful off the beaten path would add a lot to our downtown.	1	0
Bring more visibility to the San Carlos Museum!	13	0
Creating a pedestrian only space is critical to not only attract people but to retain them so that they might linger longer adding to the vitality goal of the Downtown Plan. Sidewalk sitting for the restaurants though should have specific standards to maintain a quality look and feel. With the roads closed to traffic, there would be plenty of room for people to walk by. SC has an opportunity to bring a unique feel to our downtown and great place to be - a pedestrian only space will bring such!	4	2

More density! More height along El Camino - make the most of adjacency to Caltrain.	9	0
+1 for more housing. +1 for adding it in a way that enhances connections from ECR to Laurel.	1	0
I could imagine this section being 'Bonus Downtown' - more shops, more restaurants at ground floor and a couple of floors of housing or office above. Like the alley ways in Melbourne, Australia where you slip down a narrow alley, beautifully painted, and find a secret strip of shops and restaurants.	10	0
Does this really have to be a bank? There has to be a higher and better use for this space. It kills this corner.	3	1
In addition to the other comment already made about making these Alleyways more interesting, mixed-use, and adding a legitimate connection between Laurel and El Camino. (Image concept attached)	7	0
This is a "mobility/parking" comment too. Provide a safe, and interesting path between El Camino and Laurel here. That could be encouraging the addition of homes &/or mixed-use where people who live here can have an off-the-main-drag alleyway; but it could also be simply making this an interesting and safe path between El Camino businesses and Laurel businesses. Otherwise no one EVER walks between the Laurel & El Camino businesses.	7	0
Could adding apartments and uses beyond parking to this space actually connect El Camino to Laurel while adding needed housing? I suspect new use cases, like homes or other business types, could make this area more dynamic.	4	2
I don't mind the restaurants having an outdoor space, just leave the sidewalk open for people to walk by.	1	0
I unfortunately disagree with keeping the street closed and allowing only the restaurants to continue to be 2x larger than they have ever been. The restaurants pay rent for to their buildings and the space within a building. Prior to covid, it was required by the city to have a paid permit for any sidewalk seating.	5	4
Child care should be an allowable use downtown	7	0
Keep the on-street dining on San Carlos Avenue, and make it safer with attractive, permanent barriers/planter boxes. These restaurants are highly visible and attract people to eat & shop in downtown San Carlos.	23	3
I also fully support keeping the street closed to cars. The parklets and closed street have been a delight.	4	6
Even if it is a limited time (e.g. 10 am - 2 pm) as a starting point	1	1
Open the dog park on Sundays.	23	3

<p>This is an extremely dangerous intersection. Cars speed down the hill on Alameda and crossing the intersection is dangerous. The cross walk has no lights which make walking/biking across risky. Children in the area use this street to cross as they walk to/from school. Can we put in a stop sign or at least a cross walk with lights (like on Brittan and Woodland) to improve safety? As it stands I have my teenage driver avoid the intersection and drive all the way to Eaton from our house for safety.</p>	1	0
<p>I fully support keeping the street closed to cars and allowing for restaurants to expand dining to outside. When done well, the restaurants have decorated/enclosed the area to make it feel welcoming and it allows for additional dining space and less crowded areas.</p>	46	7

Gathering Spaces		
Comment	Up Votes	Down Votes
Save the bug! The reading bug has been a gathering place for children for so many years. The bookstore is a key part of what makes San Carlos special to everyone but especially families!	0	0
Convert this to a parklet and Pedestrian entrance to Laurel, from the public parking here.	0	0
Agreed 100%! I'd strongly encourage a modular pump track or some kind of half pipe or roller skating space for fun and movement and low risk challenge all at the same time. See pump track options here: https://www.parkitect.ch/blog/what-is-a-pumptrack	0	0
Agree, and revisioning Laurel with public seating and green spaces would be a great way to make this a permanent solution.	0	0
Adding another outdoor gathering space like this one somewhere else in the downtown area would be a big plus!	0	0
I like the idea of incorporating a slow speed bicycle path through downtown. Not something someone can race down, but having bikes go through at slow speeds adds a charm and vibrancy/energy that both the bicyclists and the people walking on the street can appreciate. There's an invigorating aspect to promoting low-speed, pedestrian friendly bicycling. Essentially bike paths that are designed to be 'traffic calmed'...	0	0
Yes please! With all the newer condo developments downtown we need more human park and garden space.	1	0
Would like to see this activated as Public Gathering, Music, Green space, Tables Chairs Umbrellas	0	0
The folks @ the reading bug have expressed that they have sought support from the city and have had minimal assistance to ensure they can find a way to stay downtown. I have yet to meet anyone who doesn't want them to stay. How can the city help both this particular business not only stay but thrive, and in doing so help other similar businesses?	2	0
This sounds a bit extreme but the Reading Bug Is one of the reasons I wanted to move to San Carlos. It's one of the few independent bookstores on the peninsula and a community hub for all. we must protect it!	1	0
Agreed, there are not enough lower-cost food options for teenagers. You used to be able to get a slice of pizza at Nino's but most restaurants on Laurel are too pricey for teenagers.	0	0
Yes, I agree! And if every person on Nextdoor who complains about "what's happening to today's kids" and wishes there was more for them to do at night other than messing around read this...you'd have about 1,000 more likes...	3	0
Build a community center with meeting spaces for community groups, childcare; an event space for performances; a fitness center with a pool	8	2

Cafes exist off of a short walk to Laurel. Think of it as a brief exercise and a trip to support a local business within the business zoning of the local. Two Birds, One Stone.	1	0
People gather and sit here now? As of when exactly? Who is visiting San Carlos in the evening that is not here typically during the weekday or weekend? Do you not receive cellular service? Are you unaware of programs that will provide heavily discounted/free cellular service to you if you are unable to afford it? You can rent a portable modem/router from the library and take with you so that you do not penetrate our San Mateo County Library System, FYI.	0	0
Tea garden... where are those predominately located. How many Tea Gardens are present in the USA as of 2000 compared to 2020. How much space would be required and who would foot the bill. Is this really a good repurposing of precious finite land? What tea leaves would we grow and who would harvest them? Where would the funds generate and go towards? Who would upkeep the land?	0	1
How about of Alameda de las Pulgas where the city will soon allow the removal of tons of land and over 100 live oak trees which have taken nearly a century each to reach full maturity? Plus no cell tower in the middle of it like in Burton park.	0	0
Lets not be like Redwood City and say that we did...	0	0
You purchased land immediately off of El Camino Real. If you were a local you would immediately realize that El Camino is never really quiet. You deserve exactly what you paid for — Long term instability due to inflation. San Carlos and other cities in the peninsula are comprised from the city directly within the perimeter not the outskirts nor epicenter. Move elsewhere if you seek additional "Attention". Why would we want to hang out on your street when it is nothing but apartments?	0	1
We need more outdoors spaces for San Carlos' teenagers to hang out! Instead of punishing them for being outside late at night, we should create spaces for them in our downtown so they feel represented and have a place to hang out, but without disturbing nearby residents. Expand parks and leave them open until later, add more affordable restaurants that are open later, and close this entire stretch of Laurel off to cars to increase foot traffic	5	0
This intersection/corner is particularly cumbersome with the bank parking lot/driveway. Could be utilized as a creative gathering spot with the driveway closed and repurposed. A gathering space in photo.	1	0
I agree it is important to keep a bookstore in the community, ideally one that is for adults and children!	1	0

Absolutely! Folks who grew up in San Carlos remember a movie theatre in town. It would be wonderful to have bowling or a theatre or more family friendly activities	2	0
I'd love more benches and/or creative spaces for people to sit and eat or just hang out downtown.	13	0
the pedestrian space is GREAT and let's make it more beautiful... keep a walking and biking path down the middle that can be used by emergency vehicles as needed, but make it more Park-like on either side and plant some trees	6	0
I agree. We need businesses that are great resources. We need to help the Reading Bug.	1	0
I agree 100%. We all benefit from such gathering places.	1	0
Good points! A plaza needs to be an open, public space.	0	0
Great idea.	0	0
I like public parks. I like these ideas.	1	0
Fun idea.	0	0
There used to be thriving butterfly plants here. I love the idea of a butterfly garden and miss that giant plant. This wall could also be the place of an inspiring mural.	3	0
I prefer the idea of expanding away from El Camino instead. If people turn onto San Carlos Avenue, they will find the delightful space. I like the added security of NOT extending to El Camino.	0	0
I like this idea. I really value gathering places where people can be among trees/plants and have multiple seating options (rocks, turf, steps, benches). Central, comfortable gathering places increase sense of community.	1	0
I would also like this little park to be redesigned. I think removing that sculpture (of a metal person) would be great. It is not aesthetic nor is it meaningful. Remove that and create flow from the park to Laurel Street. Add rocks to sit on, turf to sit on, benches to sit on. Plants and trees. If you do need public art, have diverse people involved to pick something better.	0	0
I like that idea. It could be an open space like a town square, where people can sit and gather. There are a variety of surfaces these days. A park-like feel where people could sit on the "ground" and hang out a bit I love the central squares in some towns with businesses on the perimeter. Los Robles comes to mind. Areas with trees, picnic tables, and benches are helpful for meeting places and gatherings. Helping people connect in public spaces creates the sense of community that is invaluable.	0	0
I agree about fun, safe places for teens to hang out and feel welcome. Old timey video arcade. Stinson Beach has a concrete ping pong table in a park. You can provide paddles/balls, have a check-out system at the library, etc. Things to do for teens.	1	0

I love the central squares in some towns with businesses on the perimeter. Los Robles comes to mind. Areas with trees, picnic tables, and benches are helpful for meeting places and gatherings. Helping people connect in public spaces creates the sense of community that is invaluable.	1	0
Agreed. This park is too small for the number of dogs in our community. There was a time when a section of Burton Park under the trees was fenced in for dogs. That seems like a great opportunity to evaluate	0	0
Like the idea of a meditation area, the other courtyard closer to the library may be an option, that area seems under utilized and the fountain no longer is filled. Perhaps replace that with a meditation maze?	0	0
The City of Menlo Park saved Kepler's Book, feel like we need to do the same and support the Reading Bug as it has been an anchor for San Carlos families and the community.	2	0
Why is it called Wheeler Plaza if it doesn't have a plaza open to the public? A nice courtyard space with a fountain, trees and benches would have been nice. Can we incorporate that someplace in downtown?	3	0
Completely agree - it is a wonderful part of our community! We can't let it go.	2	0
Would love to see a cafe move into the ground floor of wheeler plaza, like cafe barrone in Menlo Park - a casual spot to have a light meal and gather.	9	0
I love that there is a dog park, but can we also create another small park near downtown with flowers, trees and benches for people? Greening our community should be a priority.	8	1
Make the currently blocked stretch of laurel street to a walking area - remove the asphalt.	8	2
Great idea. I believe there's one at the new Atherton library	0	0
Could even be a coffee cart!	1	0
This should be a plaza or park. We need more public space in this town especially with population density increasing	1	0
I think that's a poor comparison because the Hillsdale mall is rather large and expansive. While I do absolutely advocate for expanding that park if Laurel street remains closed, if it doesn't, like many argue it shouldn't, then this would probably be an ill-fated project.	0	0
Park with trees and outdoor seating would enhance the atmosphere. Possibly public art/mural. Could be a stage area during festivals.	1	0
If this remains a parking lot, the traffic flow and signage need to be improved including one-way signs in alley.	0	0
It would be fun if there was a public piano or keyboard for people to play. It could probably go under a covered patio.	4	0
Could a portion of this space be used to build a serene space, like a tea garden, a meditation garden, or a labyrinth?	4	2

How about a cafe / coffee shop at the library? And some late night hours as well.	15	1
Would be good to utilize the underground parking for evening visitors to downtown. Is that underground lot ever full?	1	0
Save The Bug!	3	0
Agree. And presume this would / should be done with a pedestrian only section of Laurel Street.	0	0
What if the park extended all the way to El Camino, giving people a window into our beautiful downtown? You'd never know what is one street back, driving along ECR.	4	1
Need to find a space downtown for The Reading Bug since the landlord is demolishing building. It is a key piece of our community and the downtown shopping experience with story times and author visits. Have enjoyed their outdoor story times! It would be a shame for the city to not assist a vital, community, family owned business.	33	1
Redevelop this mini park to spill out to Laurel st. Park is not well designed and has a lot of potential. Could be like the open space at Hillsdale mall by the Apple store.	22	2
I would really like to see some type of teen spaces!	6	1
Consider expanding Harrington park across the street to this space to make a larger gathering space. I assume that would require the city purchasing this plot and possibly including the BofA building itself. Encourage adjacent structures to orient towards the park and increase the height limits to make it a cozy space for gathering, concerts and activities.	12	1
It's likely that I may work from home forever. It'd be great to have an open park space to occasionally work from. I'd love for downtown to provide such spaces	1	0
Agreed. I want to tell my kids so go here to hang out. Having more for them here would be great.	2	0
If this could officially be designated to become a park then before the next tenant moves into the currently empty restaurant the future tenant could orient the storefront with the park in mind. That would further "activate" the park.	2	0
let's have more gatherings in the City Hall / Dog Park area, similar to RWC and their Square	4	1
Yes, I echo this concern. The teens need a spot to gather to foster friendships after school hours. Outdoor and fun activities for young people that engage in fitness and artistic aspirations.	4	0
I agree! It'd also be great if the City offered free public wi-fi outdoors (within a defined zone).	0	0
It would be great to have some shaded table/chair spaces that are independent of restaurant seating.	22	0
As a teen in San Carlos and a member of the Youth Advisory Council, it would be nice to see more things to do for high schoolers as there is really no dedicated events/space for us to hang out downtown.	19	0

There was talk at one time of this parking lot becoming a park. I think that would be lovely.	18	1
Many of us purchased our condos when this was off the the main part of downtown. Please maintain some type of quiet hours so we can sleep.	2	0
This far down doesn't get much attention or as much foot traffic, perhaps adding small parks/gathering spaces would draw more people. to this part of downtown.	35	1
Create more space here for people to gather and sit - even give those working from home a new place for work for a few hours	12	1

Other Comments		
Comment	Up Votes	Down Votes
Laurel behind Trader Joe's is a disgrace—full of trash in the bushes, weeds, broken glass. Not sure what goes on there but SC needs to give it extra attention. I know you know what I'm talking about.	0	0
I see people going the wrong way down the one way all the time. You should mark that with better signage.	0	0
We do not want to look like Redwood City with six story buildings. Please look at Menlo Park for how nicely their El Camino project has been designed.	0	0
Like the idea of pop-markets somewhere in San Carlos, but I wonder who owns this space in front of the Transit building? Is it the city, or privately owned?	0	0
Given the vacancies of the ground floor commercial spaces at Wheeler Plaza, the Trestle development by the train station, 934 Laurel...a multistory building with retail/residential doesn't sound like a development concept that is working well in San Carlos. Also the city needs to be very careful going forward to make certain that our sewers, drainage systems, water sources, etc. are adequate for additional developments.	0	0
Menlo Park is a good role model when looking to improve the El Camino Real in San Carlos. Please look at the wonderful development this city has done between Valparaiso and Sand Hill Road on El Camino. Their ideas for height and design are tasteful and have class. No six story buildings please.	0	0
As a continuation of my comment to raise the good energy in downtown San Carlos, the downtown area needs to stay away from dark, dismal storefronts that are painted black, dark gray, brown. These colors drag down the energy of a building and the success of the establishment.	0	0
Town and County Village at the corner of El Camino and the Embarcadero in Palo Alto had a "face lift" a few years ago, and the face lift has brought about a wonderful turn around in the prosperity of the shopping center. I would suggest that San Carlos ask Town and Country Village for the name of their redesign consultant. Perhaps it was a Feng Shui expert as the renewed success and the good energy this shopping center is truly wonderful. San Carlos needs to focus on raising the good energy.	0	0
I believe the flooding is a recurring issue. If so, what are the proposed solutions? What is the cost of infrastructure changes versus building requirement changes? Has this issue been studied?	0	0

We should get rid of the height restrictions since it doesn't allow the density needed to reflect the community needs. We need more housing and retail space in areas that are close to transportation centers. We can't go back to low maximum height building and more auto parking. That will not work given our current needs. It will stifle the growth we need to remain a diverse viable community in the future.	0	0
If revitalizing the space could be done without tearing down the building, that would be great. In my head, the way to revitalize is to put in a new more inviting (less soviet-style) building. However, often the most unique ideas that really call out a "place" come from making something out of nothing. Someone mentioned putting vendors on the street. That's a great start and idea.	0	0
I agree with the general thrust of this comment. It's a great local super market. However the way the building is situated really detracts from downtown. Bring it closer to the street, and it will probably become an even more beloved market as it will be more of a space for people and not just a market surrounded by a moat of cars.	0	0
Plenty of neighboring pharmacies in San Carlos... would be glad to see this space evolve somehow to accommodate more housing that is needed close to downtown.	0	0
great idea would help during the many festivals/events/farmers markets that happen downtown. Be great to have them as gender neutral and accessible to be inclusive of all needs.	0	0
A great point I miss Vanilla Moon Bakery that was downtown ages ago and nothing similar has come back since. Luckily lots of options close by in RWC or San Mateo.	0	0
Drivers that are unaware the stop signs are only on Walnut and stop while driving on Cherry cause traffic issues. 4 way stops are the norm for 99% of intersections. Why is this intersection different?	0	0
Please keep the small-town feel of San Carlos intact by preserving local grocers such as Bianchini's. And keep building heights to what they are - no need to build up, up, up on Laurel Street.	2	2
Keep parking here free! And same with Laurel St.	1	0
Glad to see neighbors attacking other neighbors for just throwing out an opinion. City of Good Living at its finest.	1	0

HELL NO. CVS Is a great resource, I obtain many health resources for my family members and disabled neighbor here by foot every other week. Removing this is going to divert customers to Walgreens (also off of Laurel) or CVS in Belmont. We just completed the new plaza across the street and not all spaces have been filled yet. I remember Safeway, if we could that would be great because they also have a pharmacy inside. Your plea for additional gentrification nonsense.	3	1
YES!!! IN FACT LETS STOP NEW DEVELOPMENTS ENTIRELY!!! CALIFORNIA, ESPECIALLY THE SF BAY AREA IS FULL TO THE BRIM. MOVE TO IDAHO, NEBRASKA, SOUTH CAROLINA, NEW MEXICO, ANYWHERE BUT HERE!!!! This is 100% Genuine) MAX HEIGHT SHOULD BE TWO STORIES 10FT CEILINGS MAX.	0	2
Really... daily? Such exaggeration is still jarring even in the current age we all live in. I would say far less then considering I live a block away. Look, wave, cross. They teach it to school children if you were not aware I am sure you could find something on YouTube. If not, you could probably find a reflective set of pants and jacket on Amazon. Just use your smartphone thingamajig gadget gizmo and it will get you there; SAFELY!	0	2
Really... daily? Such exaggeration is still jarring even in the current age we all live in. I would say far less then considering I live a block away. Look, wave, cross. They teach it to school children if you were not aware I am sure you could find something on YouTube. If not, you could probably find a reflective set of pants and jacket on Amazon. Just use your smartphone thingamajig gadget gizmo and it will get you there; SAFELY!	0	1
No you do not know how this area has been functional for many decades. Nonsensical, irrelevant feedback here. What stores do you propose will fill the void of former retailers? What "flow" are you referencing of which you seems so falsely knowledgeable about?	0	1
This is not genuine conversation, you people seek to undermine San Carlos and steer the narrative towards more housing/development that is simply not sustainable for the long term health of our community. You fraud.	0	0
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Just because we can does not mean we should.	0	0

Why?	0	0
These are not organic, why should this section also be incorporated?	0	0
*DECORATIONS	0	0
Google Maps... That says it all... Why should it continue past this intersection? Has it historically continued past this intersection? IF not, why NOT? The "BIG" park has a BIG CELL TOWER IN THE MIDDLE OF IT. Is that a nice family attraction? The streets surrounding it see tremendous traffic you are simply naive to. You walk to a park with the expectation that your arrival will be celebrated...? Why would the nature reserve ever celebrate you(r arrival)??? Who will fund these decoratinos??	0	1
The outsider is shocked by this fact although you do not hear such outrage from residents who have lived here their entire lives. I grew up across Walnut Street and never once have I felt insecure about crossing the street or "PUSHED" by another vehicle or pedestrian. TOTAL BS FROM AN OUTSIDER.	0	1
More traffic = More of a carbon footprint. Let nature retake our space instead of people traveling into unknown territory to purchase crepes, sandwiches, burgers, etc. What separates an Asian Grocery Store from a "Traditional" Grocery Store?	0	0
Why exactly do we "NEED" to see such options? so this area "NEEDS" people when historically it hasn't seen such trends? Cafes offering what specifically that would truly "ENRICH" this area?" Boba Shops??? Money Laundering, perhaps? Do you really take us for such fools?	0	1
Counseling is psychobabble meant to dissuade truth.	0	0
The rains from flooding. Let me guess... CLIMATE CHANGE!?!?!? Flooding happens due to the inability of local government to act swiftly primarily caused by nepotism.	0	0
Quiet Exists for those in quiet areas. If you seek industrialization say goodbye to this. Make a choice already.	0	0
Why not confuse development all the way to Eaton. There are already some successful restaurants and shops and linking the area would make a lot of sense and give people in WO more ability to visit places on foot.	3	1
I would love to see this part of Laurel street developed to have more shops and restaurants!	2	0
We need to limit the height on new buildings. The recently built apartments and condos are too big. It is nice to have sun on Laurel Street, but if we keep building up, we will shade Laurel, and become like downtown San Mateo , and Redwood City. I like it now. Do not allow new building to ruin it	4	2
Walnut is way too narrow, it' gets backed up and it's dangerous. It should be one way.	2	2
Yes, please improve our infrastructure. We should not have flooded streets and freeways.	1	0

Please consider speed bumps near crosswalks.	0	0
This used to be a movie theatre. For those who don't like the building, where do you think the SamTrans offices should be go?	0	0
This used to be a Safeway. Now two CVSs in San Carlos and two Safeways in Belmont. The parking lot is required for this amount of shopping. I'd like this to be a grocery store again.	2	0
There seem to be enough restaurants. I would like some useful stores like an Ace Hardware, a fine bakery which bakes bread, an Asian grocery store, fruit and vegetable market (street market is nice but it is not there every day). The south of Laurel is just a bunch of run down beauty and. Nail salons.	1	0
Smoking should be banned near dining establishments and shops. Nothing can ruin a meal faster than a cigarette. Well, perfume can as well but I'm not going there.	9	1
Shouldn't the plan include the areas down to Eaton Avenue as well?	0	0
Open the street back up. It's crazy that it's still closed.	2	15
+1 we need more coffee shops and bakeries which attract regular customers. Restaurants are great but people visit coffee shops a lot more frequently. Also we don't have a good bakery in San Carlos.	2	0
The El Camino and Laurel Street businesses in this area really suffered in the rains from flooding. Better drainage needs to happen. One Life Counseling office was destroyed and their insurance doesn't cover it, and now they can't do their valuable food distribution,	6	0
The train horns are very loud, especially at night. We should declare San Carlos a "Quiet Zone", like other cities did on the Peninsula. https://www.ci.atherton.ca.us/Faq.aspx?TID=24, https://sanjosespotlight.com/san-jose-residents-clamor-for-a-good-nights-sleep-japantown-warm-springs-rail-corridor-union-pacific-railroad-train-quiet-zone/ https://abc7news.com/sj-train-horns-partial-quiet-zone-warm-springs-union-pacific-railroad-corridor-montgomery-and-horning-streets-noise/11839739/	1	0
The plaza could host pop up markets, food carts, Etsy-type/art and wine style vendors on a rotating basis, open the doors for public restrooms. Agree it is under utilized area but could be brought back to life without a huge amount of work.	2	0

Having Laurel street close these past few years have been so wonderful. My family and I stroll, and shop, a lot more on Laurel street because of the walkability and safety the street closure provides. It's great to see so many people out and about on the street. I hope the closure continues indefinitely.	2	1
Why not include all of Laurel St.?	5	0
General comment - for all of San Carlos, especially downtown - need to increase pedestrian safety. I am shocked there are not more accidents. As a resident of Walnut street and often walk downtown I cannot go a day without being "pushed" thru the crosswalk by a car.	7	1
Need safer pedestrian crossing at this intersection. Especially so close to the schools. Children come down School St after school and run across this intersection.	3	0
Need this to be a four way stop and better lights at night. Very dangerous.	4	1
Would love to add more restaurants (of various types - we need more options) and quality retail to this part of downtown to draw people in. Additional cafes would also be nice - not just Starbucks and Peet's.	9	2
This building is an eyesore. Best would be if it could be torn down and start from scratch. In its current state it has zero curbside appeal.	0	0
I knew it would be complicated but just while we are all brainstorming thought I would throw it out there. Definitely would need to be done in sections but the payoff would be well worth it to integrate into the new downtown fabric	3	1
Looks like crews are working on the spaces now. Probably Covid delays but things look to be coming soon.	0	0
I love this idea but... cost. The parking spaces there are almost always full, which means they are needed. I think an alternative to completely redeveloping the land is to move the parking back onto an alley (which you could refurbish in the process), and then add a new building or park in the space previously occupied by parking.	3	1
Redevelop CVS into a multistory building to include retail on the ground level and residences above with parking lot underground. So much wasted space here	3	4
The last time I was at the post office the automated machine was broken and vomit was in the center of the floor. Please connect with the Post office to remedy and keep better cleaning standards	5	3
Attract other popular restaurants like the Refuge to help the downtown expand to these smaller foot traffic areas.	13	2
Disrupts the flow of Laurel street having this parking and drive thru. Consider redevelopment of bank and parking lot of sushi to new retail storefronts to keep downtown flowing	8	5

We love Bianchinis and frequent a few times a week but it definitely feels a bit dates at times. Would the city be willing to give tax benefits to redevelop the land with multiple stories with the ground floor as a grocery tenant and allow residences/offices above. Below level parking garage would be encouraged. Would eliminate the dead walking space and keep downtown from having all the gaps for parking.	10	8
I agree. This should probably be a 4 way stop.	2	0
The 600 block of Laurel Street and all of San Carlos Avenue needs to get the street parking back. The temporary park-lets are unsightly, not up to code and only supporting restaurants. Keep the 700 block pedestrian and return the rest of the street parking back to the way it was.	4	33
Why are they empty? If commercial on the first floor and residential on top is the new desired model, you have to wonder if that's working.	2	1
Please add public restrooms somewhere more than at the ACC/Library/City Hall area. Ideas: city lot near Wheeler Plaza, city park on Laurel, CalTrain station, somewhere between Olive and Brittan Ave.	11	2
This is a very dangerous intersection with near-accidents almost daily (both pedestrian and with cars.) Please look into how it can be reconfigured to improve safety.	8	1
Why isn't Howard Avenue included? This makes no sense.	3	1
What is the justification for starting/stopping at Greenwood Avenue? That makes no sense, and, at the very least, it should include through Howard Avenue!	4	1
Wish this wasn't a bank in an 80's building.	1	1
Downtown officially dies right here. I Would love to see it continue past this intersection. Part of it is that only 1 restaurant has anything Outdoors. The other 3 corner businesses are pretty dead to the outside space. This is also a key path to Burton park. Would love to See some celebration of taking a nice walk/bike to the big park. Decorate the intersection as a sort of gateway towards Burton.	21	3
Making this fix could also help make the stores across the street more enticing for tenants	3	0
The SamTrans building is such an "drive-to—work-hide-in-the-fortress-office design. Even with small first floor businesses and ample sidewalk space in this fortress of a building it is such an I inviting space for human beings. Can something be done here to encourage more public use of this space? It's a great location that people just quickly walk past.	9	0

The ground commercial spaces have been empty for quite a while now. We need to rent these out since empty storefronts detract from the downtown revitalization.	10	0
Would love to see the "overall plan" contain ideas about how to strengthen links between downtown core, mid Laurel and south Laurel. A stronger visual continuity of street trees, etc would encourage more pedestrian traffic along the entire stretch.	13	1
This block the street is very dirty. Suggest to have a power wash in the 600 - 700 block. Due to drought we lack mother nature to help wash the streets.	3	0

driving	2
banking	2
Walking, dining, community	1
walking, coffee, food, restaurants, neighborhood, pedestrians, nightlife	1
walking to shops and restaurants to dine outdoors	1
Walkable local retail and events	1
Walkable	1
Walkability without cars. Go to shop, eat, and hang out with family.	1
Walk. Stroll. Eat. Carless.	1
Walk around and enjoy the shops/restaurants with my kids. Bike and scooter!	1
walk	1
UPS	1
Traffic free zone	1
Town, Errands	1
Town Hallmark Teppanyaki ReadingBug Food Retail	1
to stroll	1
To get to stores or the postoffice.	1
to get coffee or go eat. Being able to casually run into friends. The activity is inviting.	1
To find eating and drinking establishments	1
to eat outdoors	1
To eat or get a drink at a restaurant. During Christmas time, I shop for gifts.	1
to dine outside and enjoy the atmosphere! Love the street closed and would LOVE TO SEE THIS FO REVER!!!!	1
April 24, 2023 stores or restaurants	Packet Pg. 337 1

Stop at Clocktower and grab a tea	1
space walking food explore	1
space to walk	1
Shops, restaurants.	1
shopping, eating	1
shopping, banking	1
Shopping and dining	1
shopping and coffee	1
shop, dine, meet people,	1
Restaurants/retail/banking	1
Restaurants location atmosphere	1
restaurants bank	1
Restaurants and local retail	1
restaurants and bank of america	1
Restaurant	1
Pedestrians only	1
Pedestrian-only area. Safety, tranquility in visiting, especially with kids.	1
Pedestrian	1
outdoor restaurants, NO cars	1
outdoor restaurants	1
Outdoor restaurant seating. No cars	1
outdoor eating	1
outdoor dining, walkability, no vehicle noise, retail, street closure, live music and performances, food.	1

Outdoor dining no traffic	1
Outdoor dining for dinner and lunch	1
outdoor dining and strolling with kids	1
open-air ambiance	1
Nothing draws me there	1
nothing	1
No vehicles	1
No traffic, restaurants and shops	1
Meet people for coffee	1
Lively	1
lights, crowd, blocked street with no cars, outdoor seating and dining options, sense of community	1
Leisure	1
Ice cream, Reading Bug	1
I usually go there for the food and hanging out with friends and family	1
I only go to the blocks that have parking. The parklets and barricades are an eyesore.	1
I like to walk freely on the street and go there to visit the shops or go to a restaurant. I would love to see a permanent pedestrian zone with nice plaster end sitting options (not only the - not so pretty - curb spaces)	1
I just like walking down the street. I often run in to a friend or neighbor who I have not seen for awhile	1
hang out, friends, eat, drink coffee, relax	1
Going on walks with my baby - east ability to push stroller down the middle of the street without feeling it's too crowded	1
go to cleaners and to ice cream store	1
for retail shopping & hair services	1
April 24, 2023	Packet Pg. 339
Food, shopping, community	1

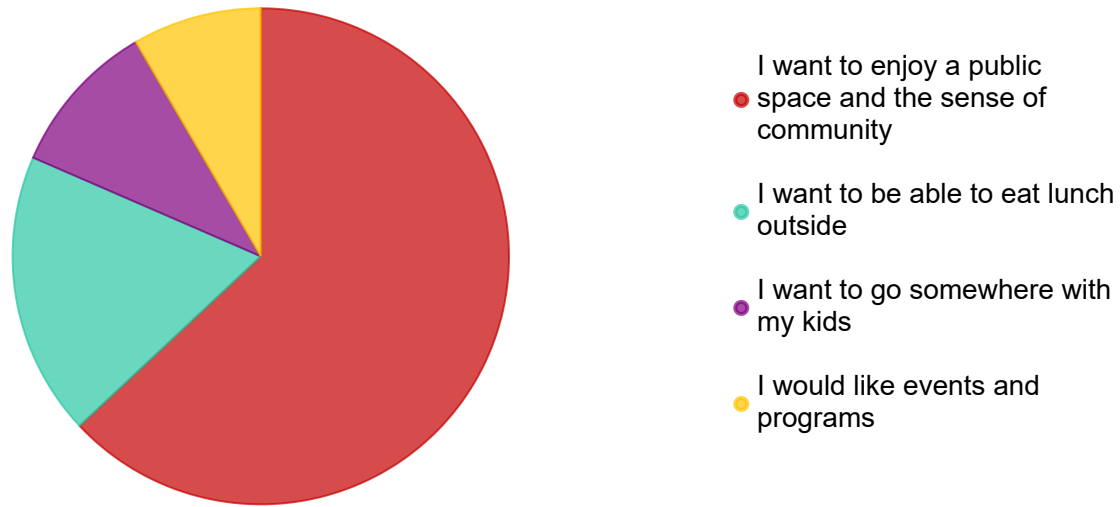
food, restaurants, shopping, walkable, pedestrian, kids	1
food, community, walkability	1
Food and drink, shopping	1
Food and community.	1
Farmers market	1
Exercise and community while dining out or buying items.	1
Enjoy car-free downtown	1
Eating outside, walking freely without worry of traffic	1
Eat drink walk dog	1
Don't go there anymore. It's too much of a hassle. Trying to find parking anywhere nearby is almost impossible any time of the day.	1
dining, retail	1
dining shopping and events	1
despiration	1
Community, open space, atmosphere, dining	1
Community interaction, restaurants	1
Closed Street	1
chores	1
Carless. Walk. Stroll. Eat.	1
Carless	1
bustle	1
businesses. NOT restaurants.	1
Brunch at town	1
April 24, 2023 Bookstore	Packet Pg. 340 1

boba guys	1
all in one location...dining, shopping, etc.	1
Accessibility	1

Answered: 161 Skipped: 1

SCDSP Public Spaces Survey

What is your highest priority for public spaces in the downtown area?

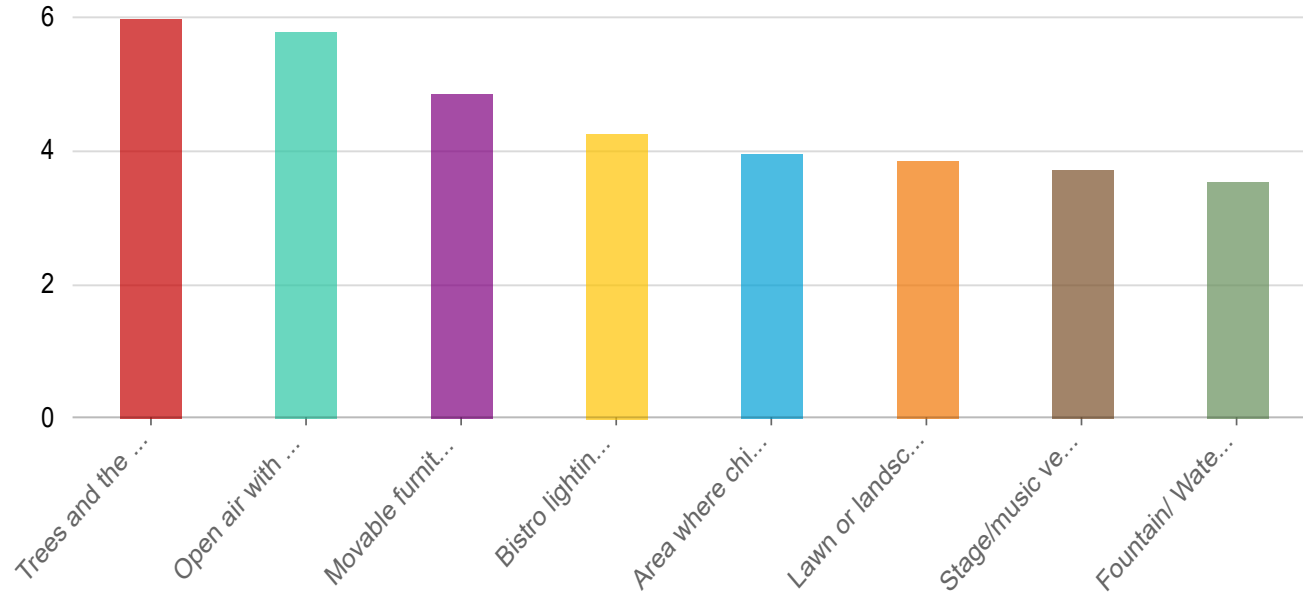


Answers	Count	Percentage
I want to enjoy a public space and the sense of community	150	60.73%
I want to be able to eat lunch outside	44	17.81%
I want to go somewhere with my kids	24	9.72%
I would like events and programs	20	8.1%

April 24, 2023

Answered: 238 Skipped: 9

Please rank the amenities in order of importance to you in the downtown core.



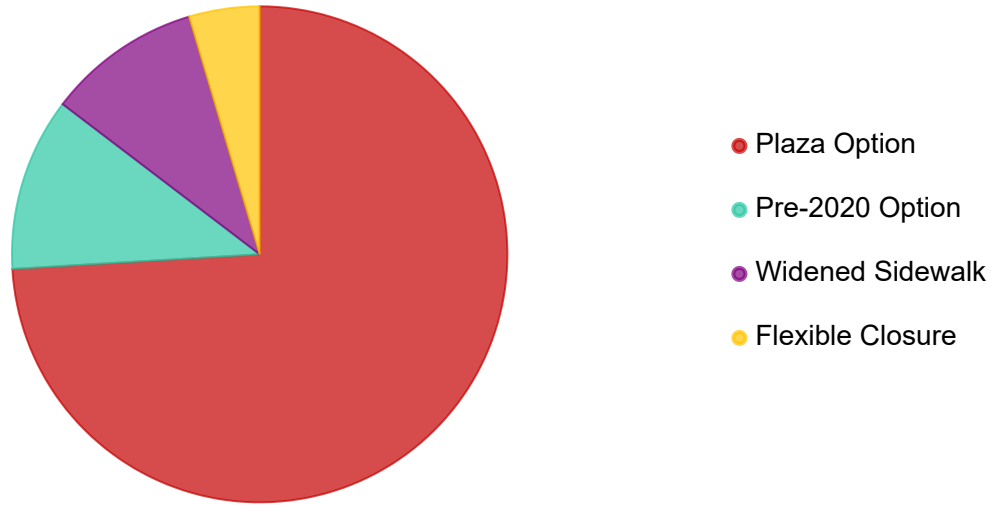
Rank	Answers	1	2	3	4	5	6	Average score
1	Trees and the shade trees provide	31.82% 77	18.6% 45	15.29% 37	10.33% 25	9.92% 24	5.37% 13	6.2% 5.99 15
2	Open air with some shade covering	22.31% 54	23.97% 58	14.88% 36	12.4% 30	11.57% 28	8.26% 20	5.79
3	Movable furniture (tables, chairs, umbrellas)	9.09% 22	18.6% 45	15.29% 37	14.88% 36	12.81% 31	14.05% 34	7.85% 4.86 19
4	Bistro lighting <i>April 24, 2023</i>	6.61% 16	9.92% 24	11.98% 29	17.36% 42	16.94% 41	13.22% 32	4.27

5	Area where children can play	11.98%	9.92%	9.5%	11.57%	7.02%	11.57%	15.29%	
		29	24	23	28	17	28	37	
6	Lawn or landscaping	4.55%	8.68%	13.64%	8.68%	15.7%	18.6%	1	3.86
		11	21	33	21	38	45		

Answered: 242 Skipped: 5

SCDSP Laurel Street

Which is your preferred 700 block option?



Answers

Count

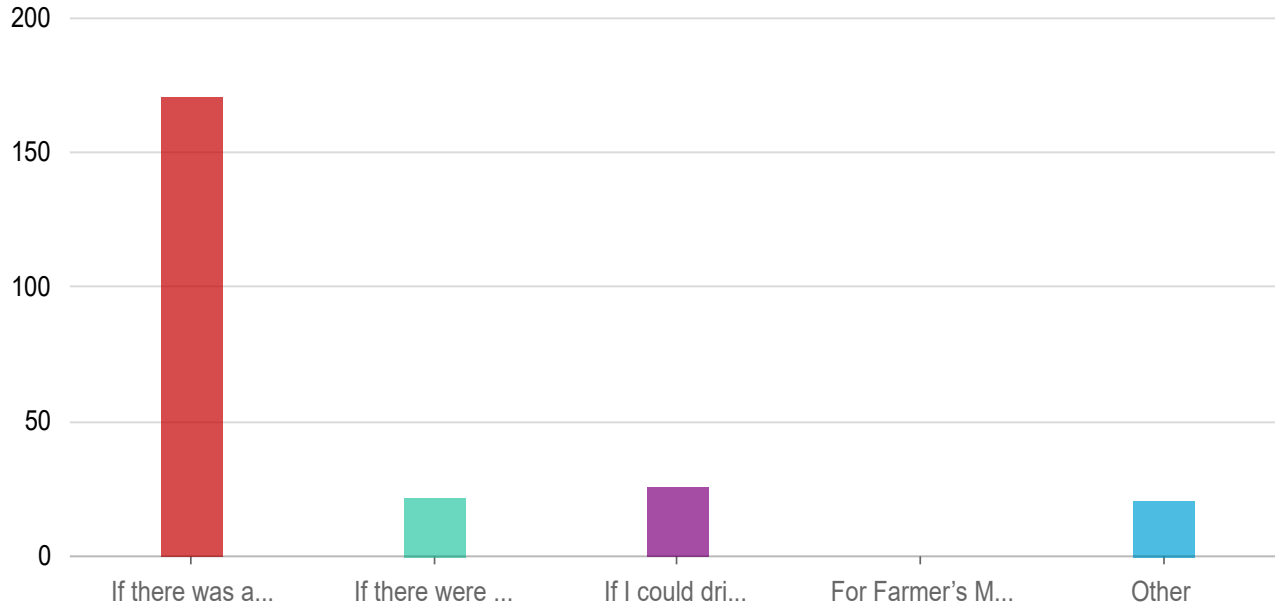
Percentage

Plaza Option	177	72.54%
Pre-2020 Option	27	11.07%
Widened Sidewalk	24	9.84%
Flexible Closure	11	4.51%

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Answered: 239 Skipped: 5

I would go downtown more often _____.

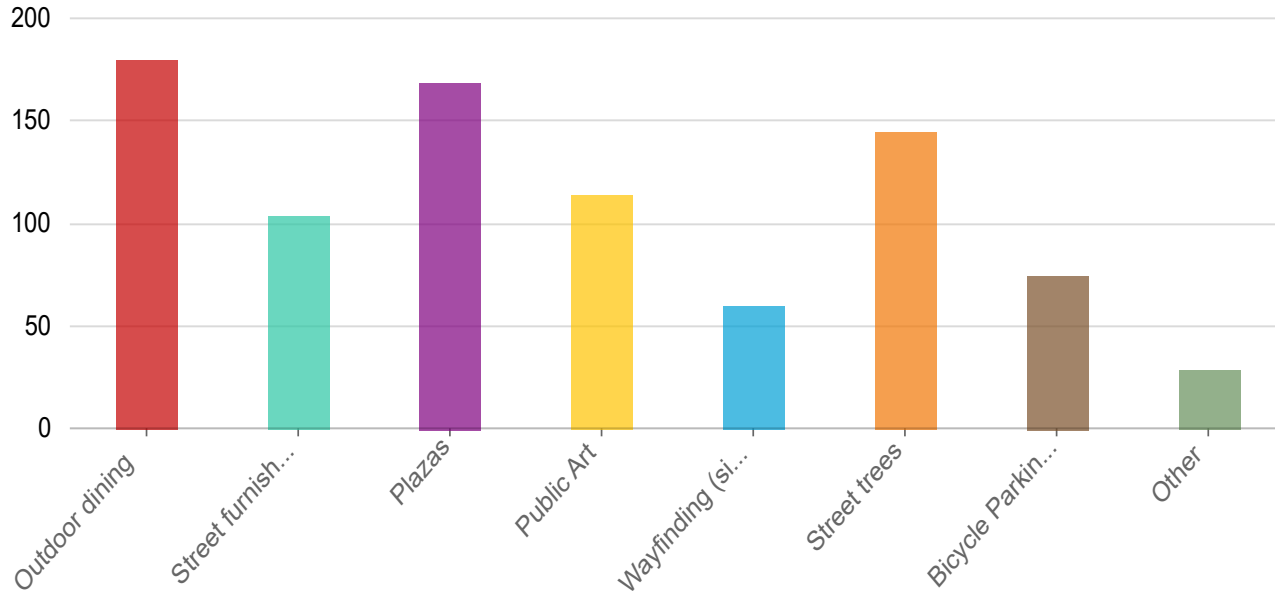


Answers **Count** **Percentage**

Answers	Count	Percentage
If there was a permanent plaza, public gathering spaces	171	70.08%
If there were wider sidewalks with adjacent parking	22	9.02%
If I could drive down the 700 block, like before 2020	26	10.66%
For Farmer's Market and special events	0	0%
Other	21	8.61%

Answered: 244 Skipped: 0

I would like to see more of the following in Downtown:



Answers	Count	Percentage
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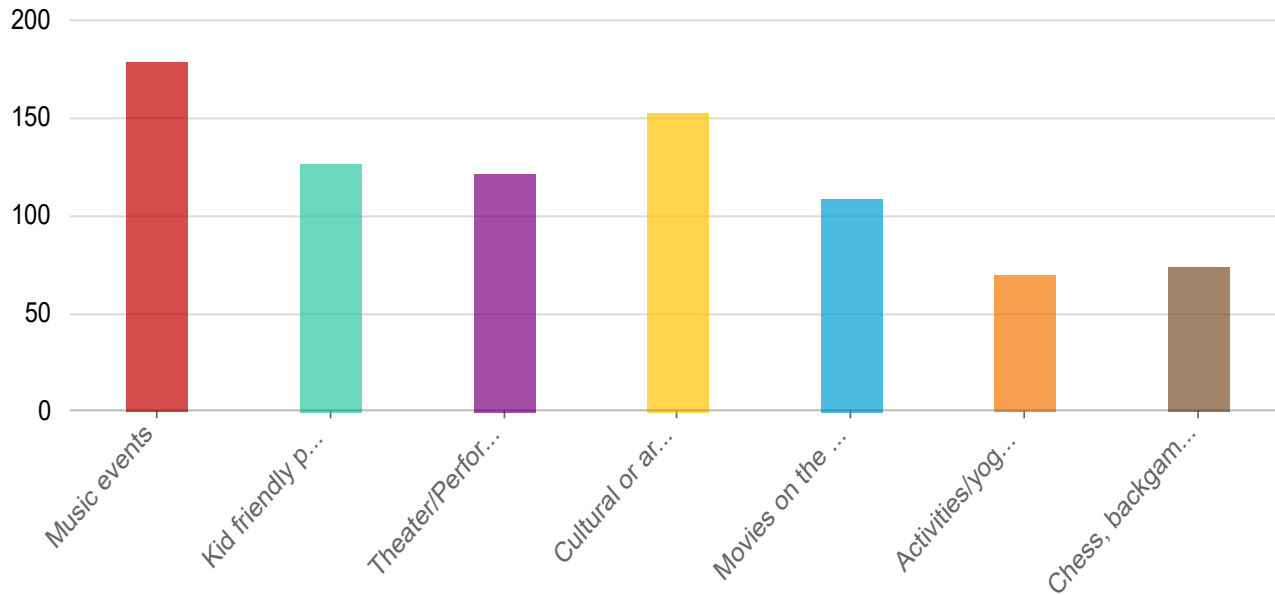
Outdoor dining	180	73.77%
Street furnishings	104	42.62%
Plazas	169	69.26%
Public Art	114	46.72%
Wayfinding (signs w/direction, distance)	60	24.59%
Street trees	145	59.43%
Bicycle Parking	75	30.74%

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Other	29	11.89%
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Answered: 240 Skipped: 4

What types of programs or entertainment would you like to see downtown?



Answers

Count

Percentage

Answers	Count	Percentage
Music events	179	73.36%
Kid friendly programs	127	52.05%
Theater/Performance pop up events	122	50%
Cultural or art exhibits	153	62.7%
Movies on the plaza/square	109	44.67%

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Activities/yoga, tai chi, qi gong	70	28.69%
Chess, backgammon, game night	74	30.33%

Answered: 229 Skipped: 15

Appendix E

Spotlight Newsletter:

- Aug 2022 Spotlight Newsletter

SAN CARLOS SPOTLIGHT

ON
NEWSPWORTHY
TOPICS

THIS ISSUE'S FOCUS:

Planning for the Future
of Downtown and the
Laurel Street Corridor

August 2021

www.cityofsancarlos.org/laurelstreet



In this issue:

- **What will the Plan Consider?**
- **How long will it take to prepare the Plan?**
- **What is the Proposed Study Area?**
- **What Other City Plans are in the Works?**
- **What will be Considered in the Plan?**
- **How Can I Get Involved?**



What Will the Future of Downtown and Laurel Street Look Like?

Several years ago, the City Council advanced the idea of creating a new plan for the San Carlos downtown. This was 10 years after the adoption of the 2009 San Carlos General Plan (the guiding document that shapes the future of the city). With increasing interest in walkability and outdoor dining, and with the recent closure of certain portions of Laurel Street to pedestrian-only access—a new vision for San Carlos' downtown emerged and with it, much discussion over whether to make the closure temporary, permanent, or something else entirely. This is the ideal time to address the future of downtown Laurel Street and its surroundings.

The City Council is committed to working with residents, property owners, business owners, committees, commissions, the Chamber of Commerce, and all other interested members of the community to develop a plan for the downtown area. The goal will be to understand and ensure that Laurel Street, including downtown, meets the needs of the community and businesses now and into the future. ***Our planning process will center on inclusive civic engagement and draw upon the community's shared desires and aspirations to transform the downtown.***

For the remainder of 2021, the City will create the approach and scope of the plan. During the process, the Council's Downtown Subcommittee will work with City staff and a consultant before bringing the plan back to the full City Council for approval.

Beginning in 2022, the City will update its development policies and standards governing the Laurel Street area, including the adjacent cross street blocks. This process will ensure maximum community participation so that all interested stakeholders can benefit from decisions that will ultimately shape the future of our downtown.



What will the Plan Consider?

The most appropriate document to address the future of the downtown and Laurel Street is a specific Plan. A specific Plan would create a solid foundation and framework so that the desired community vision has the best opportunity to be realized. The Plan will contain detailed land use standards and implementation measures required of future projects located along Laurel Street, including downtown. This may include criteria on building height and what the structures should look like.

The Plan will also consider major infrastructure, such as sidewalks, trees, parking, and public amenities like seating and bike parking. It will establish the “look” and “feel” of what future development along Laurel Street and the downtown will be. It will also refine the parameters of allowable development and developer and property owner responsibilities.



A Specific Plan covers the following:



The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan.



The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.



Standards and criteria by which development will proceed, and standards for the conservation, development, and use of natural resources, where applicable.



A program of implementation measures including regulations, programs, public works projects, and financing measures.



A statement of the relationship of the specific plan to the general plan.



How long will it take to prepare the Plan?

The development of a new plan for Laurel Street and the downtown will take approximately two years. The process will begin in the first quarter of 2022, wrapping up with adoption in the first quarter of 2024.



What is the Proposed Study Area?

This plan will look at the full Laurel Street corridor and larger downtown area with a holistic perspective to accommodate desired improvements and growth.



What Other City Plans are in the Works?

The City is currently managing two long-range planning projects:

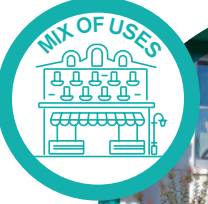
San Carlos 2040 is the Focused General Plan Update specifically centered on the City's Housing and Environmental Safety Elements that include updates to the City's Zoning Ordinance. This is a two-year initiative to guide housing decisions for the next eight years and address how to accommodate 2,735 new housing units from 2023-2031, as required by the State's Regional Housing Needs Allocation (RHNA). This project will review and update the City's Environmental Safety Element, which focuses on reducing the potential short and long-term risks resulting from fires, floods, droughts, earthquakes, landslides, climate change, and other hazards.

The East Side Innovation District Vision Plan is a 9-month initiative that will wrap up by October this year. This Plan will establish a guiding vision to manage and direct changes in development patterns, and address the influx of jobs in the industrial and commercial areas from Holly Street to Brittan Avenue and between Old County Road and Industrial Road.

Modeling effective community engagement. Both of these long-range plans included extensive community engagement and outreach, which modeled the approach that will be used to create the Plan for the downtown and Laurel Street. As part of this new effort, the City will build on previous conversations with the community regarding future development, parklets, streetscape, connectivity, activity nodes, housing, mixed-use developments, public plazas, and more.



What will be Considered in the Plan?



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Packet Pg. 355

*****ECRWSEDDM*****
POSTAL CUSTOMER

How Can I Get Involved?

A good plan is one that involves everyone who will be impacted. The decision we make collaboratively through public meetings, surveys, and workshops will shape the downtown and Laurel Street for years to come!

The City is inviting all community members who are interested in the downtown and Laurel Street area to participate in the upcoming discussions to ensure this effort meets the needs of the community and businesses now and into the future. No experience is necessary. Over the course of the two years, there will be multiple opportunities for community members to participate.

The City of San Carlos values input from our community and encourages you to sign up for project notifications to receive the latest news and details about future community workshops. Visit the City website to learn more about the this effort and how to sign up and get involved.

www.cityofsancarlos.org/laurelstreet

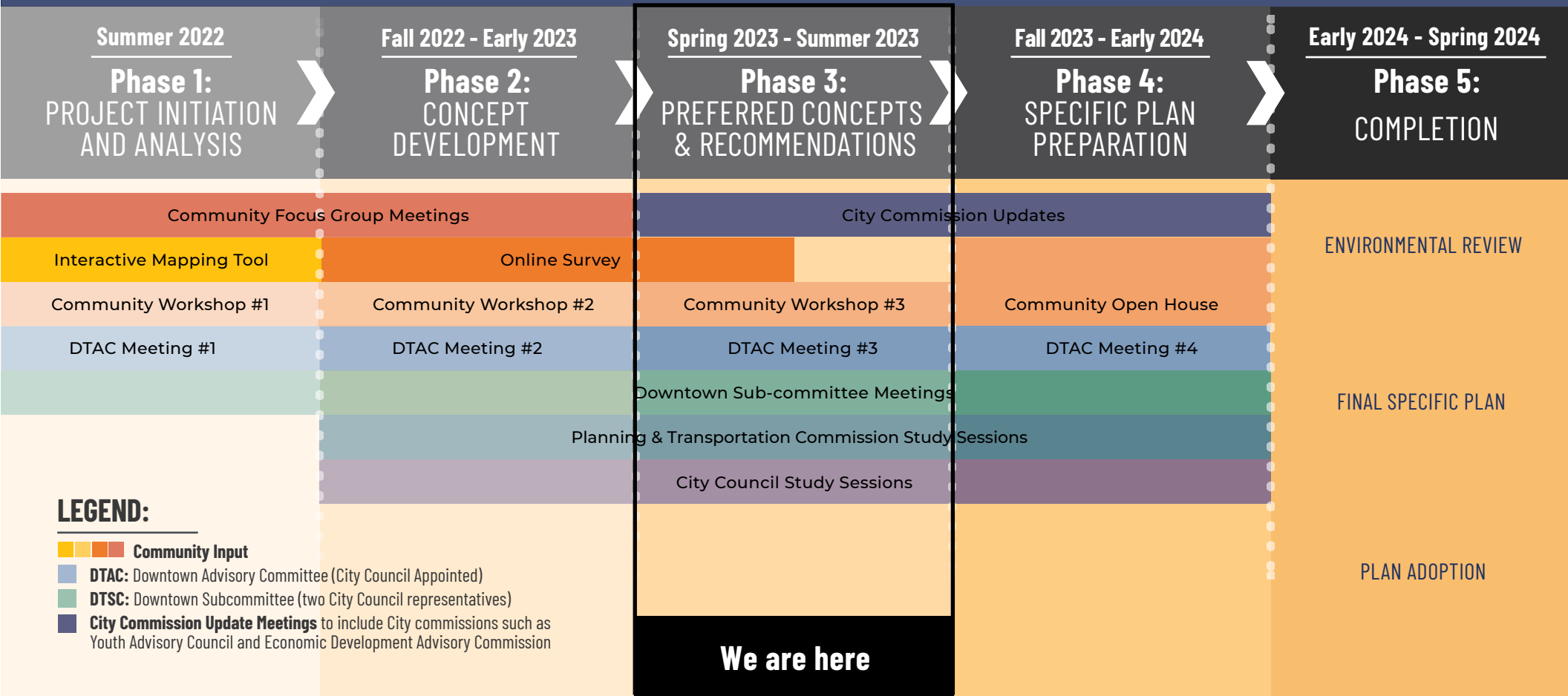
Please join us as we begin the conversation about the downtown and Laurel Street area by signing up on our project page at:
www.cityofsancarlos.org/laurelstreet.

For questions and comments, please email [Lisa Porras, Planning Manager](mailto:lporras@cityofsancarlos.org) at lporras@cityofsancarlos.org





COMMUNITY ENGAGEMENT TIMELINE



April 24, 2023

Packet Pg. 358

PLANNING AND TRANSPORTATION COMMISSION FEEDBACK FROM STUDY SESSION, April 17, 2023

Questions from Commissioners

- Clements: How will this be paid for? Does implementation of the Specific Plan get prioritized as part of the City's Capital Improvement Plan (CIP)?
 - RRM/Consultant: Specific Plan will have an *Implementation Action Plan* with some general phasing and prioritization. It can help with future CIPs and start looking for future funding. It's a policy document and creates a roadmap. It can also support grant applications.

- Roof: The phased approach to planning will also apply to implementation?
 - RRM/Consultant: Yes, essentially. It will give a clear roadmap on how to go in the future.

- Roof: Has staff received feedback from business owners on 700 block of Laurel St.?
 - Lisa Porras, Planning Manager: The Downtown Advisory Committee has a wide range of representatives, including business owners on Laurel Street. Staff has received feedback, particularly those business operators who are not restaurant operators, with concerns about access. Staff explained that this process includes looking at how alleys can play an elevated role to provide access to these businesses should closures occur.
 - RRM/Consultant: Yes, we are talking to them. In a full street closure scenario – and in the widened sidewalk scenario, both of these would allow more visibility to those businesses. There also is a balance between community education and engagement. This is component is part of an education campaign in that sense.

- Garvey: Would housing densities and those developments be impacted by closure of Laurel Street?
 - Lisa Porras: Densities have been set through housing element update. One of the remaining items is building height in core which will be looked at as part of this plan.
 - RRM/Consultant: Development opportunity exists whether the streets are closed or not. Whether streets are closed or not doesn't impact the densities.

- Castaneda: Have we asked the community that given we have 2 plazas [Harrington Park and the new plaza off 600 block of Laurel], do they still want the closure of Laurel Street?
 - RRM/Consultant: The community saw all of these options [Laurel closure, Harrington, 600 block plaza, and alley concepts] at same time. They were aware that there would be all of these opportunities for new public spaces.

- Castaneda: For the alley improvements, is there any loss of parking anticipated with these changes?
 - RRM/Consultant: the alleys haven't been designed yet, so we don't know whether there will be a loss of parking at this time.
 - Lisa Porras: The City will be doing an evaluation of parking occupancy as part of this process and with that we will be able to make informed decisions as the process evolves.

- Iacoponi: Alleys- what are the strategies to permit employee and patron parking in alleys, and what are strategies to make alleys work with other priorities (e.g. walking, loading, trash, parking, access, etc.)? Seems like a conflict.
 - RRM/Consultant: Idea isn't to repurpose the alley but rather to clarify where people should be. More of an organization as opposed to a trade-off. Alleyway design is more of an organization approach as opposed to trade off.

- Iacoponi: Do cities use one way traffic on alleys?
 - W-Trans/Consultant: Cities can do that. There are trade-offs with this decision. Need to look at it more closely, by making it one way there restricts access. We are looking at employee parking as part of this study.

Public Comments

- Brian Shields, Local 217 : I also attended the Coffee and Comments Open House event. Workers are paid in cash. I ask that some level of consideration be given to people who will be doing the construction.

- Sonia Elks: Appreciate the city's outreach efforts. As a sustainable transportation advocate. Micro mobility devices (ebikes and scooters) - don't overlook micro-mobility as it's much harder to jump from car-oriented living to walking straightway, and biking and micro-mobility can bridge that gap towards transitioning to sustainable modes. Make sure biking and micro-mobility access is thought of instead of just relying on people walking. We should not overlook micro-mobility access.

Planning and Transportation Commission feedback on 3 key questions:

- A. Should the 700 block be turned into a full plaza?
- B. Is there agreement on design elements for public spaces (i.e. Harrington Park and new plaza at 600 block of Laurel)?
- C. Is there agreement that alleys should be improved with new surface materials, lighting, gateway features, landscaping and murals?

A. 700 BLOCK, LAUREL STREET

- Clements: I do support it being turned into a plaza. A plaza that is permanent in place. Make things safer and lovely. Orange barriers need to go - is the sentiment of community. Investing in closure is better. I love bistro lighting; keeping it up long term is exciting.
- Garvey: Loved the interactive survey. The packet was helpful. I like the widened sidewalk option. It balances parking and other objectives. Link the 600 and 700 and 800 blocks visually so people feel like they want to down all the blocks.
- That would be my consideration even if we close 700 block. However, not opposed to closing the 700 block for a plaza.
- Roof: Echo Garvey's thoughts about connecting the 600, 700 and 800 ... a promenade really invites people, promenade is cool idea more than just one block closure. 600 - 800 blocks are well connected. We should look at it as a promenade as opposed to a destination where you sit in one place. I do support conversion to full plaza but it needs to work for businesses.
- Castaneda: I support widened sidewalk option. Given we will have those 2 spaces [Harrington and 600 block plaza]. This would alleviate business concerns. Tie the streets together with lighting. If there is full closure however, we need to think about alleyways, so businesses have parking for customers.
- Iacoponi: Closing the 700 block presents a real opportunity as a City, to being a regional destination and give citizens and the broader peninsula something to really be proud of. Look at other businesses in the region – it can be seen that they can be accessed by the back. Take cues of public space from other places, such as Menlo Park and the parking behind Trader Joe's – awnings, good signage, good lighting – the thought that we can only get into the business from the front changes. Perhaps a program for businesses to have secondary access might be beneficial. If we were to implement a street closure, could support businesses in creating a second entrance, or even a new primary entrance. It seems like this is really an opportunity to change our community, especially with more housing/future residents coming in. Regarding movies in the plaza, Laurel Street closure and 2 plazas provide an opportunity to add more programs. The vitality of downtown is through all businesses and not just restaurants.

B. DESIGN ELEMENTS FOR PUBLIC SPACES

- Roof: Redesign of Harrington is good idea
- Garvey: From Wheeler Plaza to Laurel Street, if there is a restaurant, will people feel comfortable walking through the seating area? More people will be parking in Wheeler

Plaza garage, need to make it easy for people to get to Laurel. I like idea of the full plaza with an archway for Wheeler Plaza garage.

- Clement: I agree with my colleagues. For Harrington Park, because there is such a strong interest in events and music, if we can redesign that space and keep it focused on music and events. Appreciate the sunshade, and to activate it and make it more vibrant, placing the stage closer to Laurel Street is a good idea. In terms of the plaza next to Wheeler – the historic market San Pedro Market with back Plaza – all restaurants share the outside area. If there is a way to permit bikes through Laurel, that would be a good thing – don't want anyone banned from that space. Use paving and materials to indicate where they should be. Use of archways is inviting and helpful.
- Castaneda: For plaza off Wheeler - support the full plaza idea; connect to the parking behind, could be used for events, leaving it open gives it lots of flexibility. For Harrington, the full plaza idea or music and stage - you can do both, and with shading.
- Iacononi: It would be a loss to not have any music stage in City. We can include a water feature of some kind. Loss to not have a music stage or venue in the City. The more musical oriented option. Personally a fan of water- Stanford mall and success they've had with water, soothing sound, kids like to play. The notion of shade trees – important and adds design connectedness. Lighting makes a difference and effective use within park spaces.

C. ALLEYWAYS

- Clements: Enthusiasm for the 700 block closure was based on well-defined approaches and accessibility in the alleys. I am not sure which businesses need space for truck delivery. Public parking near businesses is expected and asking employees to park one block further. The alleyways need tidying and can be attractive. Can include awnings and signage. Create placemaking through public art in crosswalks, art on the ground can be so lovely. The alleys are going to have to do everything. As we think through parking – cars aren't the only thing to park in the downtown.
- Roof: Skeptical on what can be done there. What problem are we trying to solve? Is it aesthetics? Is it access to stores? Is it more parking or access to parking? If you can, solve the congestion and lack of pedestrian paths. Having some sort of functional vision of alleys would be helpful. A functional plan would be useful.
- Castaneda: We will need more parking and more access if the 700 block is closed. I like the idea of adding art, the archway, wayfinding and signage is

essential. There will likely be loss of parking in the alley.

- **Garvey: Tidying up the alley is a priority for me.** Delivery trucks need to park. Employers incentivized to park elsewhere, so the few spaces can be used for public parking. Somehow, we have to reframe the availability of wheeler plaza garage. Support art on the pavement, like wayfinding.
- **Iacoponi**: Feel the same as Commissioner Roof. Strikes me that we have an asset – a mile of alleyway that is underutilized. Without knowing what we want from it hard to know what we’re planning for. Parking for patrons is important or part of it. How much space is there and how it gets divided up. Alleys are the least attractive part of downtown, but they don’t have to be the most beautiful. The extent it gets enhanced visually depends on how and what we use it for. The notion of Wayfinding is important and valuable. Electronic identification of the number of parking spaces available.
- **Garvey**: Regarding alleyways and the Housing Element - when more housing develops, egress and ingress will be through alleyways. Access is probably the width of double garage. That space is not available in the alleys. That must be factored in and how many of these garages do we envision?
- **Clements**: Agree that alleyways will have to do everything. Cars are not the only thing to park. We need to encourage scooters and ebikes parking.