

SAN CARLOS DOWNTOWN STREETSCAPE MASTER PLAN



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With much appreciation to all San Carlos residents, property and business owners, and community members who provided meaningful input and contributed their ideas and aspirations into the making of the San Carlos Downtown Streetscape Master Plan. We thank you!

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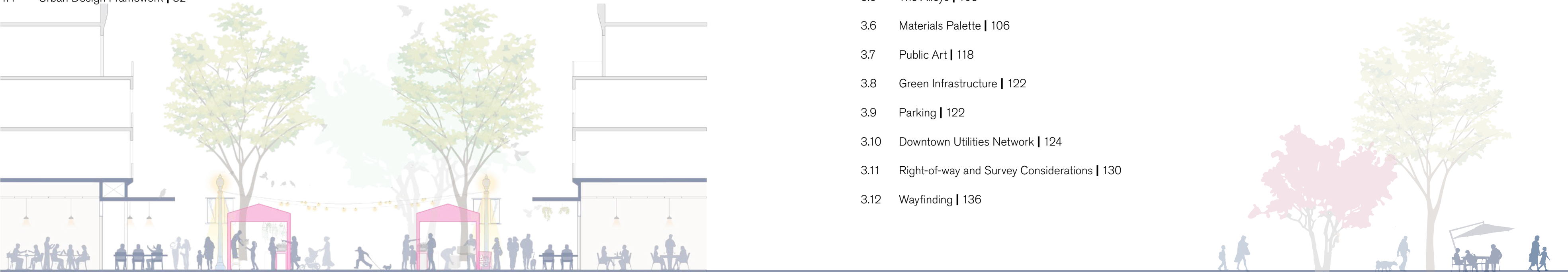
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EXECUTIVE SUMMARY

FULFILLING A VISION

The San Carlos Downtown Streetscape Master Plan establishes a strong public space network in the downtown core, providing the essential ingredients for the downtown to fulfill its role as San Carlos' "living room."

"Downtown is the heart of San Carlos that provides a vibrant, pedestrian-friendly, safe, charming, futuristic, and accessible destination for the community and strongly expresses its unique culture and heritage. It is a place for celebration and gathering that offers diverse and authentic experiences through a draw of food, retail, services, art and music in a visually attractive environment for the growing community. Downtown is an inclusive place with easy access for all, opportunities for housing and businesses of all types, and inviting spaces for all users. Downtown San Carlos is a sustainable district, with landscaping that supports ecological and community health & well-being."

The Streetscape Master Plan builds upon this Vision Statement by giving specificity to the function, design and experiential quality of downtown's signature public spaces as well as charting a clear course for street design changes that will encourage rebalancing mobility functions. The Streetscape Master Plan gives form to the principles of Equity and Resilience, Mobility & Connectivity, Character & Identity and Downtown Vibrancy, the four major tenets of the downtown vision.

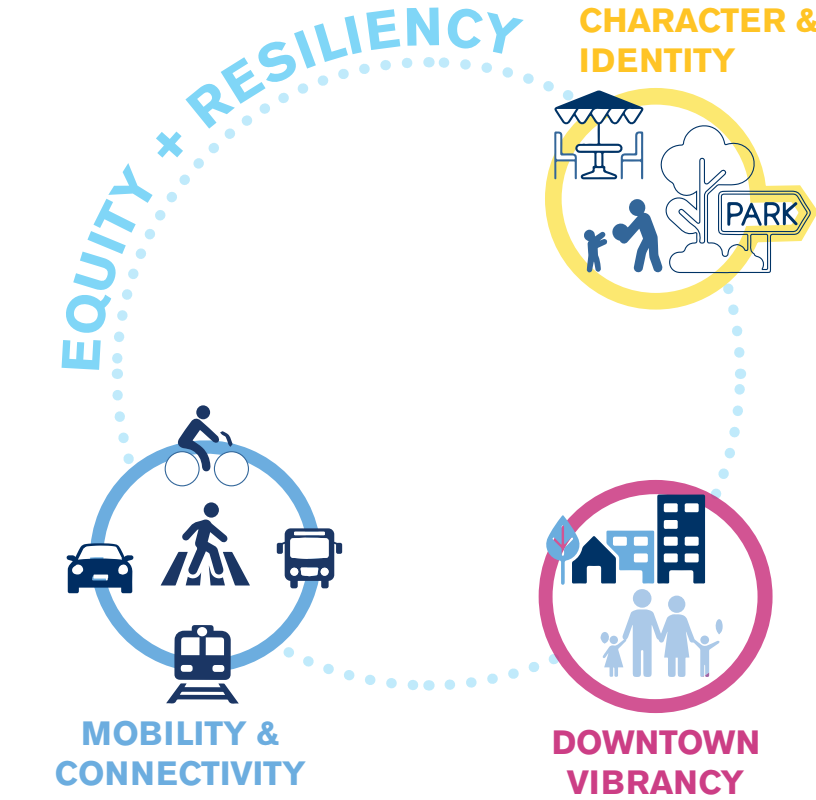
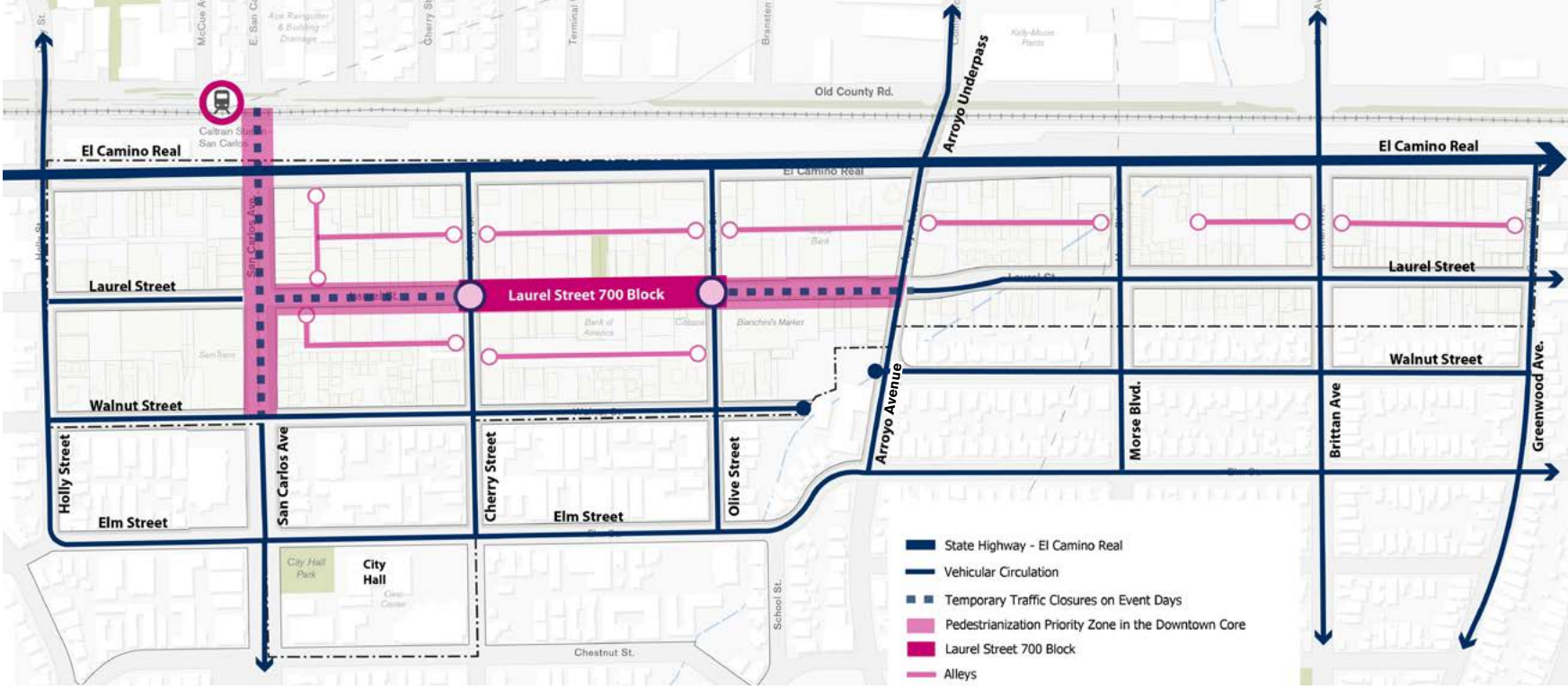


FIGURE 1 - GUIDING PRINCIPLES

FIGURE 2 - PLAN AREA: EXISTING MOBILITY & CONNECTIVITY



PLAN AREA

The Downtown Streetscape Master Plan is a key component of the broader Downtown Specific Plan, both of which share the same plan area boundary (see Figure 2 above) . The project area encompasses the downtown core, including the 600, 700, and 800 blocks of Laurel Street, and the 1100 and 1200 blocks of San Carlos Avenue. This Plan aims to transform the plan area into a vibrant central hub for socializing, shopping, dining, and entertainment, while aligning with recent planning efforts such as the 2045 General Plan Reset, the 2023-2031 Housing Element, the Bicycle and Pedestrian Master Plan (2020), and the East-side Innovation District Vision Plan.

ESTABLISHING THE PUBLIC REALM

While the Streetscape Master Plan defines design strategies for the downtown's entire street network, it gives particular focus to the downtown core or the public realm connecting from the Caltrain Station, up the first block of San Carlos Avenue to Laurel Street and down the 600, 700 and 800 blocks of Laurel. This "pedestrian priority zone" comprises the heart of San Carlos' downtown (see Figure 2 above).

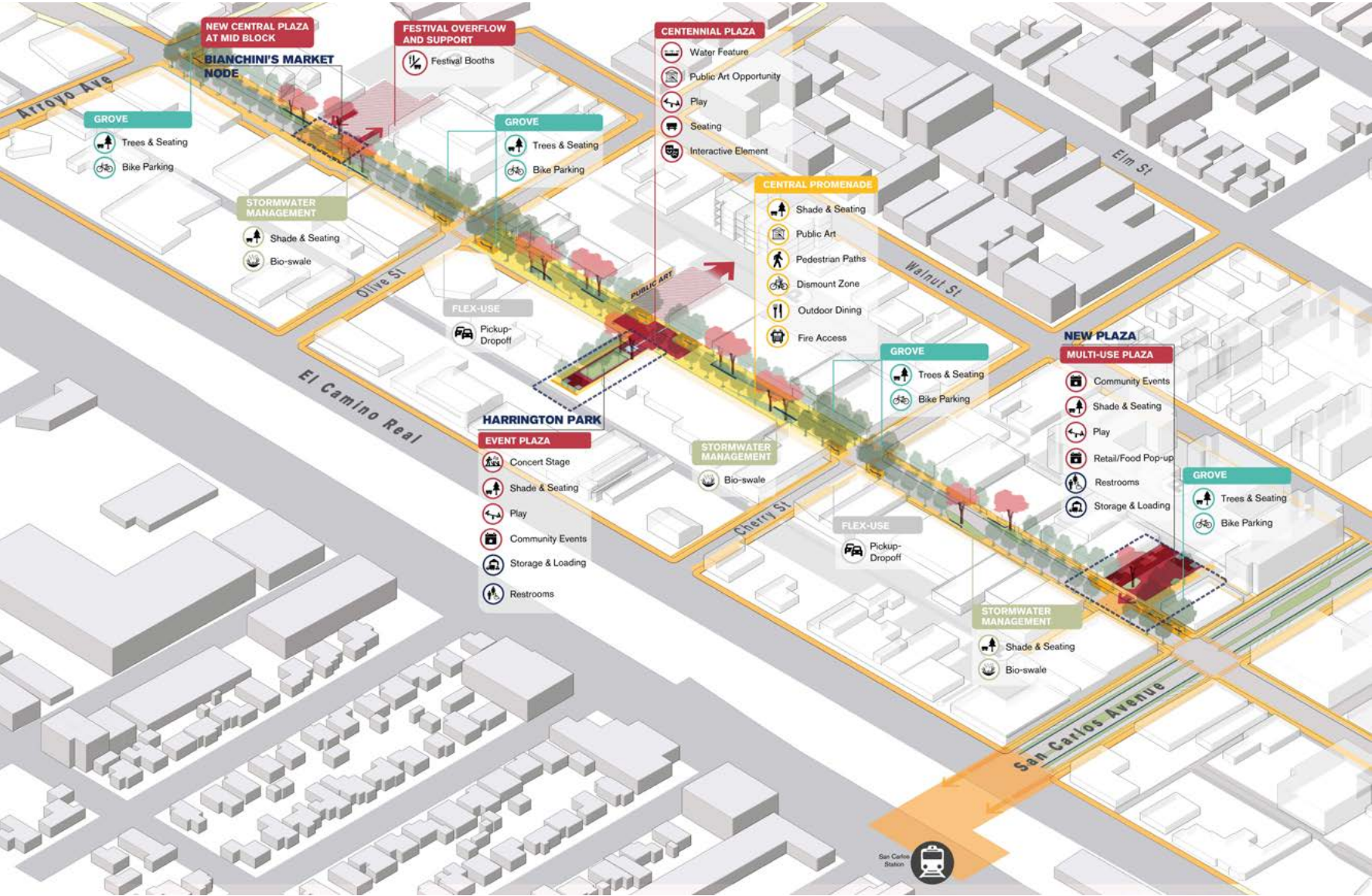
A SERIES OF CONNECTED PLAZAS

Throughout the downtown streets, the Streetscape Master Plan proposes an enhanced pedestrian experience through the use of new street trees, wider sidewalks, better lighting and ample outdoor seating. The improvements proposed in the pedestrian priority zone take those strategies even further. Building on the permanent closure of the 700 block of Laurel Street, the Plan defines a pedestrian plaza extending the entire span of the 700 block of Laurel Street with a wide pedestrian promenade meandering from side to side between groves of flowering trees and raingardens. The plaza is curbsless from building face to building face, allowing outdoor dining tables ample room in front of restaurants. A central space, informally referred to as “Centennial Plaza”, at the middle of the 700 block of Laurel Street marks the entry to a redesigned Harrington Park as a formal event space, and a water feature adds sound and animation to celebrate this space as the central meeting and gathering place. The 600 Block of Laurel Street features a new public plaza in between 1201 San Carlos Avenue and 622 Laurel Street, and the 800 Block features a new central plaza at mid-block (see Figure 3).

The 600, 700 and 800 blocks of Laurel Street are unified with a common design language with the intention to experience the downtown core as one integrated pedestrian area rather than as separate vehicular and non-vehicular sections. The meandering promenade of the 700 block of Laurel Street extends in opposite directions as a meandering street in the 600 and 800 blocks of Laurel Street. The tree groves and rain gardens are interspersed similarly throughout the 600, 700, and 800 blocks of Laurel Street. Uniform furnishings, lighting, street trees and pavement designs work to unify the pedestrian priority zone.

Additionally, Arroyo Avenue and Brittan Avenue are considered as key connectors linking Downtown and the East Side Innovation District, enhancing multi-modal access. By improving connectivity, these streets invite East Side workers to engage with Downtown's dining, recreation, and public spaces, enriching its vibrancy and economic vitality.

FIGURE 3 - DOWNTOWN CORE AXONOMETRIC
The Downtown core is conceived as a “T”, strongly connecting the train station to Laurel Street, and integrating San Carlos Avenue with the 600, 700, and 800 blocks of Laurel.

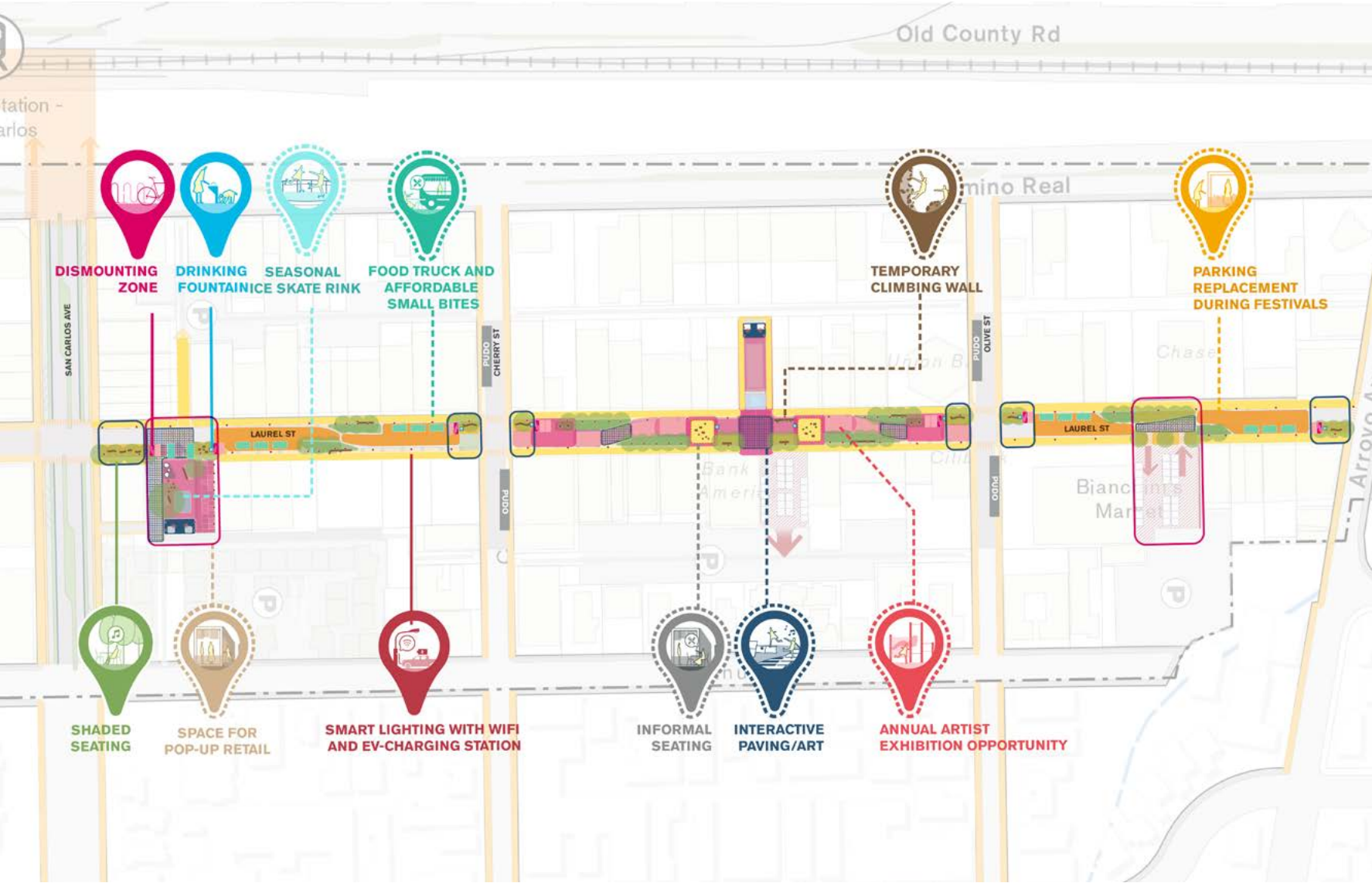


VITALITY THROUGH PROGRAMMING

To further fulfill the Vision for a vibrant downtown, the pedestrian priority zone is designed to accommodate a wide variety of programmed activities throughout the spaces in the Downtown core. Public outdoor seating is provided throughout, as well as ample space for outdoor dining all along the storefront edge. In addition, plaza spaces – small and large – are provided throughout, which could accommodate a wide variety of activities from permanent outdoor game spaces and music venues to places for temporary festivals and events and pop-up vendors. These programmed activity opportunities are illustrated in the following diagram.



FIGURE 4 - PROGRAMMED ACTIVITIES
A Wide Array of Programmed Activities Enriching the Public Realm Experience of the 600, 700, and 800 blocks of Laurel Street



WIRED FOR THE FUTURE

Just as important as what is seen on the ground, the Streetscape Master Plan anticipates what is needed underground to provide proper infrastructure for the Downtown's future. Infrastructure needs, including upgrading utilities and the provision of street lighting, electrical outlets for music performances and for pop-ups, food trucks, and charging stations for electric vehicles, will all be important for a well-functioning, sustainable and resilient downtown.

The Streetscape Master Plan describes how all of these elements come together into a cohesive public realm, positioning San Carlos' Downtown for a successful future, embodying pedestrian-friendliness, social vitality and economic vibrancy.

FIGURE 5 - 700 BLOCK OF LAUREL “CENTENNIAL PLAZA”
PERSPECTIVE VIEW

The «Centennial Plaza» features a main gathering area with a multi-use pavilion facing the plaza as well as Harrington Park and a water feature across the plaza from the pavilion.





01

INTRODUCTION

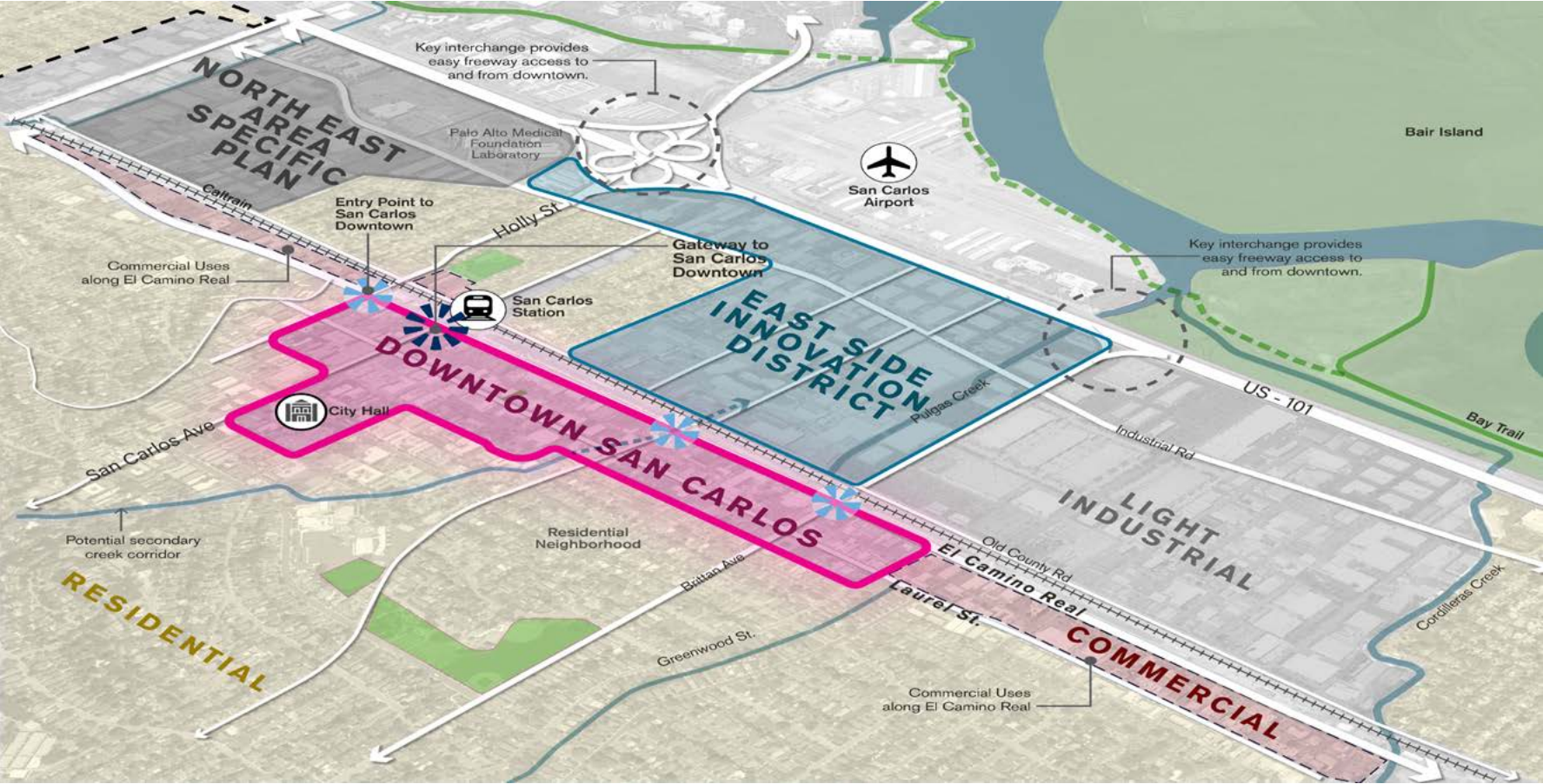
1.1 PROJECT OVERVIEW

The Downtown Streetscape Master Plan is part of a broader effort to define a comprehensive vision for the future of San Carlos' downtown through the development of a Downtown Specific Plan. The Downtown Streetscape Master Plan is part of the Downtown Specific Plan and both share the same boundary.

The boundaries of the Streetscape Master Plan are defined by Holly Street to the north, El Camino Real to the east, Greenwood Avenue to the south and a downtown core extending west to Walnut Street with two additional blocks between San Carlos Avenue and Cherry Street encompassing the Civic Center with Chestnut Street as its western edge.



FIGURE 1.1 - DOWNTOWN SAN CARLOS STREETSCAPE MASTER PLAN STUDY AREA



The purpose of the Downtown Specific Plan and its accompanying Streetscape Master Plan is to position San Carlos' downtown for a successful future as the community's central gathering place for socializing, shopping, dining, culture and entertainment. Both plans are also intended to help reposition the downtown in the context of other recent planning efforts and regulatory changes including the

2045 General Plan Reset, the 2023-2031 Housing Element, the East Side Innovation District Vision Plan (2021), the 2025-2028 Economic Development Plan (2025), and the Bicycle and Pedestrian Master Plan (2020).

FIGURE 1.2 - DOWNTOWN SAN CARLOS SPECIFIC PLAN AREA CONTEXT

1.2 PROJECT BACKGROUND AND COMMUNITY ENGAGEMENT PROCESS

The Downtown Specific Plan, initiated by the City of San Carlos earlier in 2022, has been an inclusive and collaborative effort to enhance the downtown area. The City engaged with the broader community and the City Council appointed Downtown Advisory Committee (DTAC) through a series of workshops and sessions, gathering valuable insights and ideas. Based on community input, the City worked with DTAC to develop the project's vision and guiding principles, ensuring the proposed streetscape improvements reflect the aspirations and needs of the San Carlos community.

The community engagement process for the San Carlos Downtown Streetscape Master Plan spanned from September 2023 to September 2024. This rigorous engagement process was instrumental in ensuring that a diverse range of stakeholders contributed to the development of a plan that aligns with the community's vision. Below is a summary of the project timeline, including engagement activities conducted at each phase.

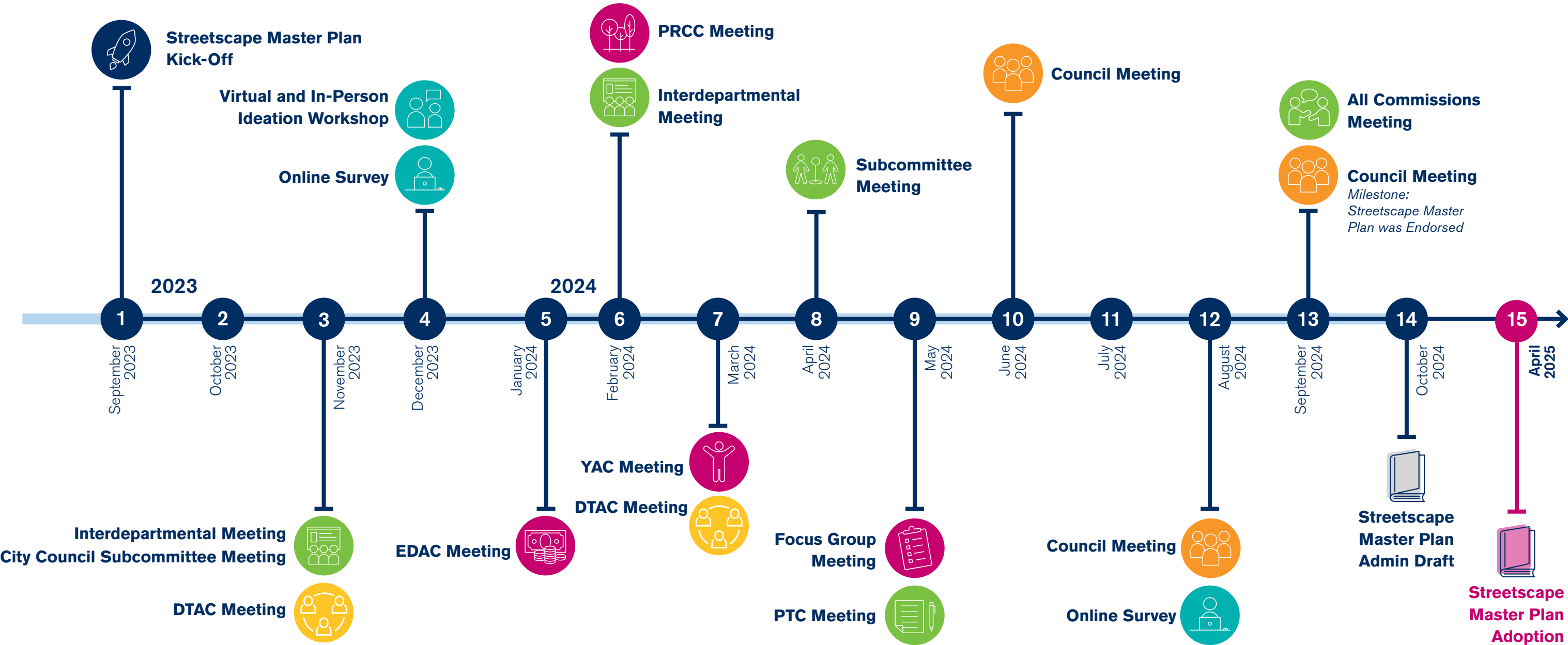


FIGURE 1.3 - ENGAGEMENT TIMELINE



Kick-Off Meeting

September 2023

Building off the City Council's direction on April 24, 2023 to permanently close the 700 block of Laurel Street, the project commenced with a kick-off meeting aimed at setting a foundation for the streetscape master plan process. This meeting introduced the project team and key stakeholders to the project scope, objectives, and initial design considerations.



Interdepartmental Meeting and Downtown Subcommittee Meeting

November 2023

These meetings gathered input from various city departments and the City Council Downtown Subcommittee to align departmental objectives and ensure coordination across city services.



Downtown Advisory Committee (DTAC) Meeting

November 2023

The DTAC was established to represent the community's interests and guide the consultant team through the process of developing both the Specific Plan and Streetscape Master Plan.

At this meeting, the DTAC was introduced to the revised vision, guiding principles and the

design alternatives. This meeting helped the consultant team to collect initial feedback on the design approach and alternatives. The key topics discussed were the strategies for mobility, public space design and streetscape improvements for strengthening downtown San Carlos as a living room for the community.



Virtual and In-Person Ideation Workshop

December 2023

Held both Online and in-person, this ideation workshop provided a platform for community members to brainstorm and discuss ideas for streetscape enhancements, prioritizing inclusivity in visioning.

The outcome of these workshops highlighted a vision for a lively, accessible public space that balances social interaction, safety, and aesthetics. Key themes included a desire for greenery, gathering areas, and accessible seating, along with functional elements to improve flow and safety, such as clear signage and designated areas for different types of movement. Participants emphasized flexibility in programming, envisioning features that support both everyday activities and special events/seasonal attractions.



Online Survey

December 2023

This survey was conducted to broaden community input, allowing residents to share their views on streetscape priorities, pedestrian accessibility, and urban design elements. The data collected from this survey informed the design of all the key streets in the Plan Area.



Economic Development Advisory Commission (EDAC) Meeting

January 2024

The EDAC meeting focused on discussing the potential economic impacts of the streetscape improvements and their benefits to local businesses including retail and food & beverages business.



Parks, Recreation, and Culture Commission (PRCC) Meeting

February 2024

This meeting addressed potential improvements in public spaces, integration with park areas, and cultural elements within the streetscape. The meeting provided insights into the Parks and Recreation Department's storage and functional requirements for special events like the Farmers' Market and, Art and Wine Faire, informing strategies to incorporate these needs into the streetscape design.



Interdepartmental Meeting

February 2024

A follow-up interdepartmental meeting ensured ongoing alignment of the streetscape Master Plan including cross-sections for each street, alleys redesign and public space design strategies across city departments as the project progressed.



Youth Advisory Council (YAC) Meeting

March 2024

Engaging the Youth Advisory Council enabled the inclusion of youth perspectives, especially regarding public space design, street activation strategies, recreational programming considering needs of the youth, active transportation, and safety.



DTAC Meeting

March 2024

This DTAC meeting was aimed to refine feedback on the streetscape design improvements, focusing on the street design for all the key streets, public space programming, and mobility and connectivity strategies.



City Council Downtown Subcommittee Meeting

April 2024

The two-member City Council Downtown Subcommittee reviewed updated design concepts and provided feedback on the schedule and phasing considerations.



Focus Group Meetings

May 2024

Specific focus group sessions were held with SamTrans, Silicon Valley Bicycle Coalition, and Fire Department to discuss technical details related to transit, bicycle infrastructure, and emergency access requirements.



Planning and Transportation Commission (PTC) Meeting

May 2024

The PTC reviewed the DTAC's endorsed street designs with an emphasis on planning considerations, alignment with city transportation policies, and long-term development strategies.



Council Meeting

June 2024

A City Council meeting presented the Master Plan's progress, street designs and public space



Online Survey

August 2024

The second online survey gathered community input on streetscape materials, including planting, paving, and street furnishings. The feedback helped align the plan with community preferences and enhance the streetscape's experiential quality.



All Commissions Meeting

September 2024

A comprehensive meeting involving all city commissions including DTAC, EDAC, PRCC, YAC and the downtown subcommittee members facilitated a cross-departmental feedback and ensured that the streetscape master plan addressed a holistic set of community needs.

designs, and gathered feedback from Council members and the broader community enabling them to recommended potential refinements.



Council Meeting

September 2024

In this concluding session, the City Council endorsed the final street designs and unanimously passed their approval (City Council Resolution No.2024-111).



Planning and Transportation Commission (PTC) Meeting

April 2025

The PTC endorsed the Streetscape Master Plan on April 7, 2025.



City Council Meeting

April 2025

The City Council adopted the Streetscape Master Plan on April 28, 2025.

The feedback gathered throughout this engagement process played a critical role in shaping the design and planning process. The recurring themes and specific suggestions were directly integrated into the design concepts, influencing the development of a more community-driven downtown vision.

Public Realm Design and Streetscape Enhancements:

Based on the community's desire for more greenery, intimate gathering spaces, and diverse amenities, the design incorporates expanded sidewalks, enhanced landscaping and public seating

options. The preference for water features and informal seating areas led to the inclusion of an interactive water feature, shaded seating zones, and family-friendly seating areas. To address safety concerns regarding bike lanes on major streets, the plan introduces clearly delineated and protected bike lanes.

Circulation and Mobility Strategies:

To address traffic congestion and parking concerns, the plan refines circulation strategies by exploring new street configurations to manage vehicle flow and pedestrian and bicycle safety. It recommends wayfinding signage to direct drivers to parking garages, easing parking on Laurel Street. Enhanced pedestrian crossings and traffic-calming measures at key intersections improve safety, especially for children and seniors, while prioritizing safer bicycle and pedestrian connections to the Greater East San Carlos Neighborhood.

Business and Retail Considerations:

The strong community preference for supporting local businesses influenced the plan's emphasis on retail diversity. The design also encourages spaces for local pop-ups, artisan markets, and small businesses.

Event and Activation Strategies:

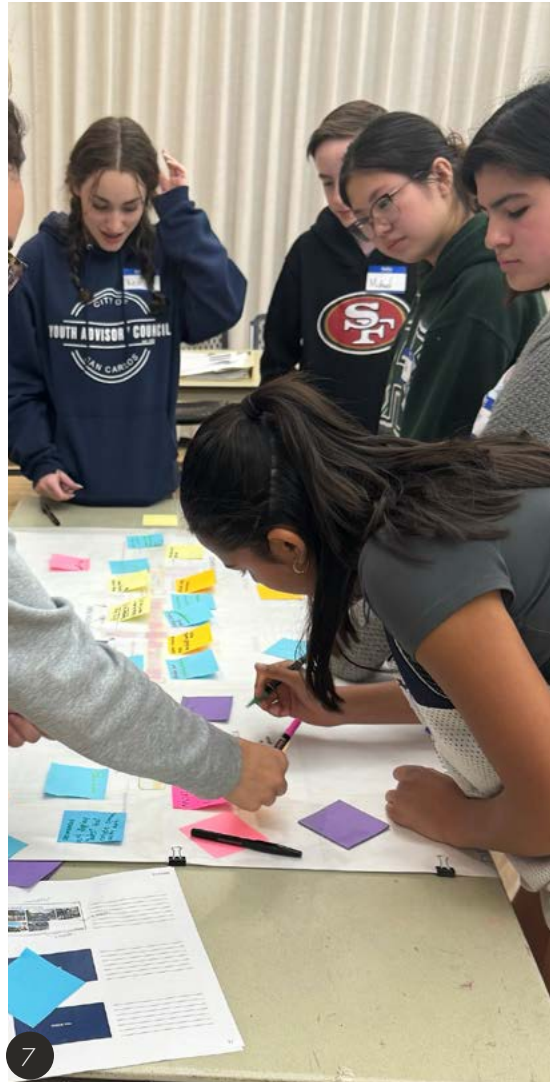
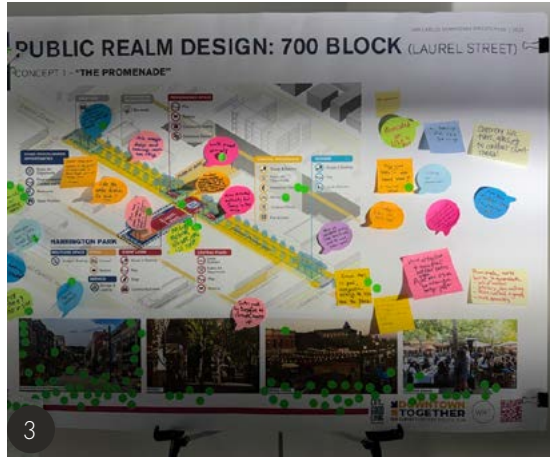
To address the activation needs in the downtown core, the plan recommends a well curated concentration of flexible and festival-friendly programming. This approach aims to reduce disruption to the 600 and 800 blocks, maintaining regular business operations while still fostering a vibrant downtown atmosphere.

Outdoor Dining Strategies:

Community feedback highlighted a strong desire for more outdoor dining near programmed activity areas to create family-friendly spaces. In response, the plan places dining zones next to building frontages surrounding spaces for children, youth, and families, fostering safer, more engaging environments. It also includes flexible seating and shaded areas to enhance comfort and encourage longer stays.

By incorporating this feedback, the Downtown Streetscape Master Plan ensures that the design reflects the values, needs, and aspirations of San Carlos residents—creating a vibrant, safe, and accessible downtown for all.

- 1-3 Ideation Workshop: Community Feedback on the Opportunities, Constraints and the Concept Alternatives (Source: WRT)
- 4 DTAC Meeting (Source: WRT)
- 5 Ideation Workshop: Pilot Demonstration of Sidewalk Widths. (Source: WRT)
- 6 PRCC Meeting (Source: WRT)
- 7 YAC Meeting (Source: WRT)



1.3 PROJECT VISION AND GUIDING PRINCIPLES

The Vision Statement was developed based on input from the DTAC, stakeholders, community members, and City decision makers through an extensive civic engagement process.

“Downtown is the heart of San Carlos that provides a vibrant, pedestrian-friendly, safe, charming, futuristic, and accessible destination for the community and strongly expresses its unique culture and heritage. It is a place for celebration and gathering that offers diverse and authentic experiences through a draw of food, retail, services, art and music in a visually attractive environment for the growing community. Downtown is an inclusive place with easy access for all, opportunities for housing and businesses of all types, and inviting spaces for all users. Downtown San Carlos is a sustainable district, with landscaping that supports ecological and community health & well-being.”

Based on this Vision, Guiding Principles were developed in four areas: Placemaking & Identity, Mobility & Connectivity, and Downtown Vibrancy with an over-arching objective of promoting Equity & Resiliency. The Downtown Specific Plan and Streetscape Master Plan present opportunities to reinforce these principles in many ways.



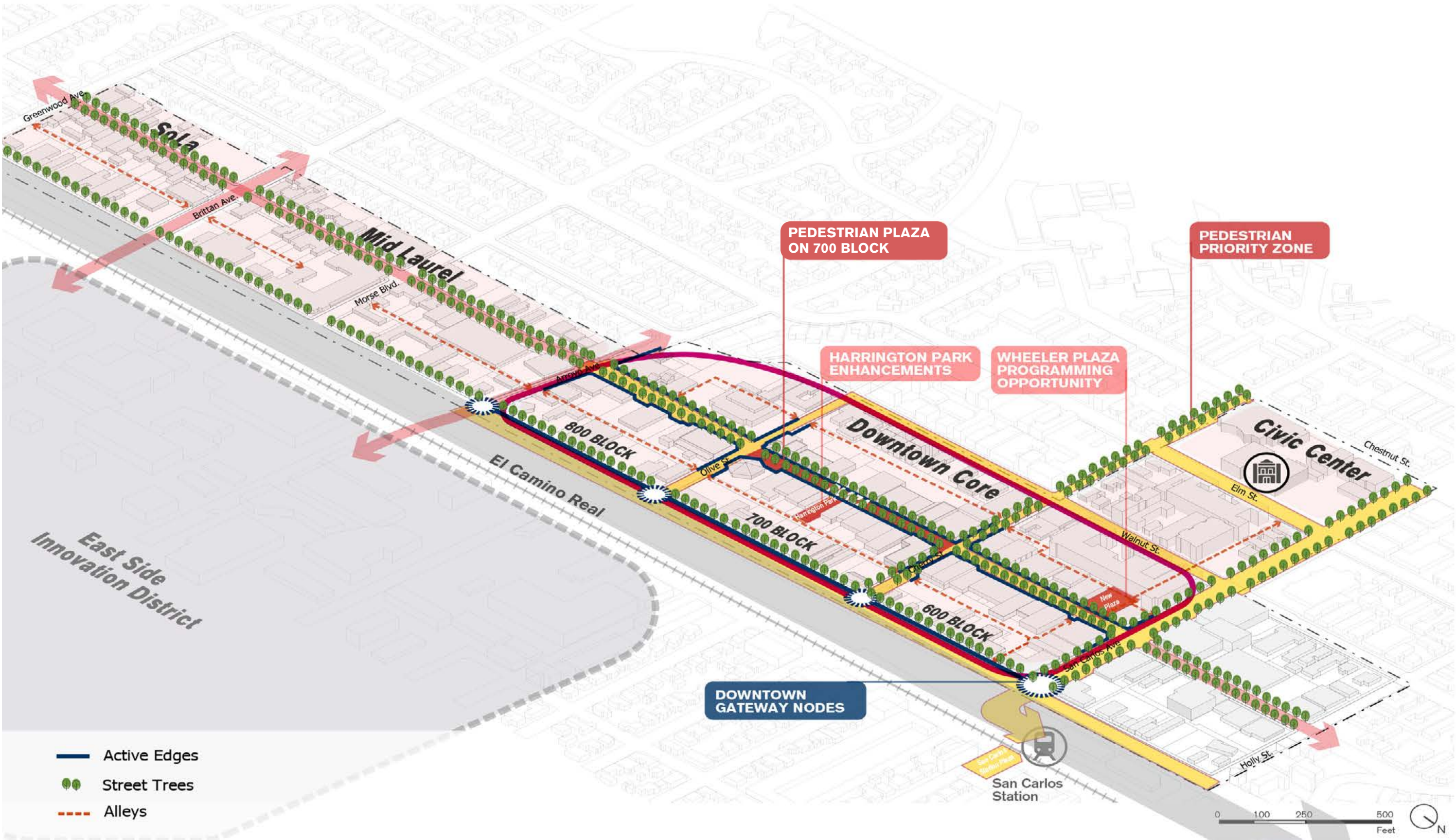
FIGURE 1.4 - VISION AND GUIDING PRINCIPLES

1.4 URBAN DESIGN FRAMEWORK

In order to achieve the intent behind the Guiding Principles, an urban design framework was developed with three layers – one for each of the Guiding Principles.

The Placemaking & Identity framework layer clearly identifies a downtown core centering around the Pedestrian Priority Zone – the connection from the San Carlos Caltrain Station, up San Carlos Ave to Laurel Street and down the 600, 700 and 800 blocks with the central plaza midway on the closed 700 block of Laurel Street. Three other downtown sub-districts are defined as the Civic Center, Mid-Laurel and SoLa (short for South Laurel). All of these districts offer opportunities for placemaking that can give them a distinct identity. The 500 block of Laurel Street retains its existing configuration, with streetscape enhancements focused on improving the pedestrian experience through the addition of trees and wider, more walkable sidewalks. El Camino Real also has the potential to reinforce placemaking strategies for the downtown in providing a pedestrian-scaled frontage along the downtown edge as well as providing safer crossings and marking important entry points into the downtown core.

FIGURE 1.5 - IDENTITY AND PLACEMAKING FRAMEWORK



The **Downtown Vibrancy framework** layer clearly establishes priorities for activation, with the downtown core being the highest level of activation through programmable space as well as interaction with ground floor commercial uses. “Community Activator” spaces offer additional opportunity for events, pop-up businesses and other flexible programming.

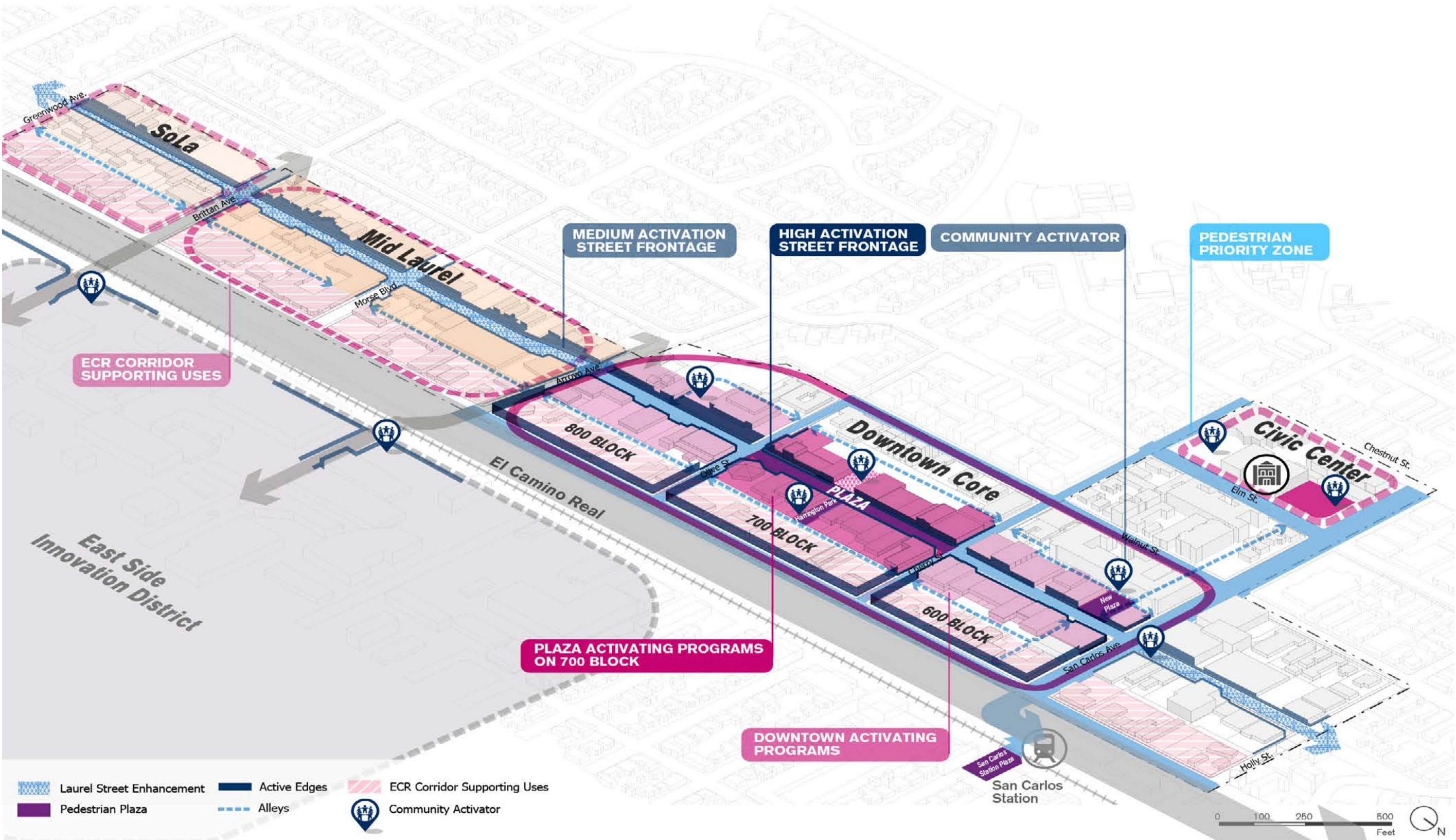


FIGURE 1.6 - DOWNTOWN VIBRANCY FRAMEWORK

The **Mobility & Connectivity framework** layer shows a fully developed network of downtown streets. Each has its place in a circulation hierarchy balancing all the various modes of mobility (pedestrian, bicycle, transit, vehicular, etc.). Pedestrian circulation is prioritized along the 1100 and 1200 blocks of San Carlos Avenue, and the 600, 700, and 800 blocks of Laurel Street; vehicular and bike access is accommodated on San Carlos Avenue and surrounding streets. For cars, efficient access to parking facilities is prioritized, circumventing the downtown core to the greatest extent possible. To accomplish all this, each street and street type is addressed in the Streetscape Master Plan and rebalanced with its appropriate emphasis. This includes the downtown Pedestrian Priority Zone, priority bike routes, and “road diets” to allow San Carlos Avenue and El Camino Real become more pedestrian- and bike-friendly, and overall, to allow vehicles to flow efficiently around the downtown core and to parking areas.

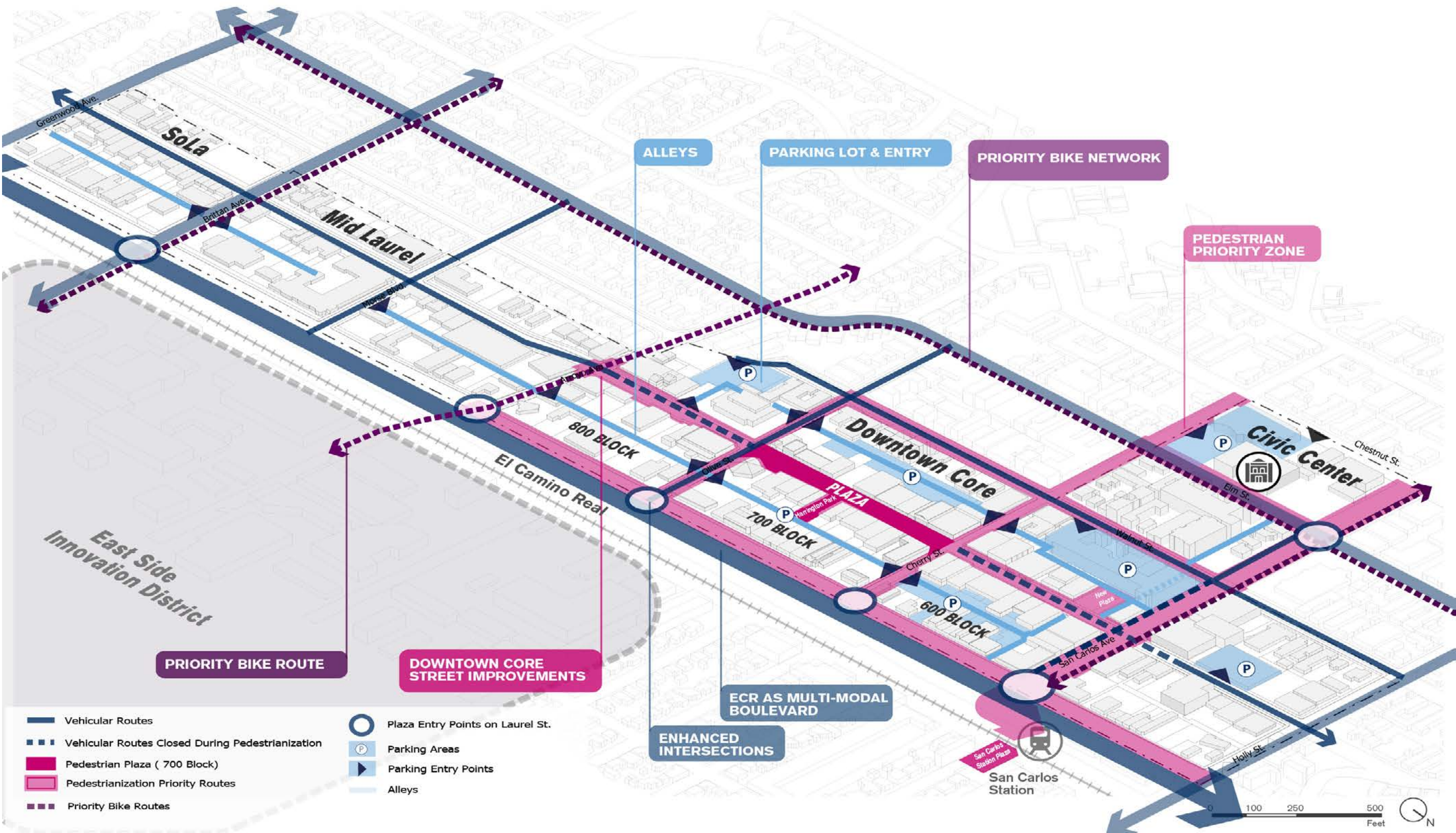


FIGURE 1.7 - MOBILITY AND CONNECTIVITY FRAMEWORK



02

EXISTING TRAFFIC NETWORK AND STREET CHARACTER

2.1 EXISTING TRAFFIC NETWORK

San Carlos holds a strategic position within the region's science campuses, technology hubs, leading education and research institutions, and neighboring downtowns and regional commercial centers along the Peninsula. San Carlos is well-integrated into the regional infrastructure, benefiting from proximity to major transportation corridors including US 101, Interstate 280, and the increasingly important Caltrain commuter rail. Moreover, its accessibility is further enhanced by nearby connections via the San Mateo and Dumbarton bridges, linking it directly to the East Bay.

This comprehensive connectivity not only makes Downtown San Carlos a vital contributor to the broader regional economy but also positions it as a dynamic and accessible destination for businesses, residents, shoppers, and visitors alike. The Streetscape Master Plan aims to build upon these strengths, ensuring that the downtown area continues to thrive as a central hub within this interconnected regional ecosystem.

Highway 101, which runs parallel to the eastern border of San Carlos, serves as a major north-south corridor, providing a crucial regional connection. Holly Street, a significant entry point into the city, links US 101 directly to the downtown area, making it a primary access route for regional traffic entering San Carlos. Further south, the Brittan Avenue exit off Highway 101 provides an additional southbound-only off and on connection to the 101 corridor.

Interstate 280, located to the west of San Carlos, also runs north-south and is connected to downtown via Edgewood Road and Ralston Avenue. These routes offer alternative access points,

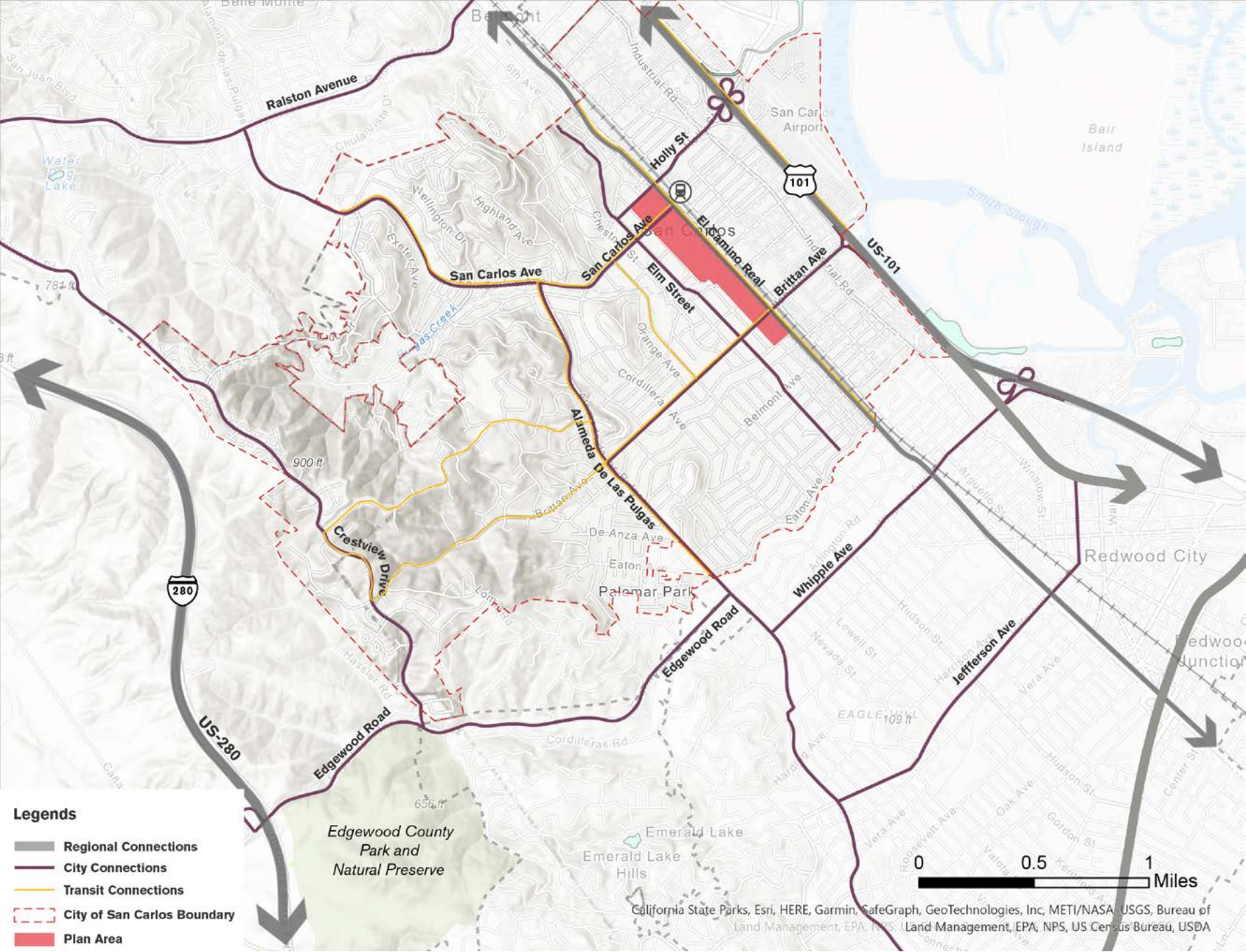
providing additional overall connectivity of downtown with the broader region.

Within the City, El Camino Real functions as the central north-south artery, running parallel to US 101 and serving as the primary thoroughfare for local traffic. Its intersection with Holly Street, San Carlos Avenue and Brittan, key east-west connectors, further integrates the downtown area with the surrounding neighborhoods. San Carlos Avenue intersects with Ralston Avenue and El Camino Real, providing a critical route for accessing downtown from the western parts of the city. Both Holly Street and Brittan Avenue are critical connectors from US 101 freeway to downtown.

Laurel Street, the main spine of downtown, serves as the core hub of activity, anchoring the downtown as its retail center. In contrast, El Camino Real forms a defining edge to the downtown area. Given its strategic position along a regional corridor, El Camino Real offers significant potential for enhancement, transforming it into a more defined, pedestrian-friendly, and welcoming gateway.

This analysis underscores the importance of these key transportation routes in shaping the accessibility and character of downtown San Carlos. By leveraging these assets through targeted enhancements, the downtown area can further strengthen its connectivity and appeal, ensuring its continued role as a central hub within the region.

FIGURE 2.1 - REGIONAL TRAFFIC NETWORK CONTEXT (RIGHT)
The proximity of Downtown San Carlos to key transportation nodes, such as the US-101 interchanges at Holly Street and Brittan Avenue, as well as the Caltrain Station at El Camino Real and San Carlos Avenue, plays a critical role in facilitating easy access and strong connectivity for both vehicular and pedestrian traffic.



2.2 CIRCULATION AND CONNECTIVITY

The circulation and connectivity framework in downtown San Carlos is shaped by key corridors and local streets. North-south movement is primarily facilitated by El Camino Real, while important east-west connections are provided by Holly Street, San Carlos Avenue, Arroyo Avenue, and Brittan Avenue. Laurel Street, despite the closure of its 700 block, still serves as an alternative vehicular circulation route along with secondary cross-streets Cherry & Olive. Additionally, alleys play a critical role in local circulation, particularly in providing access to parking. The street hierarchy classification, as explained in Figure 2.3, guides the proposed improvements aimed at ensuring efficient circulation and connectivity throughout the Plan Area and beyond.

STREET HIERARCHY AND KEY INTERSECTIONS

This section highlights the street hierarchy in Downtown San Carlos, outlining how highways, arterials, collectors, local streets, and alleys shape circulation and connectivity. In the existing scenario, the key corridors and intersections, such as El Camino Real, Holly Street, and San Carlos Avenue, connect downtown to surrounding neighborhoods and regional routes. Recent changes in the circulation pattern, like the closure of Laurel Street's 700 Block, reflect evolving mobility needs. Analysis of this mobility pattern will guide future improvements to ensure efficient traffic flow, multi-modal access, and a vibrant downtown. The downtown San Carlos circulation system is structured around five main functional classifications, each serving distinct roles in circulation and connectivity:

State Highway (El Camino Real - SR-82): Serving as the eastern boundary of downtown, El Camino Real runs north-south, connecting San Carlos with neighboring Peninsula communities and providing direct access to Interstates and State Routes for regional connectivity to northern, southern, and East Bay communities.

Arterial Streets: Key east-west arterials include Holly Street, San Carlos Avenue, and Brittan Avenue, which connect downtown to western residential neighborhoods and provide access to Highway 101. Laurel Street, previously a major north-south arterial, has been partially closed to create a pedestrian-only area in the 700 Block, altering vehicle circulation patterns in the area.

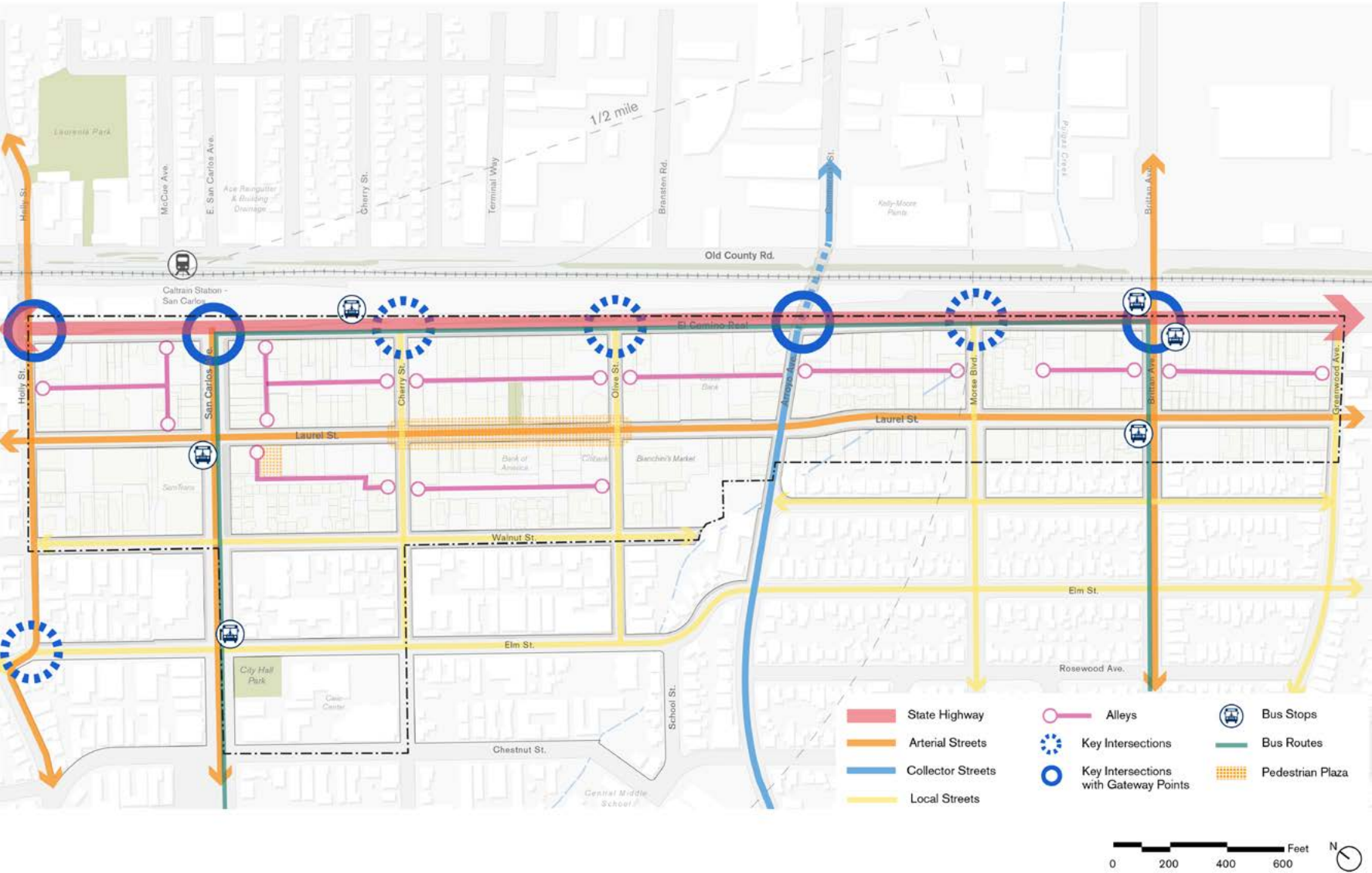
Collector Streets: Arroyo Avenue, another important east-west route, connects El Camino Real to Tamarack Avenue, linking downtown with residential areas to the west and also connecting under the Caltrain tracks for pedestrian and bicycle access to the east side.

Local Streets: The streets like Olive Street, Morse Boulevard, Greenwood Avenue, and Walnut Street provide local circulation within downtown but have limited reach beyond the immediate area.

Alleys: Playing a vital role in hyper-local circulation, alleys offer access to business parking, loading zones, and connect east-west streets, supporting parking and service access within downtown.

These classifications are essential for understanding the existing circulation patterns and will guide future street network enhancements to maintain effective connectivity and traffic flow.

FIGURE 2.2 - EXISTING STREET HIERARCHY AND KEY INTERSECTIONS



ALLEY NETWORK AND SERVICES

The presence of alleys and service entries behind the main street frontages reduces the presence of delivery trucks and service vehicles on the public-facing streets, like El Camino Real and Laurel Street, thus contributing to a more pedestrian-friendly environment.

Alley and Parking Lots East of the 600 Block of Laurel Street

On this block, service entries are set back from the main alley circulation path, providing space for larger loading vehicles. This design helps reduce interference with other activities, maintaining the flow of traffic and pedestrian movement but could also benefit from a more efficient re-organization.

Alley and Parking Lots East and West of the 700 Block of Laurel Street

The situation on the 700 block is more complex. While some loading zones are adequately set back, the high density of customer entrances, particularly near Olive Street, leads to a problematic overlap of parking, loading, unloading, and pedestrian activities. This congestion highlights the need for a more organized approach to clearly delineate these functions, ensuring smoother operations and enhanced safety for all users.

The west alley of the 700 block of Laurel Street

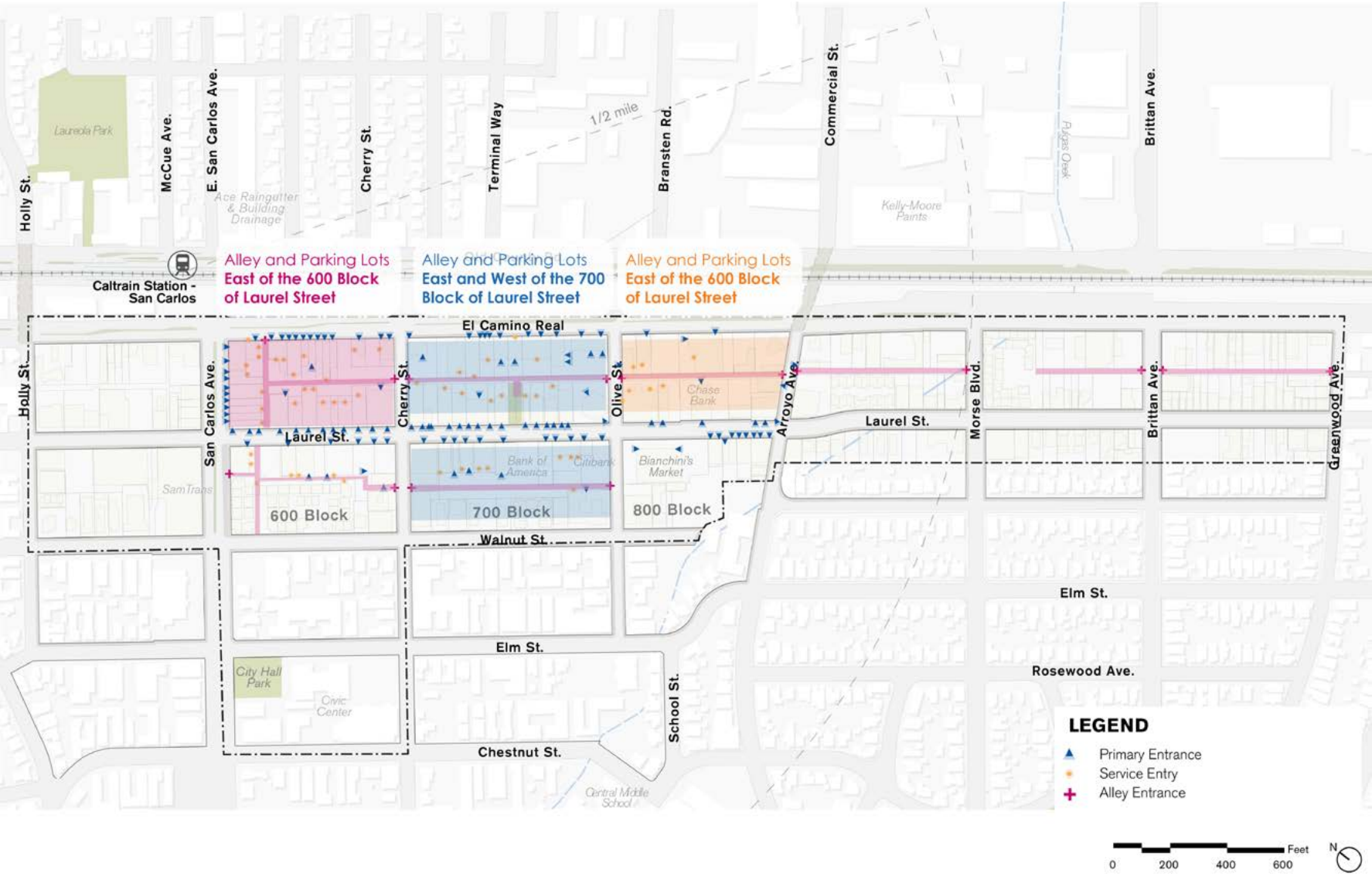
This block has been re-organized through a past improvements project and functions very well in terms of circulation clarity, organized parking, service access, trash screening and secondary entrances to

businesses. This alley is seen as a good model for alley improvements on the east side and in other blocks.

Alleys and Parking Lots East of the 800 Block of Laurel Street

The 800 block shows a concentration of private parking spaces and a reduced number of loading/unloading entries, which potentially allows it to function more efficiently as a thoroughfare. This configuration supports the alley's role as a primary entry point within this block, helping to reduce the congestion issues observed in other areas. This alley could also benefit from improvements to parking, service, trash screening and secondary entrances to businesses.

FIGURE 2.3 - EXISTING ALLEY NETWORK



2.3 EXISTING STREET CHARACTER

Street character is defined by the pedestrian experience and shaped by elements such as trees, street furniture, sidewalks, and building facades. It reflects the visual appeal, comfort, and functionality of the space. Well-designed streetscapes enhance walkability, create inviting public spaces, and foster a sense of place.

Street furnishings are primarily concentrated along the 600, 700, and 800 blocks of Laurel Street, with additional benches installed intermittently along El Camino Real and throughout the Downtown area (Figure 2.4). South of Arroyo Avenue, some blocks have

segments with fewer or no lighting fixtures, which may impact nighttime visibility and the overall pedestrian experience.

The distribution of existing tree canopies in the Plan Area varies across different locations, with well-maintained street tree rows primarily concentrated along El Camino Real, San Carlos Avenue, and 600-800 blocks of Laurel Street. Other areas have limited access to shade-giving canopies, as trees are either sparse or located within private spaces such as courtyards and inner patios of residential buildings. The diagram (Figure 2.6) illustrates the overall canopy distribution across the entire Plan Area. Key intersections with accent species such as Crape Myrtle are identified and labeled as number 1 through 5, representing nodes that contribute to the overall streetscape experience.

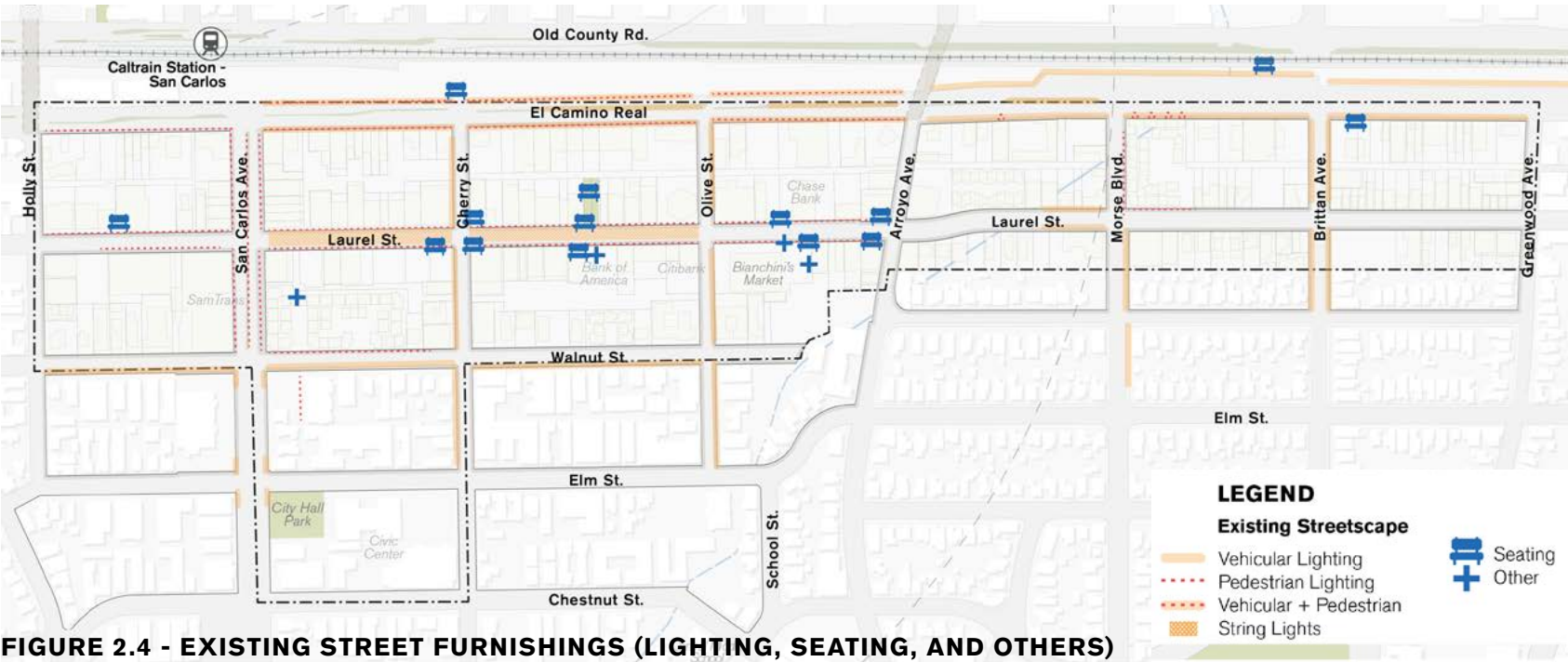


FIGURE 2.4 - EXISTING STREET FURNISHINGS (LIGHTING, SEATING, AND OTHERS)



FIGURE 2.5 - COMMON STREET TREES IN THE PLAN AREA

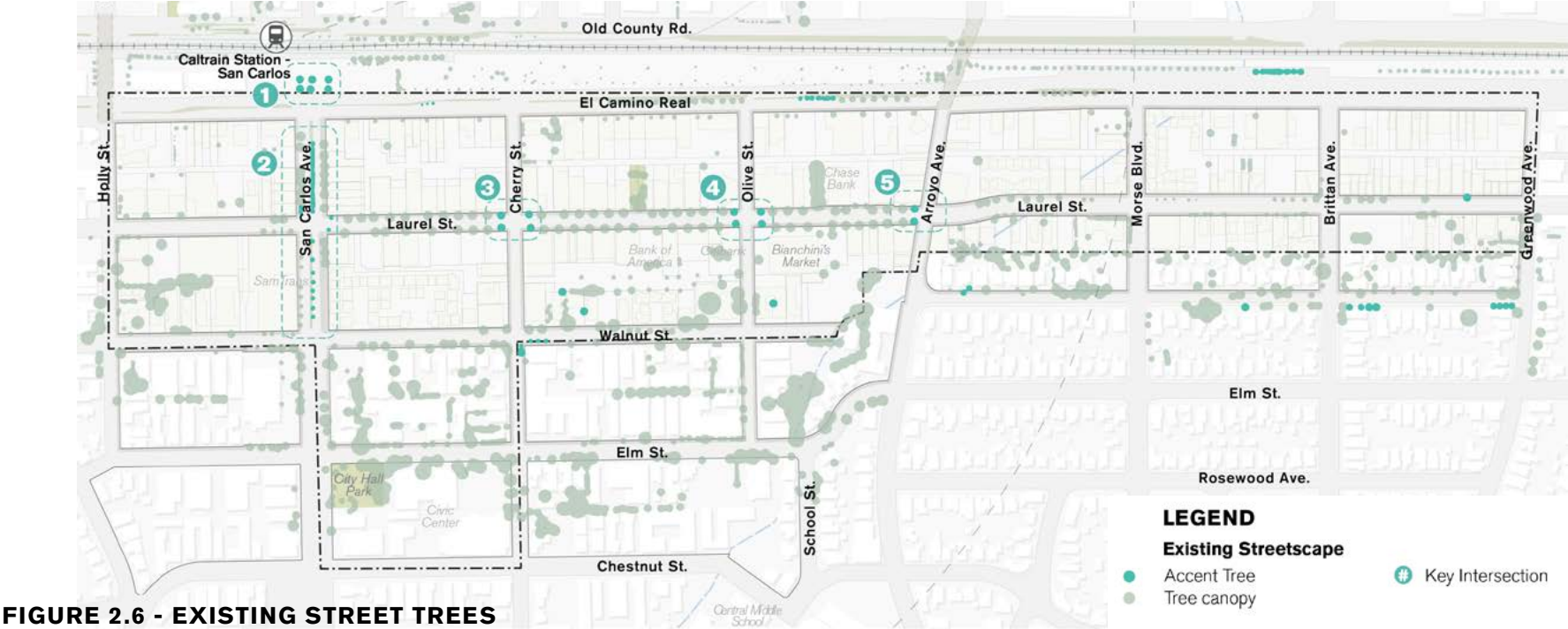


FIGURE 2.6 - EXISTING STREET TREES

LAUREL STREET

600, 700, 800 blocks of Laurel Street

Laurel Street serves as a key downtown hub, balancing both pedestrian activity and vehicle movement, while supporting vibrant street life with its mix of land uses and design features strengthening its importance as a central axis for movement, commerce, and social activity in downtown San Carlos.

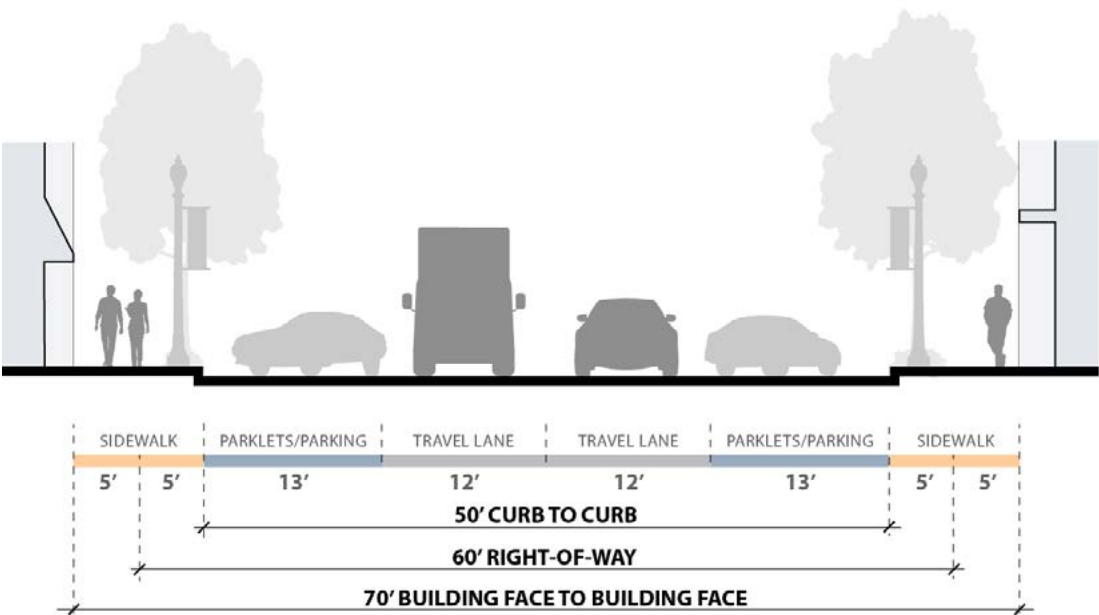


FIGURE 2.7 - EXISTING STREET CONDITION: LAUREL STREET 600, 700, AND 800 BLOCKS (LOOKING NORTH)

Existing Mobility Conditions:

- ♦ **Land Use:** The 600, 700 and 800 block of Laurel Street is lined with active ground floor uses including retail shops and restaurants.
- ♦ **Dimensions:** The street spans 50 feet curb-to-curb within a 60-foot right-of-way and an additional 5-foot setback on either side, making a total dimension of 70 feet building face to building face.
- ♦ **Travel Lanes:** Two 12-foot-wide vehicle lanes provide efficient traffic flow through the downtown core.
- ♦ **Sidewalks:** 9.5-foot-wide sidewalks on both sides of the street.
- ♦ **Parklets/Parking Zones:** The 13-foot-wide spaces flanking the sidewalks are dedicated to parklets or parking, enhancing flexibility for both vehicle access and outdoor seating.

Existing Public Realm Conditions:

- ♦ **Existing street tree planting:** The downtown core segment of Laurel Street has a formal planting of street trees along both sides of the pedestrian walkways – predominantly Chinese elm and Tulip tree. The intersections at Cherry Street and Olive Street are planted with accent species of Crape Myrtle with red flowers. Street trees have been planted along Laurel Street, but the tree health is uneven most likely due to the soil conditions and space constraints. Any sidewalk widening will necessitate replacement and integration of healthy soils environment.
- ♦ **Existing street furnishings:** As shown in Figure 2.7, street furnishing is broken down into sub-categories of lighting fixtures, seating, and other ornamental elements. Vehicular and pedestrian lighting in this area typically adopt a neo-classic style with arched horizontal poles and teardrop-shaped light fixtures. Some of them have city banners installed. Seating is generally distributed close to the public open spaces such as the proposed new plaza on the 600 block of Laurel Street, Harrington Park on the 700 block of Laurel Street, and near the Bianchini's Market parking lot at 800 block of Laurel Street. In terms of materiality, benches are typically made of metal or wood. Overall, seating is limited and there is a lack of cohesion in the material or color palettes.

MID-LAUREL & SOLA

South Laurel Street

The segment of Laurel Street between Arroyo Avenue and Brittan Avenue is referred to as Mid Laurel in this Plan, while the segment south of Brittan Avenue and Greenwood Avenue is commonly known as South Laurel (SoLa).

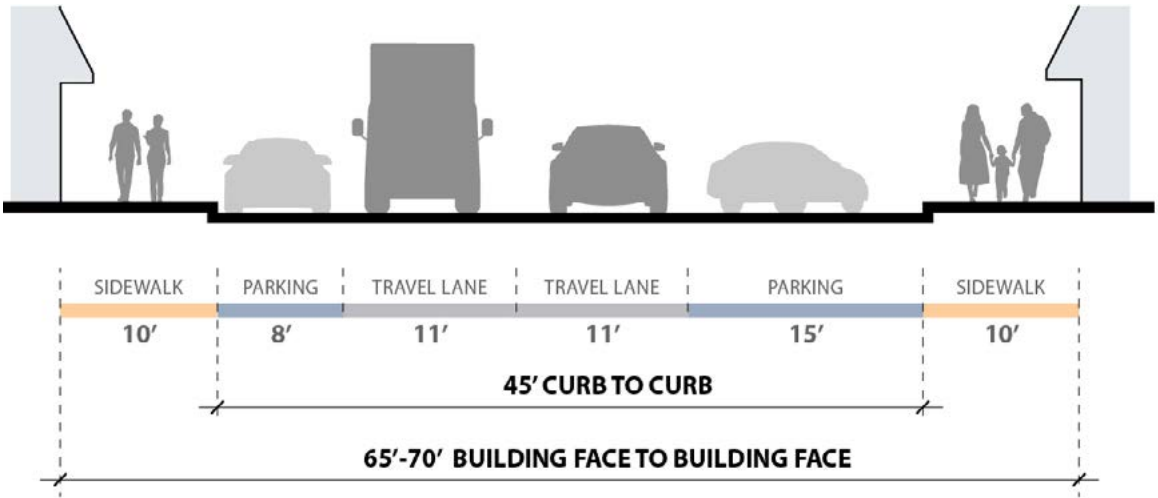


FIGURE 2.8 - EXISTING STREET CONDITION: MID-LAUREL STREET, 1000 BLOCK (LOOKING NORTH)

Existing Mobility Conditions:

- ♦ **Land Use:** This segment of Laurel Street is lined with office/commercial use, single family homes as well as multi-family residences and a few restaurants.
- ♦ **Dimensions:** The street spans 45 feet curb-to-curb within a 65-70 (varies) feet building face to building face.
- ♦ **Travel Lanes:** Two 11-foot-wide vehicle lanes
- ♦ **Sidewalks:** 10-foot-wide sidewalks on both sides of the street
- ♦ **Parklets/Parking Zones:** 15-foot-wide diagonal parking spaces along the sidewalks for parklets or parking on the east side and 8-foot-wide parallel parking spaces on the west side of the street.

Existing Public Realm Conditions:

- ♦ **Existing Street Tree Planting:** The Mid-Laurel and SoLa segments exhibit a shift in the density of shade-giving trees as well as their alignment. Specifically, the trees are smaller in size and more sparsely planted along the pedestrian walkway. The distribution is more irregular and informal. The major green spaces are typically found as landscape frontages for those private residential or commercial properties and there is not much cohesion in color and texture observed. Tree species are predominantly varieties of Ash and Chinese Elm.
- ♦ **Existing Street Furnishings:** Similar to the street tree planting, this portion of Laurel Street exhibits a significant reduction in all furnishings due to the smaller-scale neighborhood characteristics of the streetscape. The lighting fixtures are concentrated around the intersections at Morse Blvd. and Brittan Ave, which are the busier crossing points of both pedestrian and vehicular traffic to ensure more safety and visibility.

SAN CARLOS AVENUE

San Carlos Avenue serves as a vital gateway to Downtown San Carlos, connecting pedestrians, transit users, and vehicles to the heart of the city. The 1100 and 1200 blocks of San Carlos Avenue fall within the Plan Area, contributing to the corridor's active urban fabric, balancing vehicular and pedestrian access.

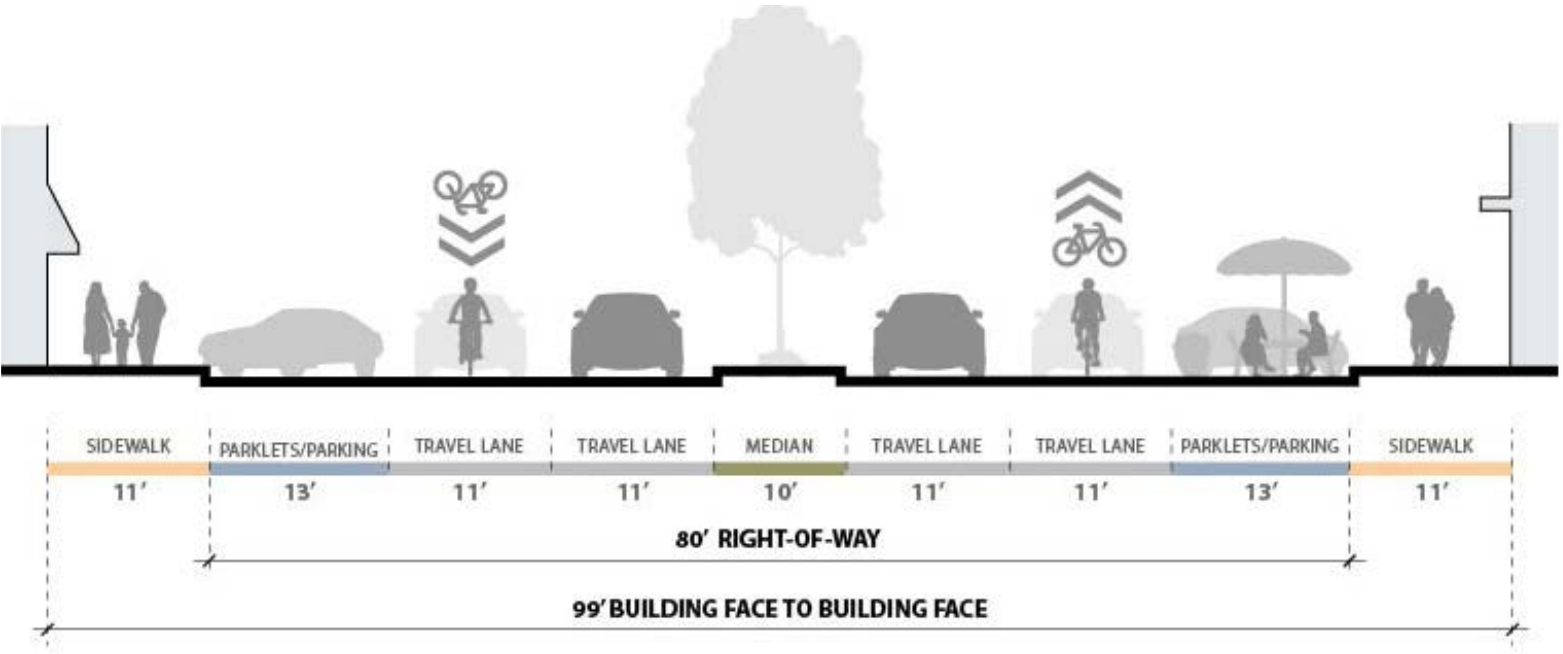


FIGURE 2.9 - EXISTING STREET CONDITION: SAN CARLOS AVENUE (LOOKING EAST)

Existing Mobility Conditions:

- ♦ **Land Use:** The south side of San Carlos Avenue is more vibrant, featuring restaurants with outdoor dining, while the north side presents a calmer atmosphere with mixed-use buildings, retail spaces, and a few restaurants.
- ♦ **Dimensions:** San Carlos Avenue spans 99 feet in total right-of-way, with a curb-to-curb distance of 80 feet.
- ♦ **Travel Lanes:** San Carlos Avenue accommodates four 11-foot-wide travel lanes, ensuring smooth traffic flow. A 10-foot-wide landscaped median runs down the center, featuring Crape Myrtle trees and a gateway monument at its intersection with El Camino Real.
- ♦ **Sidewalks:** Two 11-foot-wide sidewalks on each side of the avenue support pedestrian movement and outdoor activities.
- ♦ **Parking/Parklets:** Adjacent to each sidewalk, there are 13-foot-wide zones designated for parking or parklets, enhancing flexibility for both vehicles and street-side amenities.

Existing Public Realm Conditions:

- ♦ **Existing Street Tree Planting:** The existing planting along San Carlos Avenue consists of large sidewalk trees along pedestrian walking strips and several flowering trees at the median that add accent and color to the corridor. Street tree species predominantly consist of Chinese elm, Mediterranean Hackberry and Tulip tree.
- ♦ **Existing Street Furnishings:** The street is generally furnished with pedestrian lighting fixtures on both sides of the walkway the traffic median. Like Laurel Street, the style of lighting poles is neo-classical with arched horizontal poles and teardrop-shaped light bulbs. City banners are installed only on the poles placed in the medians. Public seating options are limited.

EL CAMINO REAL

El Camino Real plays a vital role as a regional connector, running north-south through San Carlos and linking the city to neighboring Peninsula communities. This major arterial provides direct access to key Interstates and State Routes, facilitating movement to and from the northern, southern, and East Bay regions.

Since 2012, communities along El Camino Real (State Route 82) have participated in the Grand Boulevard Initiative (GBI) to transform the roadway into a vibrant, people-friendly place and street. Numerous studies and plans have been designed to give cities, counties and other agencies a path forward to upgrade land uses, public services and infrastructure; and well-managed higher density development. In 2024, the GBI reached a crossroads and will refocus its efforts on mobility along the corridor. Today, there is a new approach for GBI, designed to assure its continued effectiveness in a changing environment.

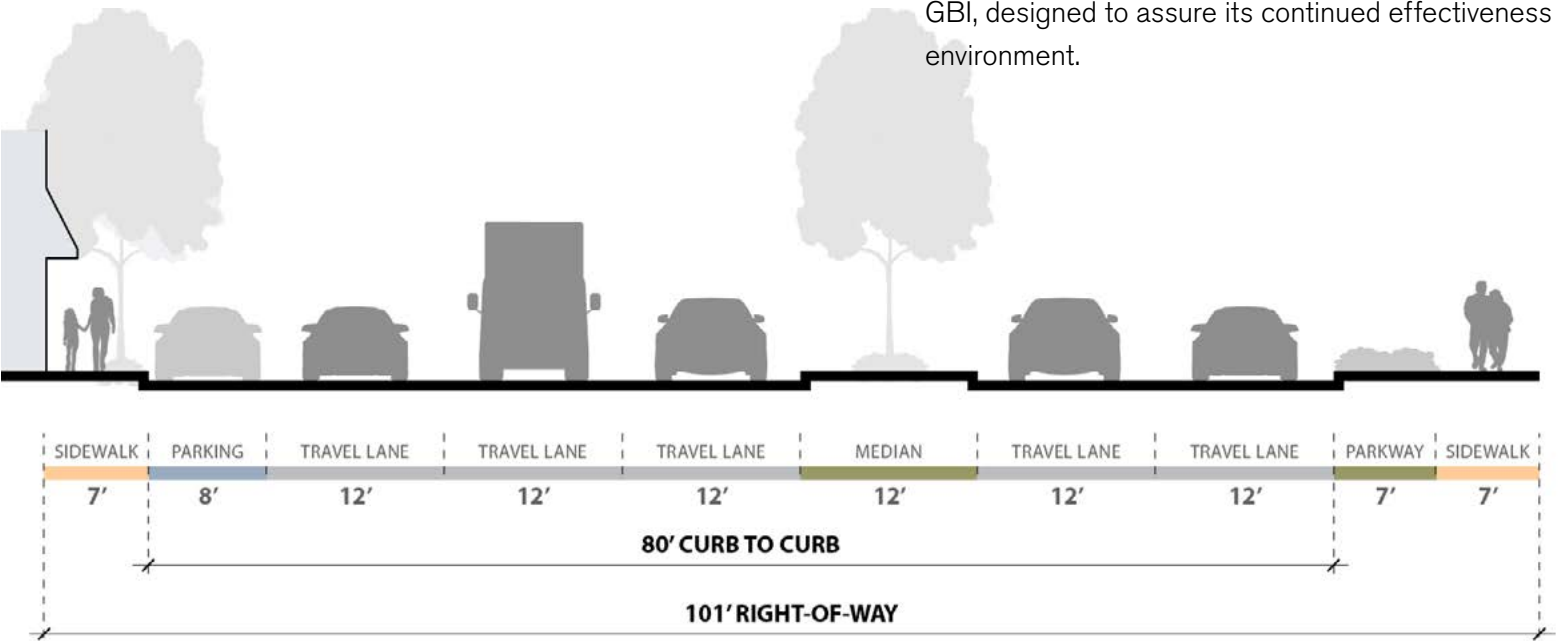


FIGURE 2.10 - EXISTING STREET CONDITION: EL CAMINO REAL (LOOKING NORTH)

Existing Mobility Conditions:

- ♦ **Land Use:** El Camino Real features a mix of land uses, though most storefronts offer limited engagement with pedestrians compared to Laurel Street.
- ♦ **Dimensions:** The total width from curb to curb is 80 feet within a 100-foot right-of-way.
- ♦ **Travel Lanes:** The street has six 12-foot-wide travel lanes, contributing to a high-speed vehicular traffic environment. Additionally, a 12-foot-wide median separates traffic flows and accommodates left turn pockets at intersections.
- ♦ **Sidewalks:** Narrow sidewalks, each 6 feet wide, run along both sides of the street.
- ♦ **Parking:** Adjacent to the sidewalks, 8-foot-wide parking lanes provide on-street parking.

Existing Public Realm Conditions:

- ♦ **Existing Street Tree Planting:** There are a few accent palm trees planted at Caltrain station plaza which provide a welcoming gesture to the downtown area. The formal planting scheme extends westward along San Carlos Avenue, where accent flowering trees are planted in the medians. In the several blocks south of the station, mature trees are present both in the medians and along the sidewalks. However, the corridor's visual quality is diminished by the lack of consistent street tree plantings and a cohesive landscape design further south. Street tree species are predominantly a mix of Japanese Zelkova, Brisbane box, Crape myrtle and Chinese Pistache.
- ♦ **Existing Street Furnishings:** There are vehicular and pedestrian lighting along the El Camino Real segment between San Carlos Avenue and Arroyo Avenue. South of Arroyo Avenue, El Camino Real is only furnished with vehicular lighting. In general, there is a lack of seating and shade which makes the environment more car-oriented and less inviting for pedestrians.

ARROYO AVENUE

Arroyo Avenue is an important east-west collector street, linking downtown with residential areas to the west and forming an important pedestrian and bicycle connection with the East Side Innovation District.

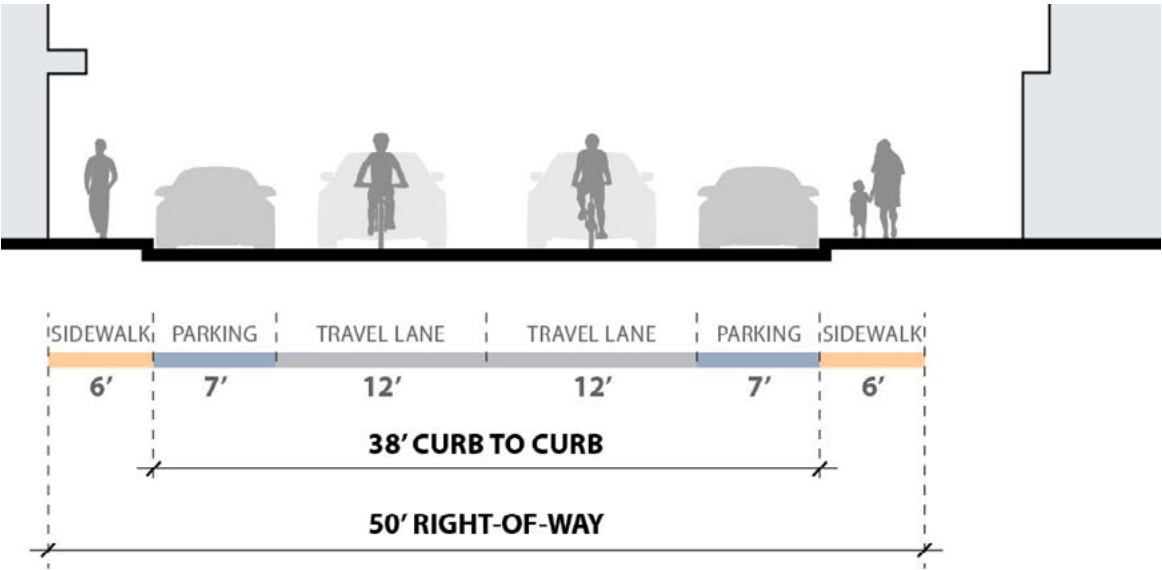


FIGURE 2.11 - EXISTING STREET CONDITION: ARROYO AVENUE (LOOKING EAST)

Existing Mobility Conditions:

- ♦ **Land Use:** Transitions from a mix of uses in the Downtown Core to Neighborhood residential westward along Arroyo Avenue.
- ♦ **Dimensions:** The total width from curb to curb is 38 feet within a 50 foot right-of-way.
- ♦ **Travel Lanes:** The right-of-way along Arroyo Avenue varies throughout the Plan Area. On the west, it includes two 12-foot travel lanes, one in each direction. Towards the east, this shifts to two eastbound lanes and one westbound lane, all marked with Class III sharrows to support east-west bike connectivity, though dedicated bike lanes are not provided.
- ♦ **Sidewalks:** Narrow sidewalks, each 6 feet wide.
- ♦ **Parking:** Adjacent to the sidewalks towards west of the alley, 8-foot-wide parking lanes on both sides provide on-street parking.

Existing Public Realm Conditions:

- ♦ **Existing Street Tree Planting:** Lacking tree plantings for most of the downtown core segment, due to the existing narrow pedestrian walkways and parking configuration.
- ♦ **Existing Street Furnishings:** Public benches at the Arroyo-Laurel intersection, but generally lacking street lighting and public amenities.

CHERRY STREET & OLIVE STREET

Olive Street and Cherry Street serve as key local streets facilitating east-west movement within downtown, though their connectivity beyond the immediate area to the west is limited. These streets also connect to the alleys, playing a vital role in supporting parking access and enhancing overall connectivity within the downtown core.

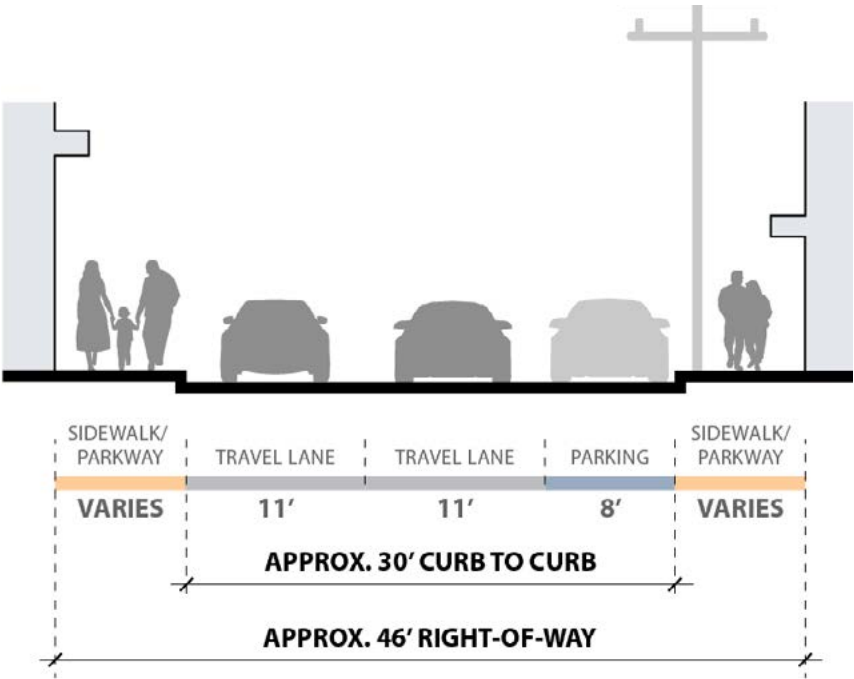


FIGURE 2.12 - EXISTING STREET CONDITION: OLIVE STREET (LOOKING EAST)

Existing Mobility Conditions:

- **Land Use:** Among mixed use downtown core land use zones characterized by pedestrian-oriented environment, and active ground-level storefronts.
- **Dimensions:** The total width from curb to curb is roughly 30 feet within a 46 foot right-of-way.
- **Travel Lanes:** Olive Street has two 11-foot-wide travel lanes, connecting El Camino Real to Elm Street. Cherry street also has two 11-foot-wide travel lanes, going further west from El Camino Real to Cedar Street.
- **Sidewalks:** Narrow sidewalks, each approximately 6 feet wide.
- **Parking:** Adjacent to the sidewalks which varies in width, 8-foot-wide parking lane on either side of the streets for parallel parking.

Existing Public Realm Conditions:

- **Existing Street Tree Planting:** Lacks shade-giving trees for most of the downtown core area, due to the existing narrow pedestrian walkways and parking configuration.
- **Existing Street Furnishings:** Placemaking through benches and seating at the Laurel and Cherry Street intersection. There is not a uniform system of furnishing or lighting placement.

BRITTAN AVENUE

Brittan Avenue is an important arterial connecting the east side, downtown core, and western residential neighborhoods and providing access to Highway 101.

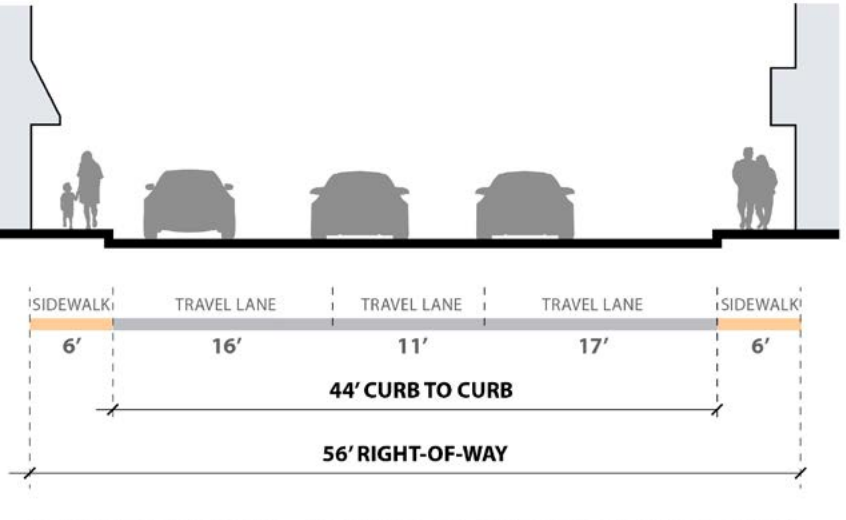


FIGURE 2.13 - EXISTING STREET CONDITION: BRITTAN AVENUE (BETWEEN LAUREL STREET AND EL CAMINO REAL LOOKING EAST)

Existing Mobility Conditions:

- **Land Use:** Land use along Brittan Avenue transitions from higher density mixed use at El Camino Real to a lower density neighborhood mixed-use zone and eventually to single family residences towards the west.
- **Dimensions:** The curb-to-curb width is roughly 44 feet within a 56-foot right-of-way.
- **Travel Lanes:** For most of its length, Brittan Avenue consists of two 12-foot-wide travel lanes and a center turn lane. However, near El Camino Real, on the west side of the alleys, the configuration shifts to two travel lanes in each direction.
- **Sidewalks:** Narrow sidewalks, each 6 feet wide, run along both sides of the street.
- **Parking:** The segment of Brittan Avenue between Walnut Street and Laurel Street has on-street parking, although not for the entire length.

Existing Public Realm Conditions:

- **Existing Street Tree Planting:** Generally lacking shade-giving trees due to the existing narrow pedestrian walkway configuration.
- **Existing Street Furnishings:** Vehicular lighting on both sides of the street but lacking a uniform system of furnishings to enhance pedestrian and biker experience.

ALLEYS

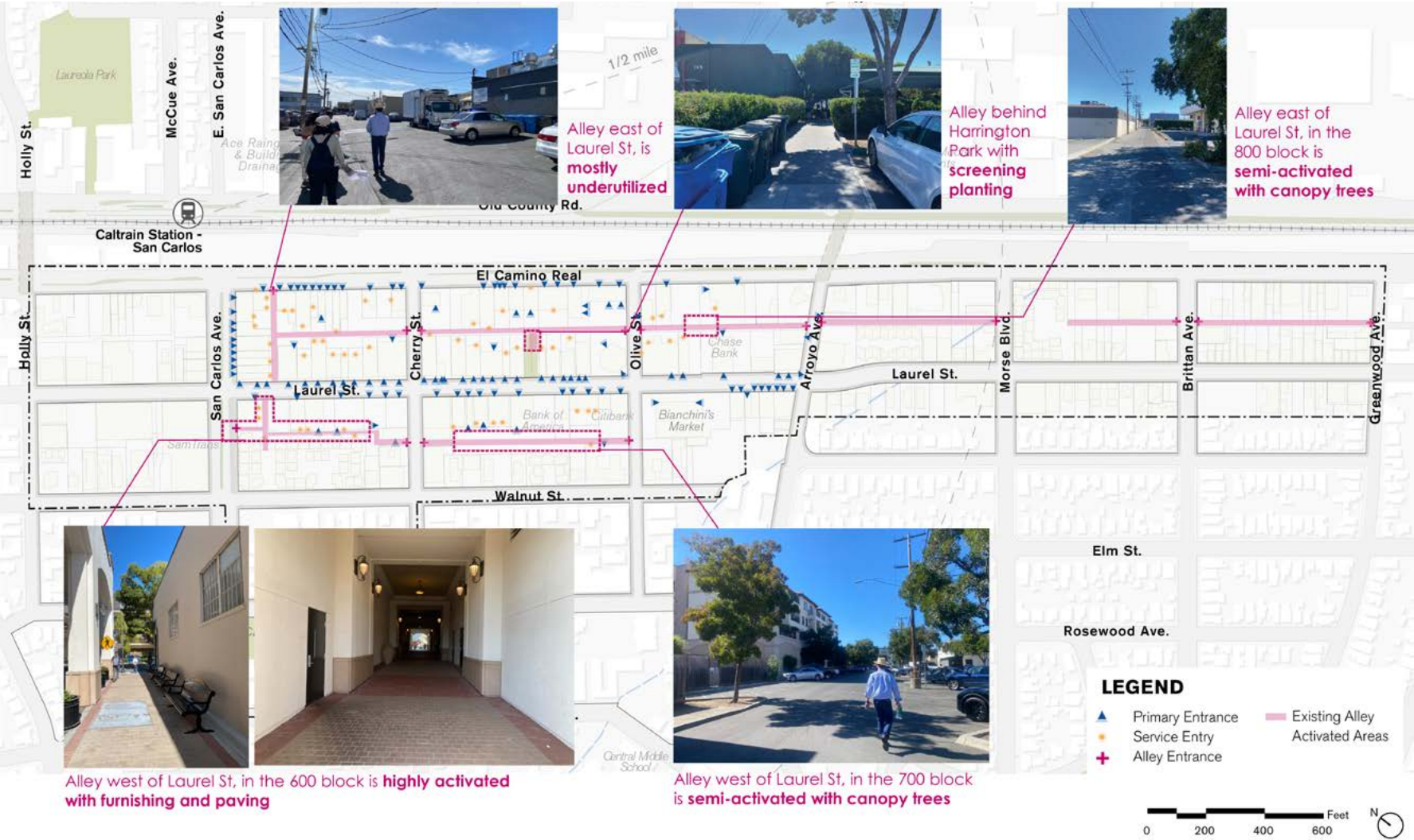
Alleys serve important functions including service entrances, trash receptacles, and public/private parking, with characteristics ranging from less-organized “back-of-house” uses to moderately organized spaces.

East of Laurel Street: Most alleys are underutilized, primarily functioning as parking lots and loading areas, with sparse or no tree planting, except for the segment connected to the backside of Harrington Park, which has a nice landscape edge to provide visual screening from the parking lot.

West of Laurel Street: The alley in the 600 block is highly activated, featuring unit pavers, wall sconces, benches, and decorative elements. Along the 700 block, most segments of the alley are semi-shaded.

As shown in Figure 2.15, the existing conditions are illustrated with photos, with locations of the primary and service entrances.

FIGURE 2.14 - EXISTING ALLEY TYPOLOGY





03

PROPOSED STREETSCAPE AND PUBLIC SPACE DESIGN

3.1 PROGRAMMING AND DESIGN CONCEPTS

The thematic design strategy for the downtown public realm draws from both the cultural and ecological contexts of the Project Area, weaving these influences into the public realm design. Cultural references, including Native American history, Spanish colonial influence, and modern social movements, are integrated alongside ecological motifs inspired by the historic flow of Pulgas Creek and the region’s natural flora and fauna. The San Carlos History Museum, which is located on the 500 block of Laurel Street, further reinforces the cultural theme of the streetscape design. These influences converge at a symbolic confluence point, marked by the “Centennial Plaza” on the 700 block of Laurel Street, where the intersection of cultural narratives and environmental design creates a unified, vibrant public space that reflects the community’s rich heritage and natural landscape.

THREE DISTRICTS (DOWNTOWN CORE, MID LAUREL, SOLA)

To establish a strong thematic framework for the public realm experience, two over-arching thematic “tributaries” are identified – cultural influences and ecological influences (see Figure 3.1).

- ♦ **“Tributary” of Cultural Influence:** The design strategy along the cultural influence axis extends from the San Carlos Caltrain Station, continuing through San Carlos Avenue and Laurel Street. This thematic approach incorporates a blend of historical and contemporary elements, symbolizing the evolution of the area’s cultural heritage. The design reflects a journey through Native

American tribal history, Spanish colonial influence, and the modern-day celebration of social movements such as women’s empowerment and community identity. Murals, monuments, and other public art pieces along this axis embody these cultural narratives, creating a rich, layered experience that honors both the past and the present.

- ♦ **“Tributary” of Ecological Influence:** Inspired by the natural flow of Pulgas Creek, the ecological-influence axis begins at the day-lit stream channel near the bike-pedestrian underpass and extends toward Arroyo Avenue and Laurel Street. The design incorporates motifs and elements that pay homage to the local environment, from flora-themed street features to fauna-inspired installations. As this axis progresses toward the confluence at the “Centennial Plaza” on the 700 block of Laurel Street, the design intensifies, highlighting the interconnection between the natural landscape and urban form. The strategy integrates sustainability and ecology, fostering a deeper connection between the community and its natural surroundings.

The Project Area is further sub-divided into three major districts: Downtown Core, Mid Laurel, and SoLa as described earlier in the Vision and Guiding Principles section (see Figure 1.3) Each district has its own design palette and programming strategies. Together, these districts seamlessly transition into one another, shaping the downtown streetscape into a unified experience that brings the community closer to its history, ecology, and future vision.

- ♦ **Downtown core:** The downtown core is on Laurel Street between San Carlos Avenue and Arroyo Avenue. It is not only the social heart of San Carlos but also the focal point for celebration of San Carlos’ unique cultural assets and community

identity. The cultural elements range from historical architectural elements to more contemporary monuments, art, and interpretive elements all reflecting themes from the influences of Native American tribes to Spanish colonialism to the modern-day social movements that celebrate equity and diversity.

- ♦ **Mid Laurel:** The Mid-Laurel segment highlights the community’s natural heritage, referred to here as the “tributary of ecological influence.” Expanding northward from the historic Pulgas Creek near the bike-ped underpass at Arroyo Avenue, the ecological thematic influence extends northward to Arroyo Avenue and westward to Laurel Street. Along this path, ecological elements—ranging from native plantings, flora-themed motifs to fauna-inspired installations in street furnishing and materiality

details—lead to the confluence point at the “Centennial Plaza” in the 700 block of Laurel Street and Harrington Park. This integration of natural themes offers a unique opportunity for placemaking.

- ♦ **SoLa:** The SoLa district south of Brittan Avenue extends the ecological theme southward. As discussed in the next section, this segment of Laurel Street together with the Mid-Laurel Street section (Arroyo Avenue to Brittan Avenue) makes up the Parkway Street character portion of downtown, a greener, more natural counterpoint to the more formal Promenade character north of Arroyo Avenue.

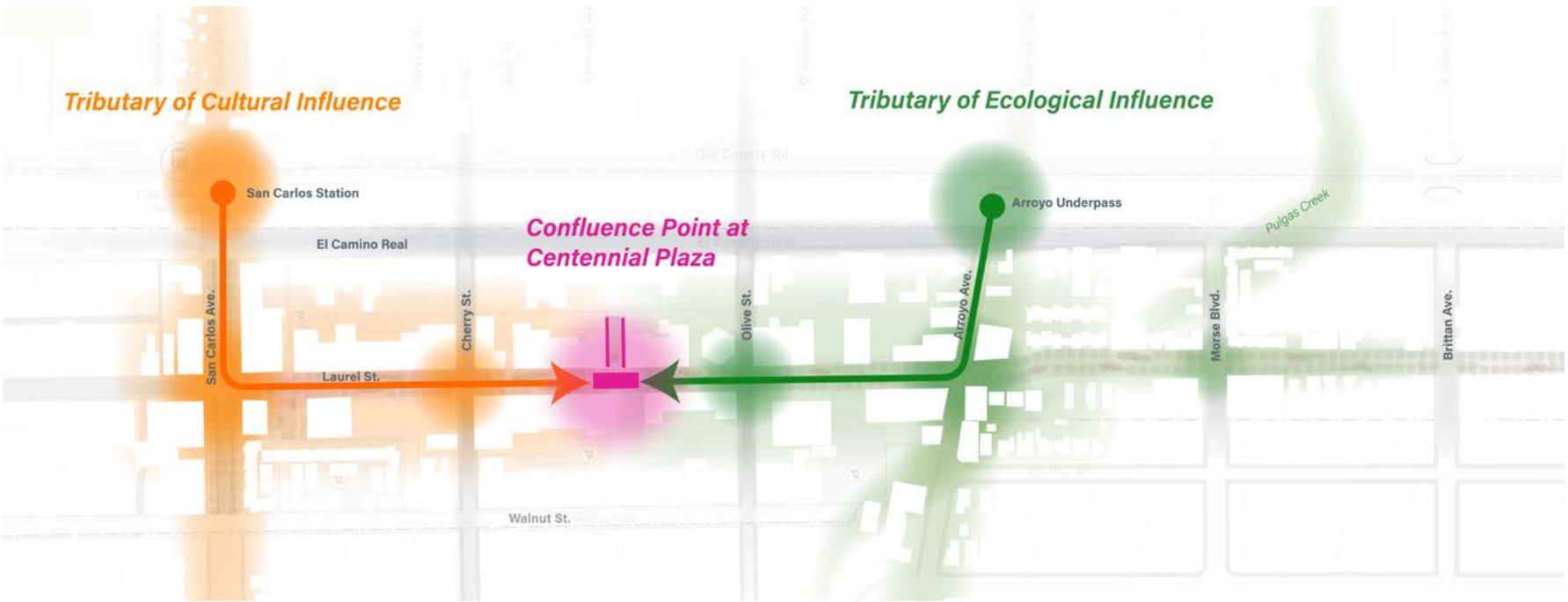


FIGURE 3.1 - THEMATIC DESIGN STRATEGY

STREET CHARACTER AND TYPOLOGY

The San Carlos Downtown Streetscape Master Plan consists of six main street character types for the key streets and intersections. These are described as follows:

- ♦ **Grand Boulevard (El Camino Real):** Accommodates multi-modal transportation and a comfortable environment for the public realm, in alignment with the Grand Boulevard Initiative's Vision.
- ♦ **Civic:** Accommodates multi-modal transportation, portrays a welcoming gateway to the downtown and provides a comfortable environment for public realm with wayfinding network and street amenities. This character is proposed for the 1100 and 1200 blocks of San Carlos Avenue, as well as Cherry Street, both leading to the Civic Center.
- ♦ **Pedestrian Promenade:** This street typology sets the tone for the image and identity of downtown San Carlos. It houses the pedestrian priority zones on the 600, 700 and 800-blocks of Laurel Street, and expresses a blend of cultural and ecological influences. It accommodates curbless street design with pedestrian priority and is integrated with active plazas, and programs including dining, seating, temporary events, public art,

and green infrastructure.

- ♦ **Pedestrian + Bicycle (cross-streets):** Clear /safe space balancing mobility modes and prioritizing pedestrians and bikes with additional pick up / drop off spaces to access Laurel Street.
- ♦ **Parkway:** Accommodates green spaces and canopy cover, promote green infrastructure, and dynamic/active intersections. Setbacks characteristic of these south of Arroyo blocks are utilized for additional greening and patio spaces lending a distinct character to the Mid Laurel and SoLa districts.
- ♦ **Plaza:** Flexible and programmable public spaces (one in each of the three blocks in the downtown core – 600, 700 & 800 blocks of Laurel) for outdoor dining, seating, and events, mixed usage as generous sidewalk areas for retail displays, outdoor dining, and as street amenity zones with seating, public art and green infrastructure.

Together, these street characteristic types inform the materials palette, planting and furnishing strategies for streetscape design in the project area, echoing the city's vision to create “a vibrant, pedestrian-friendly, safe, charming, futuristic and accessible destination for the community and strongly expresses its unique culture and heritage.”

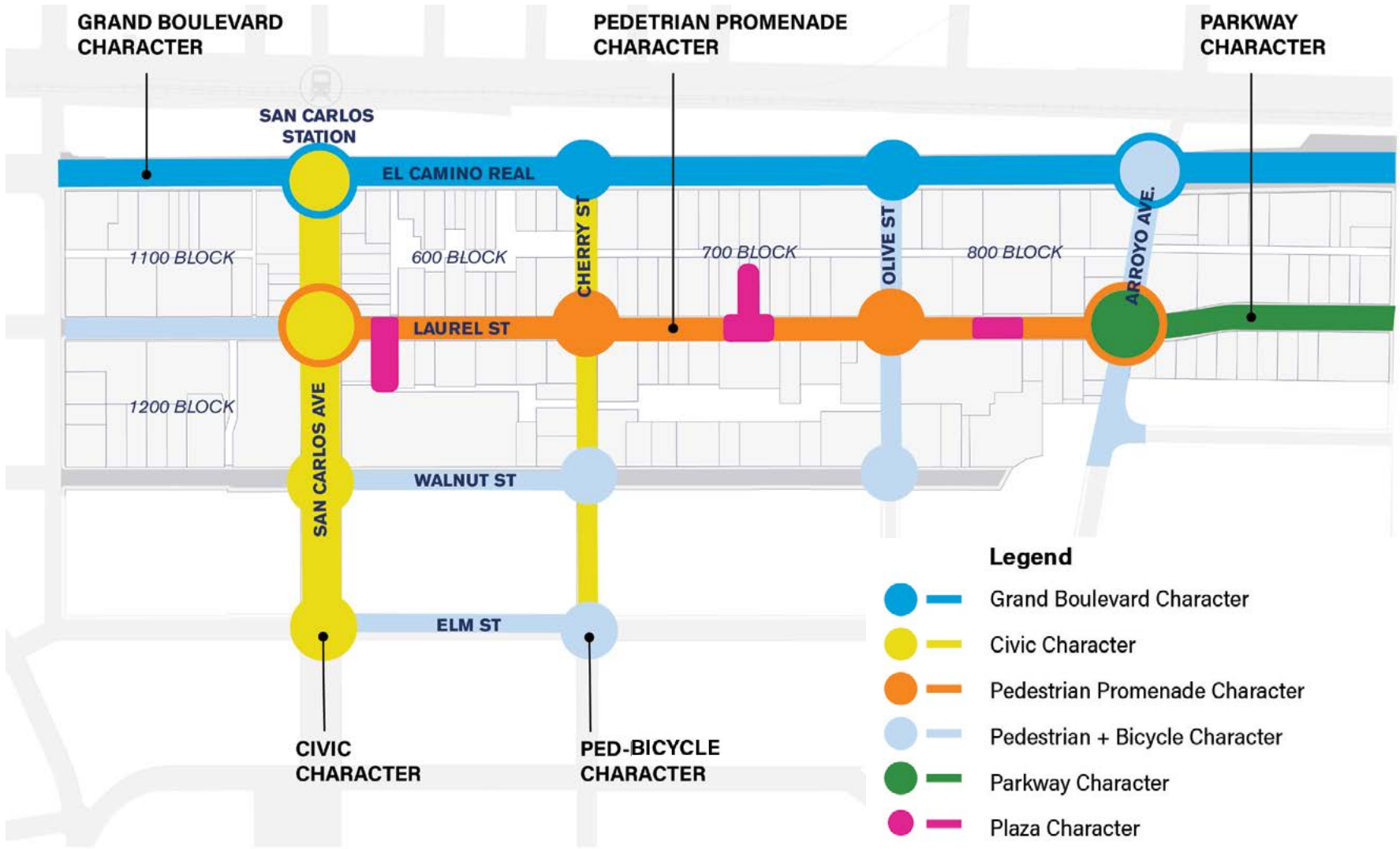


FIGURE 3.2 - PROPOSED STREET CHARACTER TYPOLOGY

3.2 BALANCING THE TRANSPORTATION NETWORK

Street character reflects a broad range of functions, including the hierarchy of streets, evolving mobility patterns, and both current and future connectivity needs. In Downtown San Carlos, this is especially evident following the pedestrianization of the 700 block of Laurel Street, a change that has impacted traffic flows within the downtown and surrounding areas and how people access the area. As part of evaluating the proposed street redesigns, it was crucial to understand all modes of travel throughout the Project Area to ensure a cohesive and functional network.

An analysis of current traffic circulation patterns was conducted utilizing both quantitative traffic data and considered insights from key stakeholders, including the San Carlos Public Works Department and community members. Additionally, assumptions outlined in the City's Pedestrian and Bicycle Master Plan guided the configuration of modal distribution across the public right-of-way within the Project Area.

This comprehensive understanding of travel patterns informed the development of a multimodal transportation network that can adapt to changing demands and transportation choices. The network is designed to accommodate peak hour traffic flows as well as special events

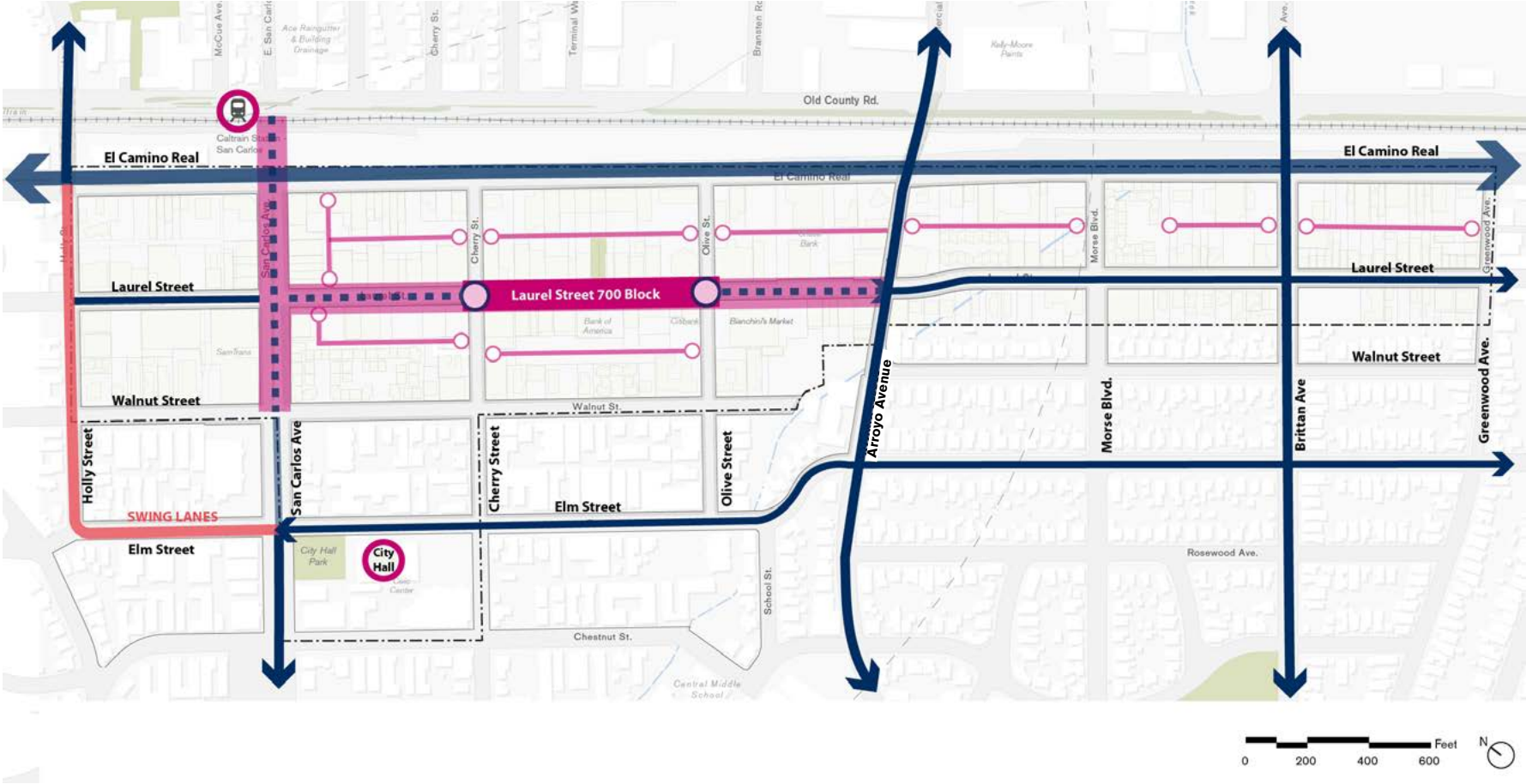
such as the Farmers' market or the Art and Wine Faire, which often require temporary street closures in the downtown core. The flexibility built into the network ensures that the needs of pedestrians, cyclists, and vehicles are met while maintaining a fluid and efficient circulation system throughout the area.

As illustrated in Figure 3.3, the proposed traffic network designates El Camino Real as the regional major arterial roadway, with Brittan Avenue and the San Carlos Avenue-Elm Street-Holly Street link as minor arterial roadways that facilitate movement between San Carlos and the surrounding region. At the downtown level, Elm Street and Laurel Street serve as critical collectors, channeling local traffic into the downtown core and supporting community access. To strengthen east-west connectivity, the network incorporates the San Carlos Caltrain Station underpass and the Arroyo Avenue underpass (for pedestrian and bicycle access), and Brittan Avenue (for all modes) as key routes. Additionally, Cherry Street, Olive Street, and Morse Boulevard are identified as important local traffic corridors linking the downtown core with the broader San Carlos community to the west, ensuring a cohesive and well-connected circulation system across the city.

The 600 and 800 blocks of Laurel Street prioritize pedestrian movement while still allowing for controlled vehicular access to support local businesses and maintain connectivity to nearby alleys. These

alleys play a crucial role in the overall traffic network, providing essential links for circulation and parking management. Their reconfiguration, as discussed in Chapter 2.2, emphasizes their importance in optimizing both parking efficiency and vehicular movement, ensuring that the

pedestrian-friendly design of Laurel Street is balanced with the practical needs of traffic flow and business functions.



To address peak traffic on Holly Street under future conditions, the plan included an option to convert parking lanes into reversible swing lanes during peak hours. This would allow parking lanes to function as travel lanes in one direction during the AM peak and the opposite direction during the PM peak, improving traffic flow while preserving parking during off-peak hours. This strategy is similar to the existing commute-hour curbside lanes on east Holly Street. This option would only be implemented should future traffic patterns meet their need, as verified through monitoring of traffic volumes and operations. It would also require additional public engagement and a plan to manage enforcement of the new regulations. The swing lanes would help balance traffic that potentially is diverted from San Carlos Avenue as a result of changes to its profile. The need for the swing lanes may not appear, however, until a fair amount of additional traffic growth also occurs, whether associated with the Downtown Specific Plan, build out of the City's General Plan, or just general traffic growth in the region. Thus, the swing lanes should be considered as one of the strategies to address future changes in traffic on Holly Street at such times if and when they occur.

Through the process of analyzing circulation patterns, the strong desire to better connect Brittan Avenue between its east side and Downtown San Carlos also emerged. There is a need to provide upgraded and safer pedestrian and bicyclist facilities to serve

the residents west of downtown, the Downtown businesses, the commercial corridor of El Camino Real, and the growth projected in east San Carlos. As such, Brittan Avenue east of El Camino Real should be studied in combination with the East Side Innovation District Vision Plan's recommendations to ensure that future improvements are consistent with the broader goals of the area. Additionally, the study should also assess how proposed changes integrate with the existing Bicycle and Pedestrian Master Plan, which promotes safe and efficient routes for cyclists and pedestrians. Improvements to pedestrian and bicycle infrastructure on Brittan Avenue should also be consistent with San Carlos' Transportation Demand Management goals aimed at reducing single occupant vehicle trips, while also improving connectivity between these areas.

To determine the effects of these network level recommendations on traffic and circulation within the downtown area, the project team reviewed the existing circulation plan and travel patterns throughout the downtown. A total of 30 intersections were included in the study. The objectives of the traffic study were to determine:

- Traffic conditions in current street configuration (i.e. the City does not redesign any streets)
- Redesign of streets and their effects on traffic over the long term (i.e. Over the next 20 years, by 2045)

**TABLE 3.1
SUMMARY OF BUILD-OUT PROJECTIONS IN THE PROJECT AREA
DURING THE PLAN HORIZON (2025-2045)**

LAND USE	TOTAL EXISTING AREA (SQ. FT.)	TOTAL NO. OF EXISTING RES. UNITS (CUMULATIVE OF PARCELS NOT LIKELY TO REDEVELOP)	NET NEW AREA IN 20 YEARS (SQ. FT.)	TOTAL AREA IN 20 YEARS (SQ. FT.)	NOTES & ASSUMPTIONS	2045 PROJECTIONS
Office	262,067	N/A	163,702	425,769	Total existing office square footage excludes 152,656 sq. Ft/ of SamTrans building, assuming impending redevelopment of those parcels into a mixed-use development, which could include a small office integrated with residential. Existing res. Units number includes built units, under construction units, and approved units.	212,885 Sq. Ft.
General Commercial	356,340	N/A	92,721	449,061		224,531 Sq. Ft.
Restaurant	154,891	N/A	60,445	215,336		107,668 Sq. Ft.
Hotel	13,993	N/A	103,951	117,944	The build-out analysis projects about the same number of residential units (757) over two cycles of Housing Element Update - 6th cycle (2023-31) + 7th cycle (2032-2040) + development over additional 5 years (through 2045) The build-out analysis assumes that 82 existing units will be redeveloped with new ones. Therefore no. of existing units included in the overall total units is 557-82=475.	58,972 Sq. Ft.
Residential (# of units)	557	475	1,647	2,122		1,061 (# of Units)

In addition, a brief near-term analysis (i.e., over the next five years, by 2030) was conducted to provide a window into the future prior to the full buildout of the Downtown Specific Plan. The traffic study showed that there are different times and directions when congestion occurs during the day. This is typical of suburban commute areas, with traffic heading towards US 101 during the morning peak period and returning to residences during the evening peak period. In San Carlos, El Camino Real also acts as a bypass for US 101 when it is congested, so there are segments of El Camino Real with heavy travel in both directions during peak commute hours. The identified locations that have higher levels of delay and queues on El Camino Real are its intersections with Holly Street, San Carlos Avenue and Brittan Avenue. These three locations are the primary access points to downtown San Carlos and experience higher delays and back-ups than the other 27 study intersections (located between El Camino Real and Elm Street, and between Holly Street and Brittan Avenue).

The key takeaways of the traffic study include:

- ♦ Traffic adapts to changes in the network. For example, the closure of the 700 block of Laurel Street has led to changes in how traffic is routed and where people park but has not resulted in circulation or parking deficiencies.

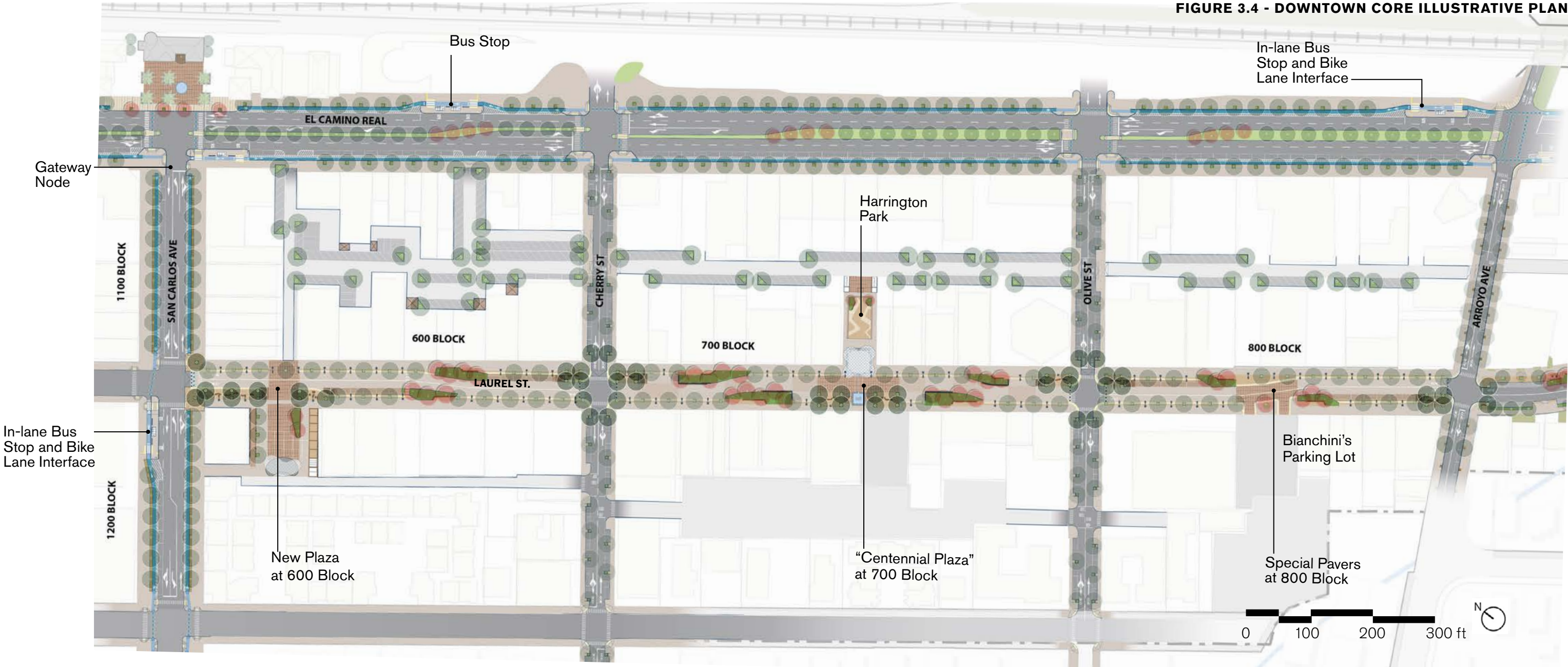
- ♦ Near-term traffic forecast shows little change, even with road diets on San Carlos Ave and El Camino Real.
- ♦ San Carlos will gain improved connections between downtown, Caltrain and the City's East Side, with wider sidewalks and bike facilities. This, in turn, will lead to increased pedestrian and bicyclist activity.
- ♦ The long-term traffic forecast shows slower traffic and queues due to local and regional growth, even without the Downtown Specific Plan or the proposed road diets, with a few individual locations operating below the City's level of service (LOS) standards (LOS D, up to 55 seconds of average delay per vehicle), but with the network overall still operating at a manageable level.
- ♦ Downtown Specific Plan growth will incrementally add to the travel times and queues.
- ♦ Transportation Demand Management (TDM) programs will lead to increases in transit, walking and bicycling and lessen the effects of increased traffic.

This assessment, along with recommendations to balance the traffic network and align with the street character strategies, contributed significantly to the development of the public realm design. It guided the right-of-way design for each street within the Project Area. The resulting street designs are detailed in the next section.

3.3 DOWNTOWN CORE – PUBLIC REALM DESIGN

The public realm design strategy for the Downtown core introduces plazas on the 600, 700, and 800 blocks of Laurel Street, each with its own distinct character yet unified by consistent design principles. When all three blocks are closed to traffic for major events, they form a cohesive, dynamic environment conducive to community activities. These spaces are seamlessly connected by a well-defined Laurel Street and the street typology, enhancing accessibility and fostering connectivity. The development of street typology defines the downtown streets, establishing their character, hierarchy, and the strategy to balance the traffic network. In this section, the detailed design of each street type is presented.

As illustrated in Figure 3.4 below, the downtown core comprises streets with diverse characteristics and varying traffic circulation demands. San Carlos Avenue serves as the primary gateway to the downtown area, connecting it to the San Carlos Caltrain Station, while the pedestrianized 700 block of Laurel Street, along with Harrington Park, is treated as the central hub of the downtown. The following sections provide a detailed breakdown of each street, emphasizing their specific design elements and how they cater to pedestrian, bicycle, transit, and vehicular needs.



SAN CARLOS AVE – “THE GATEWAY” TO DOWNTOWN

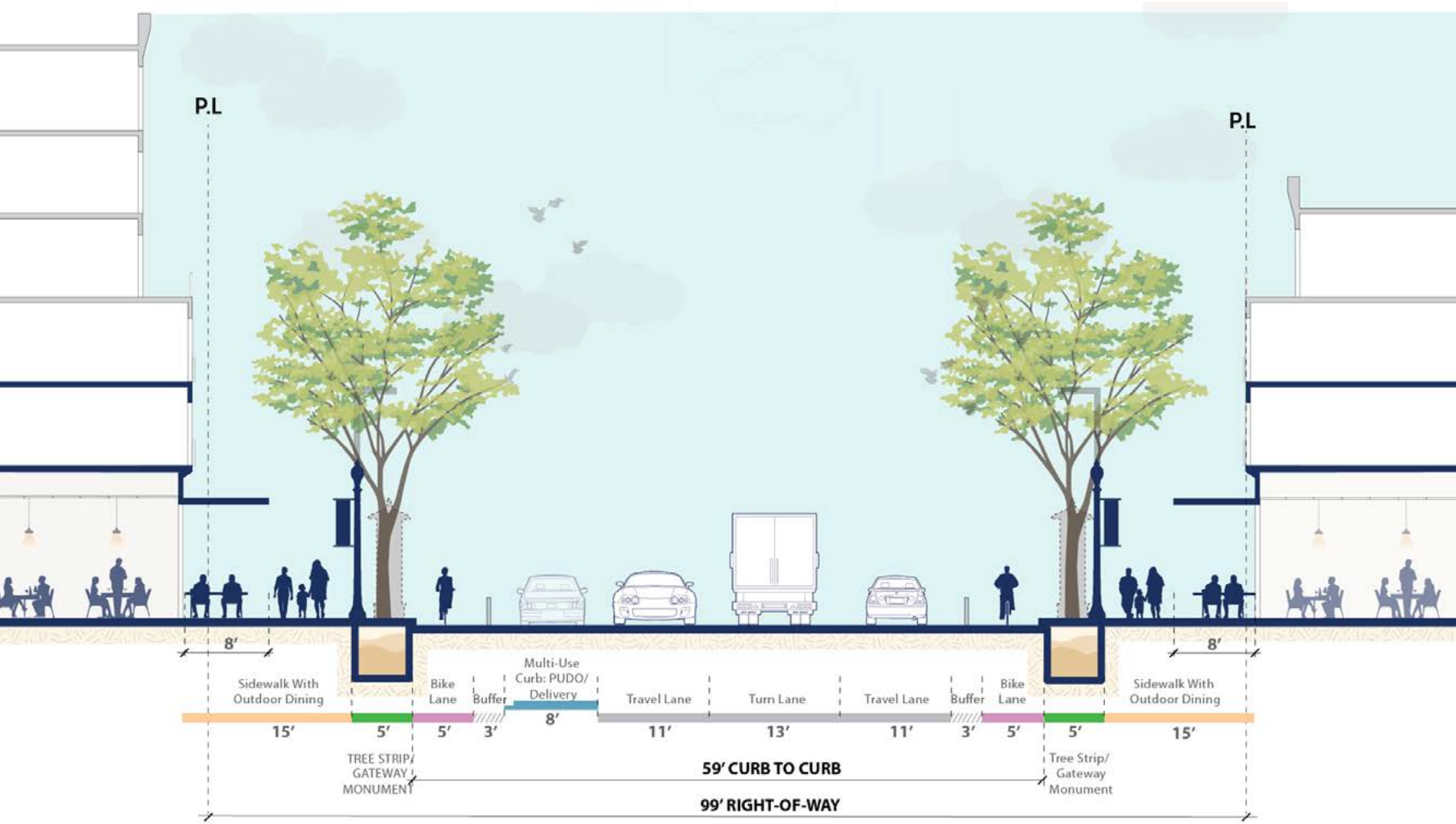
The design of San Carlos Avenue follows the Civic Character and establishes it as the “gateway” to downtown San Carlos, beginning at the intersection of El Camino Real and extending through the 1100 and 1200 blocks. As part of the Bicycle and Pedestrian Master Plan, the Avenue’s cross-section promotes multimodal access while ensuring efficient vehicular traffic. It includes one travel lane in each direction, supported by a dedicated turn lane. Key design features like protected bike lanes, widened sidewalks, and in-lane bus stops create a comprehensive multimodal experience along the avenue.

Key Design Features:

- **Dimensions:** Building face-to-building face width: 99 feet, and curb-to-curb width: 59 feet
- **Travel Lanes:** One 11-foot lane in each direction, with a center 13-foot turn lane to facilitate smoother vehicle movements and reduce congestion.
- **Widened Sidewalks:** The sidewalks on both sides are expanded to 20 feet, accommodating higher foot traffic and enhancing the walkability of the downtown area as well as creating ample space for outdoor dining and commercial displays. The pedestrian strip ensures a comfortable and safe 15-foot circulation zone for pedestrians, enhanced by varying building setbacks.
- **Sidewalk Activation:** Active land uses on both sides of San Carlos Avenue allow for ground-floor activities to spill over onto the sidewalks, maintaining vibrancy and enhancing the pedestrian experience with engaging storefronts and public interaction.

- **Protected Bike Lanes:** Each direction includes a 5-foot-wide dedicated bike lane, separated from vehicular traffic by a 3-foot buffer as painted road striping for cyclist safety. This feature encourages active transportation and aligns with the city’s goal of promoting a cyclist-friendly environment.
- **Multi-Use Curb Lane:** A lane along the north side of San Carlos Avenue is preserved as a multi-use curb space, accommodating parking, deliveries, pick-up/drop-off zones, and micromobility hubs, ensuring flexibility.
- **Retractable Bollards:** Retractable bollards will be incorporated to the entry point from San Carlos Avenue into Laurel Street to accommodate seasonal street closures for community events, such as the Farmers’ market and Art & Wine Faire.
- **Public Transit (Bus Stops) Integration:** The Avenue incorporates in-lane bus stops, seamlessly blending with vehicular traffic and providing easy access to the San Carlos Station.
- **Gateway Features:** The design of San Carlos Avenue celebrates the entrance into downtown San Carlos by incorporating elements such as natural sandstone seat walls, large-scale pavers, a new gateway monument , and classical streetlights with city banners to create a distinct sense of arrival. The design also draws on existing streetscape materials, blending colors and textures to maintain visual continuity with the surrounding urban environment. These elements together provide both functionality and a vibrant pedestrian experience, reinforcing the Civic Character of the street.
- **Materiality:** Section 3.6 further details the material palette for San Carlos Avenue.

FIGURE 3.5 - PROPOSED STREET SECTION - SAN CARLOS AVENUE (LOOKING EAST, FACING THE CALTRAIN)



LAUREL STREET

The 600, 700, and 800 blocks of Laurel Street form the central spine of the downtown core. Among these, the 600 and 800 blocks prioritize pedestrian access while still permitting controlled traffic flow and parking, whereas the full span of the 700 block is transformed into a dedicated pedestrian plaza. The design for these three blocks follows the Pedestrian Promenade Character informed strategy. It aims to create a cohesive visual experience and ensure harmony in pedestrian movement. This approach integrates emergency vehicle access through a carefully planned, sinuous promenade while carving out pockets for public spaces, groves, and flexible programming areas. The result is a seamless blend of function and aesthetics, supporting both active public use and sustainable urban design. The following paragraphs explain the design strategy for these blocks of Laurel Street.

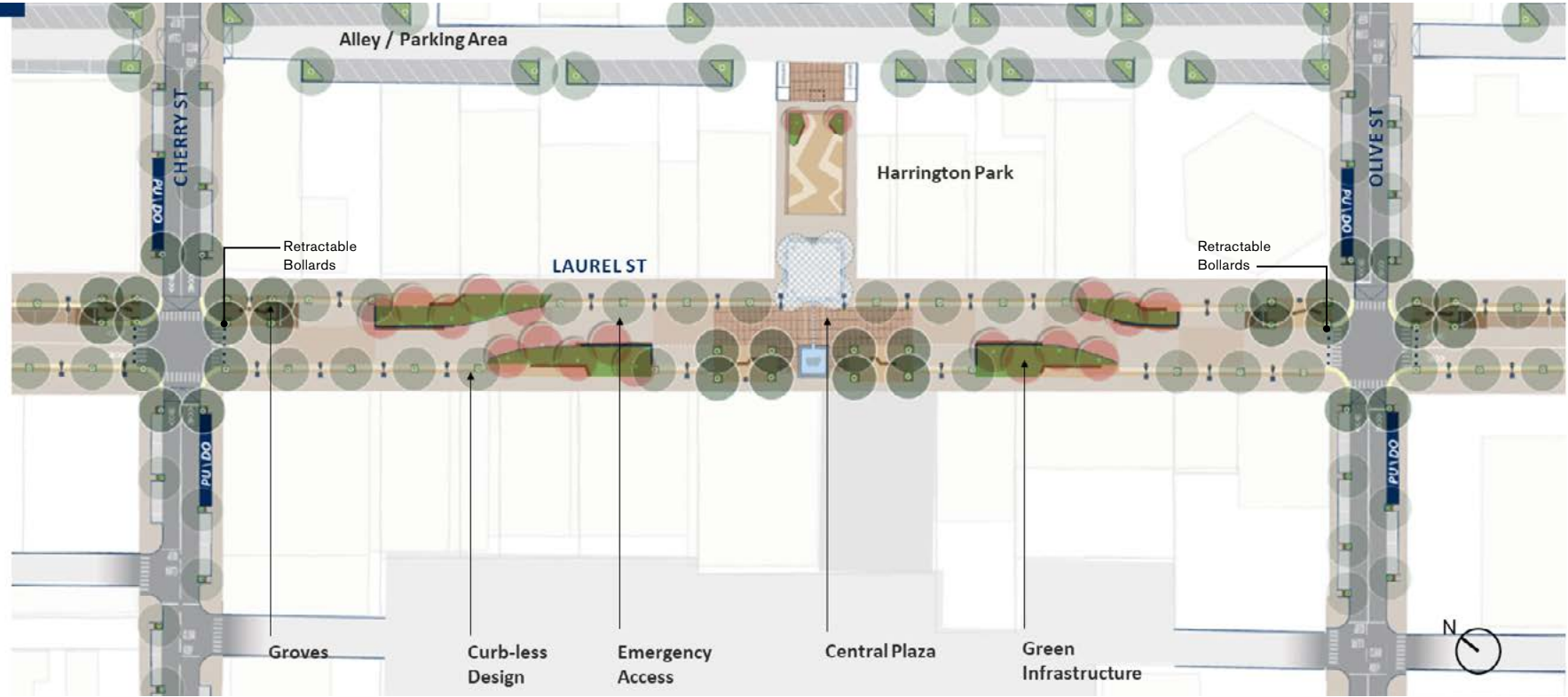
700 BLOCK OF LAUREL STREET AND HARRINGTON PARK

The streetscape layout of the 700 block, as illustrated in Figure 3.6 features a wide, meandering central pedestrian promenade that flows side to side through groves of flowering trees and rain gardens. This design enhances the pedestrian experience without curbs to create a seamless transition between walkways and public spaces, while still maintaining sufficient cross-section width to accommodate emergency fire access.

The 700 block of Laurel Street also serves as the confluence point of cultural and ecological influences—cultural elements descend from the north via San Carlos Avenue, while ecological features come from the south along Arroyo Avenue (Figure 3.1 in Chapter 3.1). Special elements such as animal play sculptures, murals, and native planting palettes are integrated to the streetscape design to further enrich the downtown experience.

The main streetscape elements are categorized into two types—permanent and temporary—each of which is detailed further below. This dual approach ensures flexibility and adaptability in the space while maintaining a vibrant, cohesive environment.

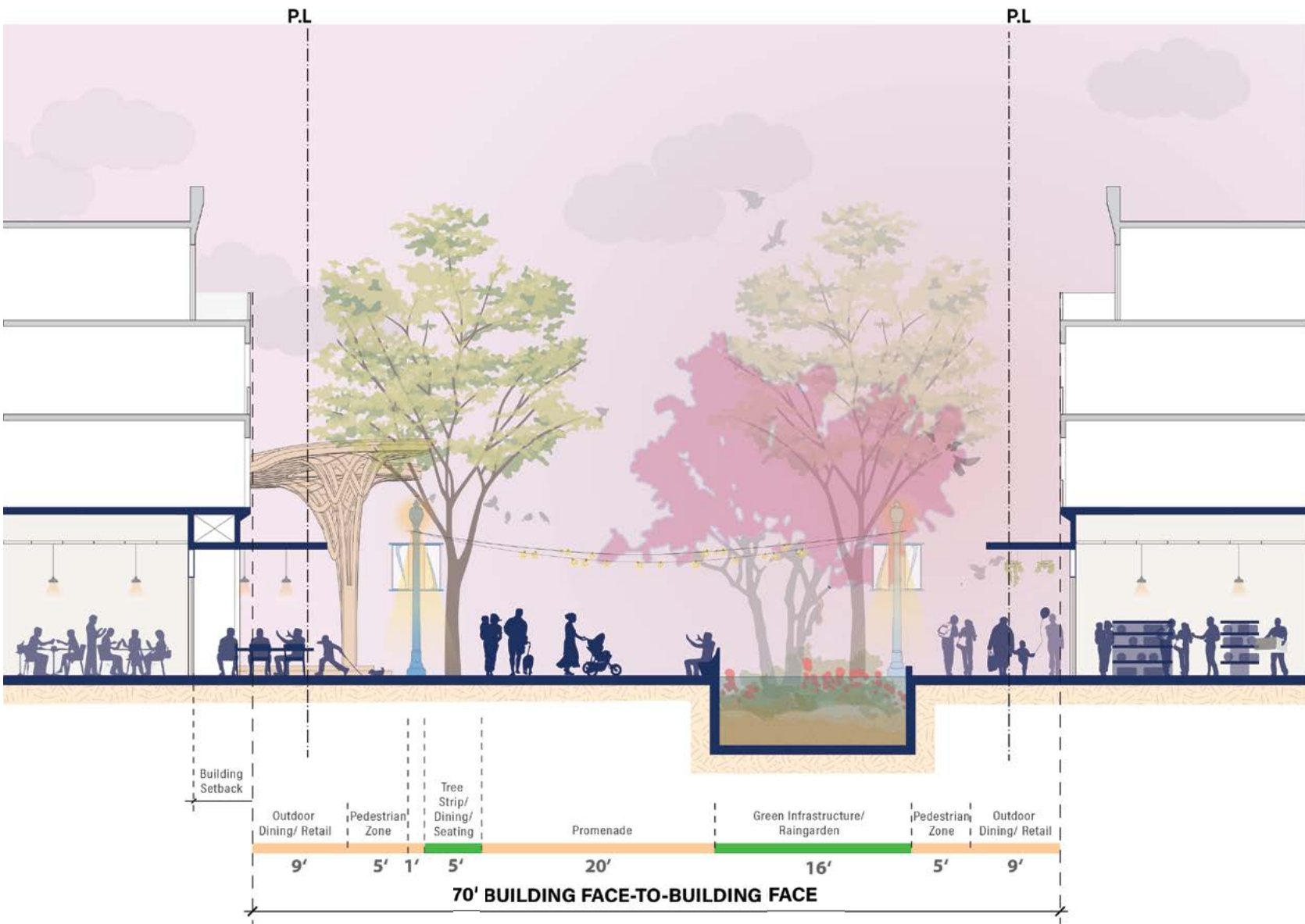
FIGURE 3.6 - 700 BLOCK & HARRINGTON PARK ILLUSTRATIVE PLAN



Permanent elements within the area are:

- ♦ **Entry Plazas (Cherry St and Olive St Intersections):** Along Laurel Street, entry plazas at the intersections of Cherry Street and Olive Street are designed as welcoming gateways to the 700 block pedestrian promenade. These plazas are planted with Golden Raintree featuring yellow flowers or Crape Myrtle trees featuring pink flowers, that provide shade and add visual interest to mark the entry points. Bike racks with additional space for expansion are included to offer convenient spaces for dismounting scooters, skateboards, and bikes before entering the pedestrian zone, enhancing the pedestrian-only experience within the promenade.
- ♦ **“Centennial Plaza” and Harrington Park Event Space:** The “Centennial Plaza”, adjacent to Harrington Park, serves as a versatile event space, featuring a pavilion with medium-sized stage performances during festivals and public events. Outside of event use, the pavilion functions as a shaded gathering area with movable furniture, providing flexible seating for everyday public use. The plaza also includes ADA-compliant, gender-neutral restrooms that are publicly accessible, with an adjacent storage area for festival and event furnishings and equipment.
- ♦ **Groves and Rain Garden Pockets:** Throughout the 700 block of Laurel Street, pockets of groves and rain gardens are integrated into the design, offering green infrastructure to address urban runoff, while providing enhanced shade and habitat benefits. These green spaces serve not only environmental functions but also create passive recreation opportunities, with sculptural benches surrounding some raised planters to offer informal seating areas for visitors to relax and enjoy the surroundings.
- ♦ **Retractable Bollards:** Retractable bollards will be installed at the intersections of Laurel Street with Cherry Street and Olive Street to accommodate seasonal street closures for community events, such as the Farmers’ market and Art & Wine Faire.

FIGURE 3.7 - PROPOSED STREET SECTION – 700 BLOCK OF LAUREL STREET (LOOKING SOUTH)



Temporary Elements within the Area:

Outdoor Dining Strips: The pedestrian promenade features 9-foot-wide outdoor dining/retail strips adjacent to the building faces. This space creates flexible spaces for local restaurants and cafes to extend their seating into the public realm, enhancing the vibrancy of the promenade and encouraging social interaction.

FIGURE 3.8 - “CENTENNIAL PLAZA”

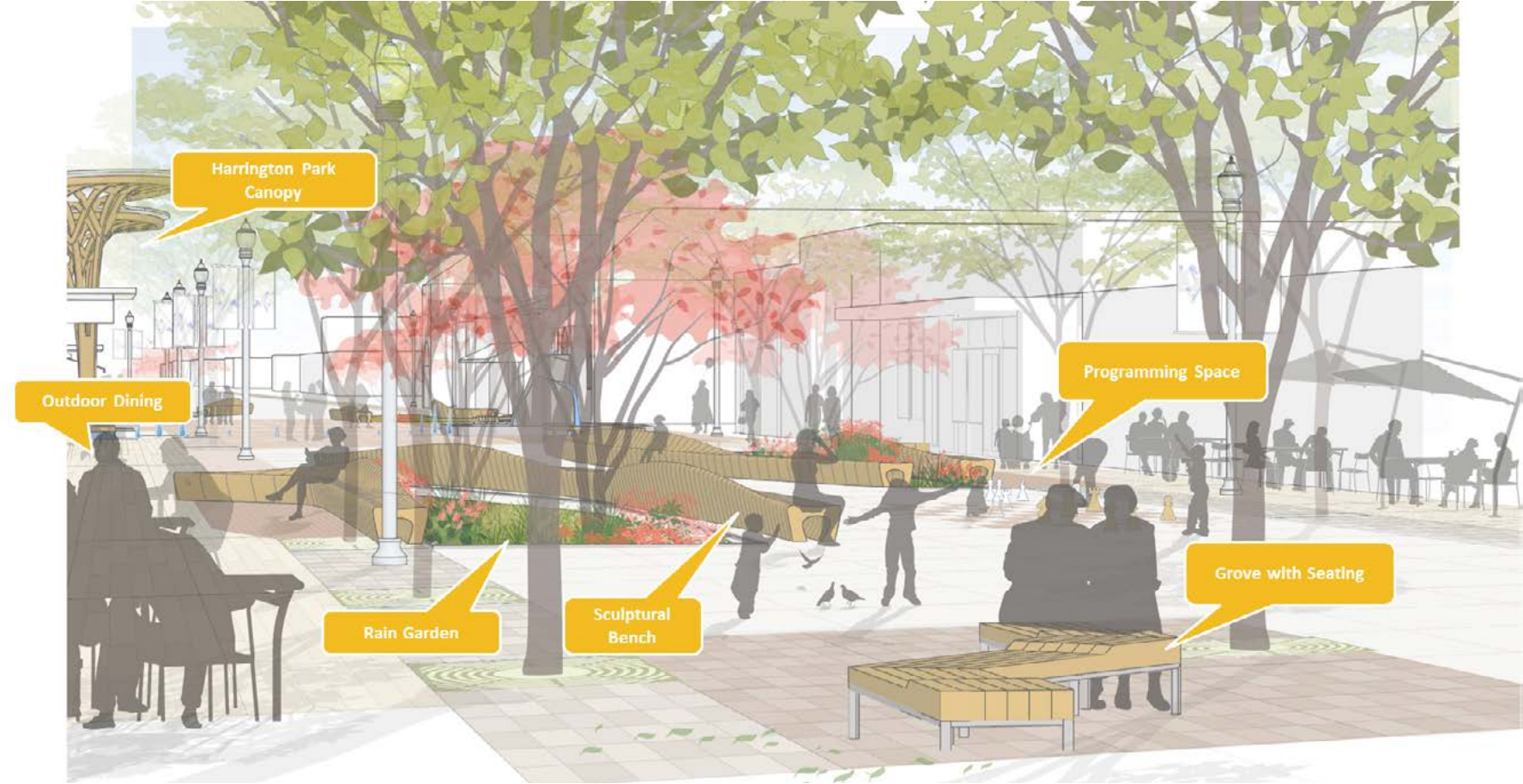
A “Centennial Plaza” features a main gathering area with a multi-use pavilion facing the plaza and Harrington Park, plus a water feature across the plaza from the pavilion.



Seasonal Public Art Displays: The area can host a rotating display of public art, featuring works by local artists and sculptors. These temporary installations offer interactive educational opportunities and contribute to placemaking by reflecting community identity and fostering cultural engagement.

FIGURE 3.9 - 700 BLOCK OF LAUREL STREET

A distinctive design language is established in the 700 block of Laurel Street, that can be extended into the 600 and 800 blocks on certain design elements unifying them as an integrated experience.



600 & 800 BLOCKS OF LAUREL STREET AND NEW PLAZA

The design concept of the 700 block extends into the 600 and 800 blocks of Laurel Street, creating a continuous look and feel throughout the downtown core. In business-as-usual conditions, the curbless streets of the 600 and 800 blocks will be shared by pedestrians, cyclists, and vehicles, with central travel lanes reduced to 11 feet in each direction from the original 12 feet, allowing for

a more pedestrian-friendly environment. The streets will retain a thematic variation, with the 600 block of Laurel Street emphasizing cultural elements (i.e. historical or cultural murals, Spanish-colonial architectural style and colors), and the 800 block of Laurel Street focusing on ecological themes (i.e. animal play sculptures, fountain features inspired by local landscape and geology, native planting in the bioretention areas). Both blocks feature a mix of permanent and temporary streetscape elements, ensuring flexibility and adaptability in the space while maintaining a vibrant, cohesive environment.



FIGURE 3.10 - 600 BLOCK OF LAUREL STREET ILLUSTRATIVE PLAN

FIGURE 3.11 - 800 BLOCK OF LAUREL STREET ILLUSTRATIVE PLAN

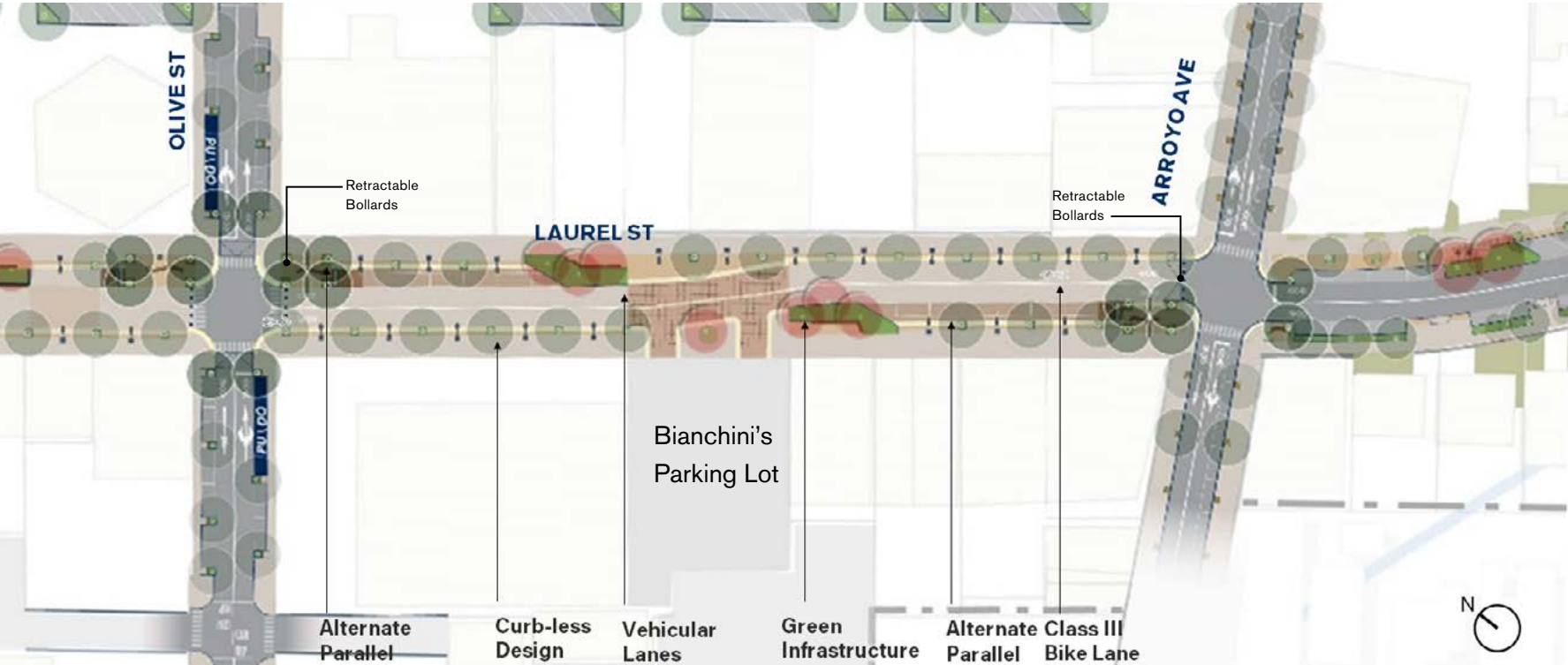


FIGURE 3.12 - PROPOSED STREET SECTION – 600 & 800 BLOCKS OF LAUREL STREET, BUSINESS AS USUAL (LOOKING SOUTH)

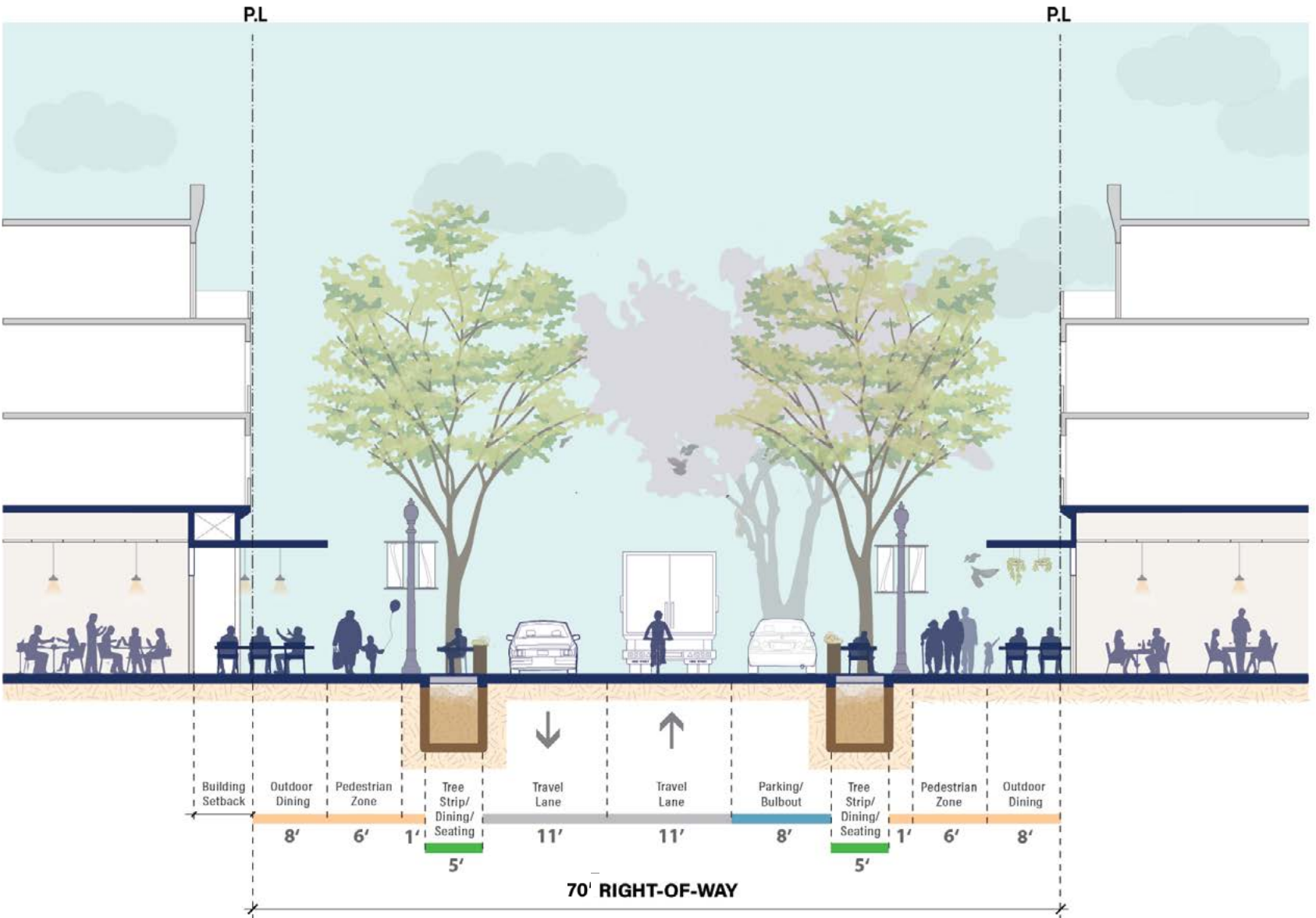
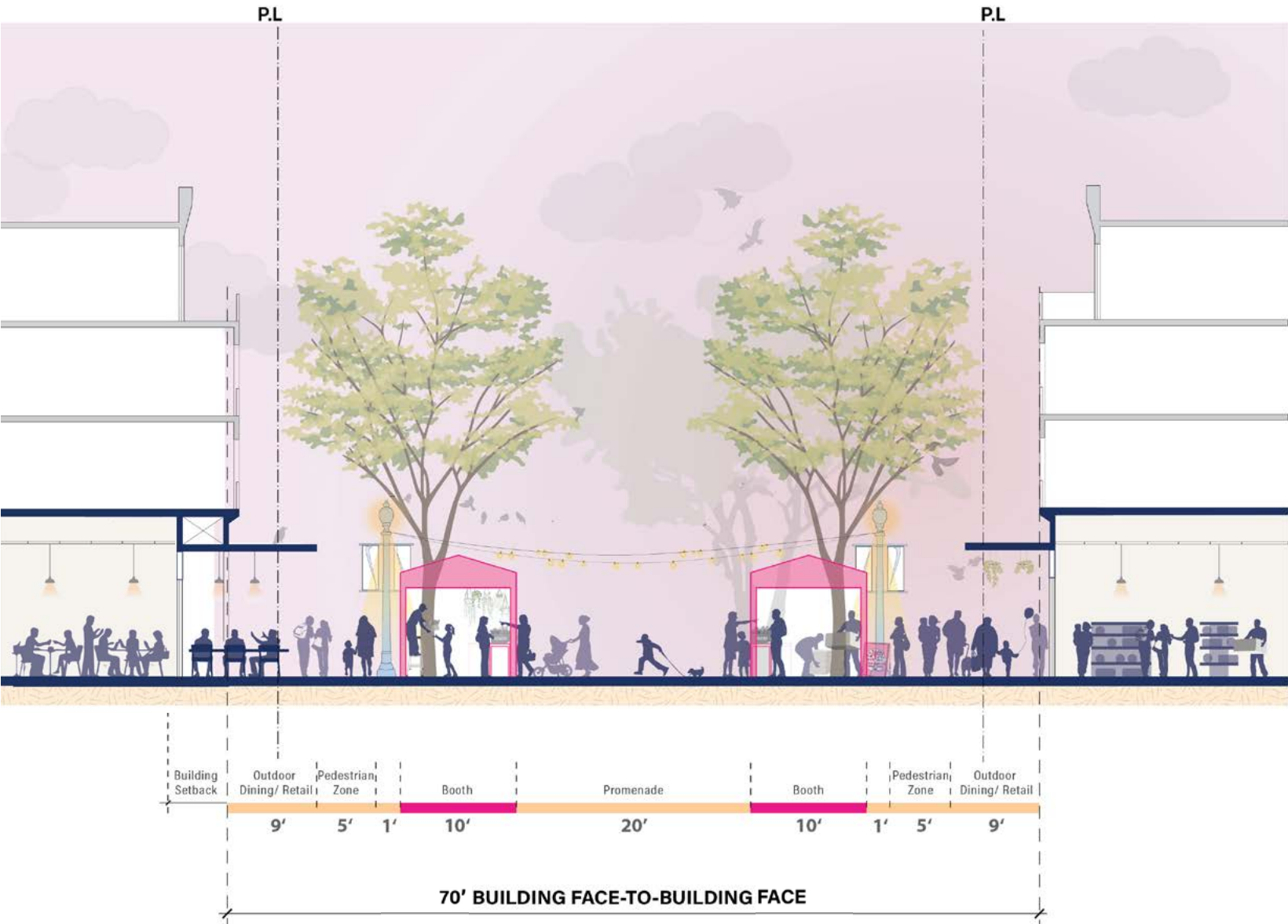


FIGURE 3.13 - PROPOSED STREET SECTION – 600 & 800 BLOCKS OF LAUREL STREET, FARMERS' MARKET SCENARIO (LOOKING SOUTH)



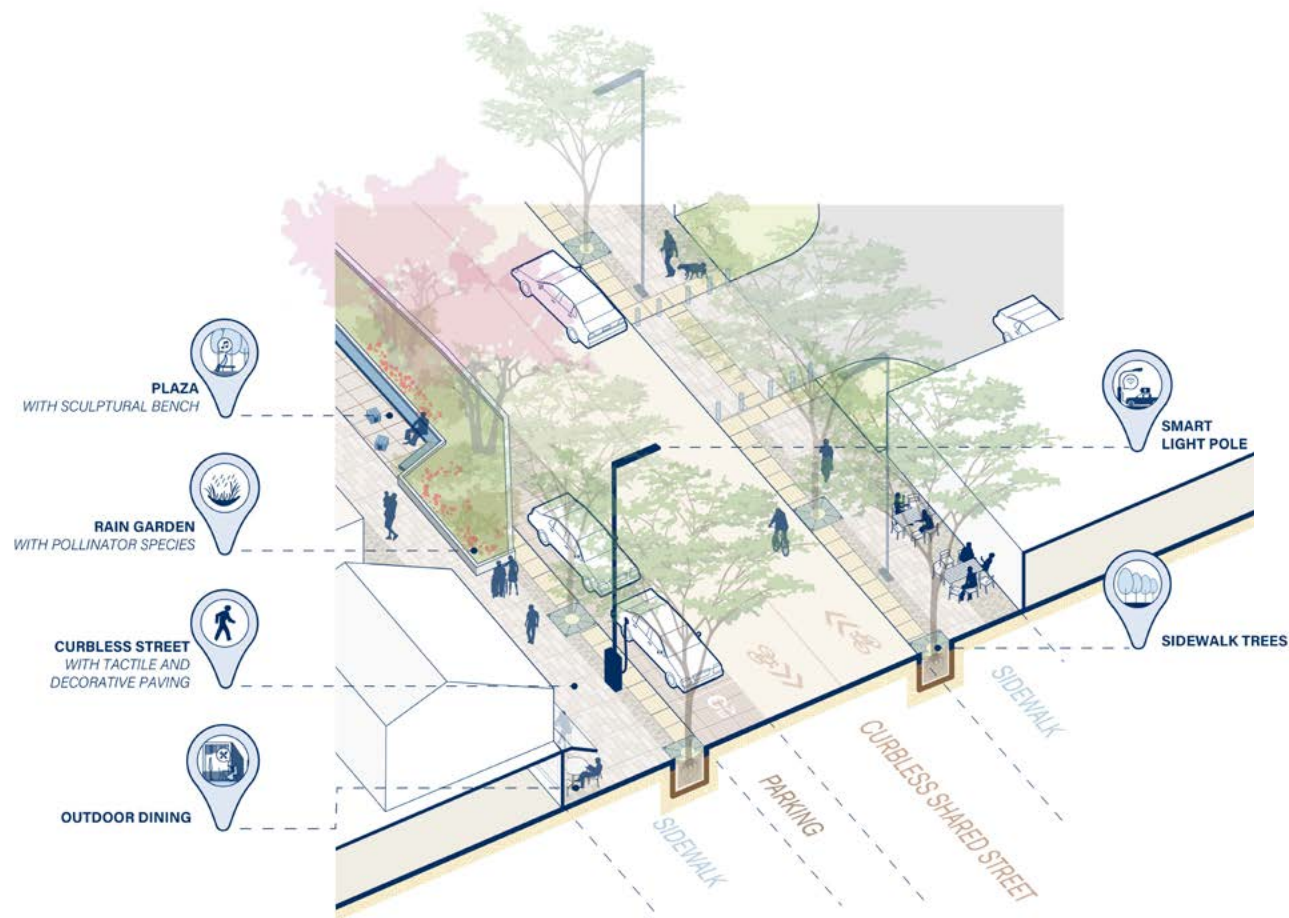


FIGURE 3.14 - LAUREL STREET AXONOMETRIC (SECTION CUT AT 800 BLOCK OF LAUREL STREET)

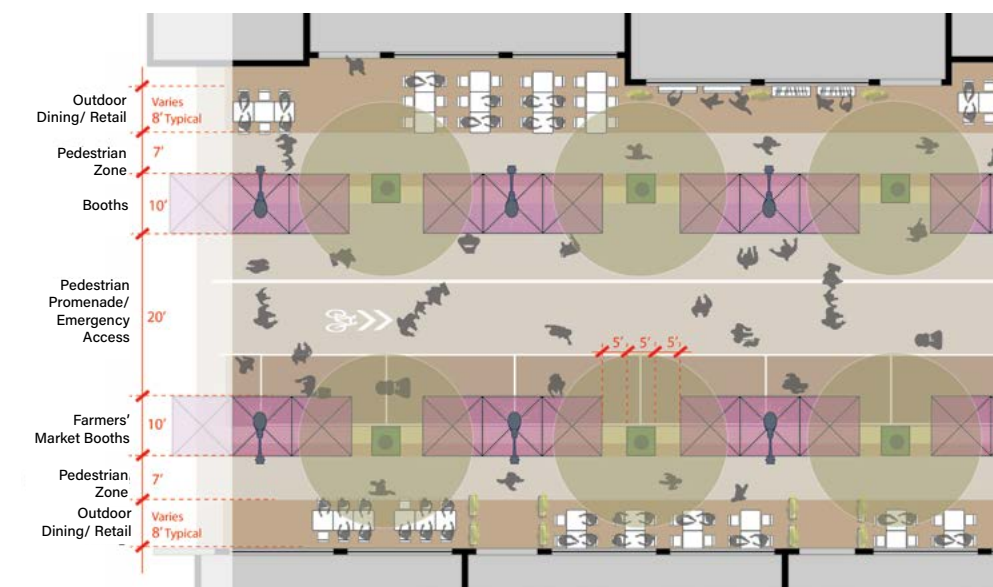
Permanent Elements:

- **Entry Plazas:** The intersections in these blocks will have entry plazas planted with accent trees, such as Golden Raintree or Crape Myrtles, to provide shade and add visual interest. These plazas also feature bike racks with space for expansion in the future, for convenient bike dismounting before entering the pedestrian zone.
- **Groves and Rain Gardens (600 and 800 Blocks):** Both blocks will incorporate groves and rain gardens (see figure 3.14, Rain Garden annotation), which offer green infrastructure solutions for urban runoff management while providing shade and habitat benefits. Sculptural benches around some of the raingarden edges will serve as passive recreational spaces, encouraging visitors to pause and enjoy the landscape and street life.

FIGURE 3.15 - 600 & 800 BLOCK LAYOUT (OUTDOOR DINING/ RETAIL ARRANGEMENT STUDY – BUSINESS-AS-USUAL)



FIGURE 3.16 - 600 & 800 BLOCK LAYOUT (OUTDOOR DINING/ RETAIL ARRANGEMENT STUDY – FARMERS' MARKET SCENARIO)



- **Bollards:** Retractable hydraulic bollards will be installed at the intersections of Laurel Street with San Carlos Avenue, Olive Street and Arroyo Avenue to facilitate seasonal street closures for community events, such as the Farmers' market and Art & Wine Faire. These bollards will provide a flexible and efficient means of managing vehicular access while enhancing the pedestrian-oriented experience during special events. Removable bollards can be installed between the tree strip and vehicular travel lanes (see Figure 3.16) for additional traffic separation.

Temporary Elements:

- ♦ **Outdoor Dining and Retail Strips:** Along both sides of the street, 8-foot-wide outdoor dining strips will offer temporary spaces for dining, creating a dynamic, social environment that supports local businesses and activates the streetscape. Outdoor dining and retail displays can also expand to include the 5-foot tree strip zone if additional capacity is needed (see Figure 3.15).
- ♦ **Festival and Market Arrangement:** The street design for the 600 & 800 blocks of Laurel Street are configured to accommodate temporary events and festivals with space for 10-foot x 10-foot booths along each side and a 20-foot clear zone in the center for pedestrian circulation and fire access (see Figure 3.16).
- ♦ **Seasonal Public Art Displays:** A rotating display of public art featuring local artists and sculptors will provide a platform for interactive education and placemaking. These temporary installations will enhance the cultural identity of the space and foster community engagement.
- ♦ **Pedestrian experience on Laurel –** Laurel Street has active edges on either side adding vibrancy and vitality to the street life. To create a holistic envelope of the public right-of-way and the building edges, the following urban design strategies are put forth:

1) The awnings and signage: 8-foot-deep awnings will provide shade

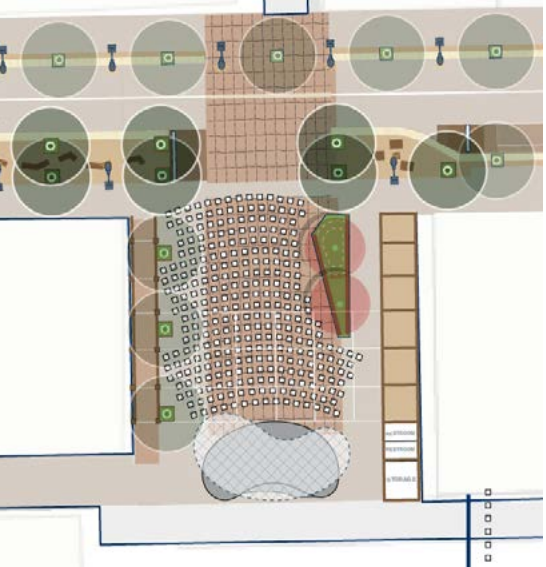
for a more comfortable outdoor dining experience, while also maintaining a visual continuity and accommodating signage

- 2) The street level experience: The pedestrian zone will have a 7-foot-wide pedestrian zone (6-foot-wide sidewalk and 1-foot-wide utility strip) and 8-foot-wide dining strip with their respective, coherent paving materials to create a strong visual experience and ensuring harmony in pedestrian movement.
- 3) Spaces for rest and gathering: While accommodating vehicle access with 11-foot-wide travel lanes in both directions, the pathways will have pockets of sinuous grove areas with seating for people to pause and relax.

600 Block New Plaza

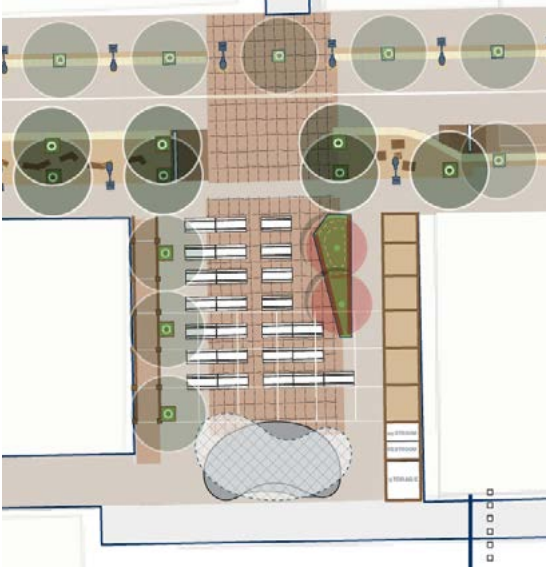
The 600 block of Laurel Street will feature a public plaza, a large event space with a pavilion and stage for performances during festivals. The plaza will be paved with distinct materials that extend into the street to create an inviting and cohesive social space. Fixed seating, along with movable tables and chairs, will be provided to support various outdoor activities. The plaza will also include ADA-compliant, gender-neutral restrooms located near the stage, with a storage space at the rear for storing furnishings and event equipment. As illustrated in Figures 3.17, 3.18 and 3.19, the new plaza on the 600 Block of Laurel Street offers a flexible, multi-use plaza, programmable for year-round activities, while also offering a multi-use pavilion and space along the south edge for pop-up businesses.

FIGURE 3.17 - 600 BLOCK NEW PLAZA CAPACITY STUDY FOR VARIOUS SCENARIOS



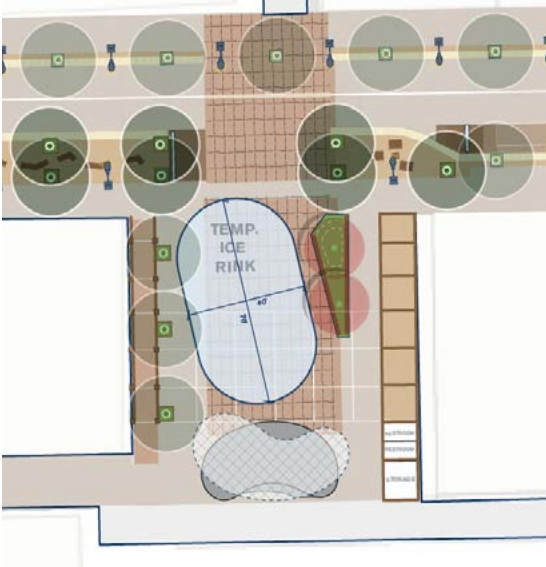
SCENARIO 1: CONCERT

With an area of approximately 3,645 sq. ft., the New Plaza can accommodate between 300 and 520 people for music performances or public speaking events, creating a vibrant, engaging atmosphere.



SCENARIO 2: BEER GARDEN

For beer garden or events encouraging mingling and relaxation in an open-air environment, the new plaza can accommodate between 260 and 330 people.



SCENARIO 3: WINTER (ICE RINK)

During the winter season, the new plaza can accommodate a temporary recreational ice rink measuring 40 feet by 70 feet, repurposing the space for community enjoyment and winter programming.

FIGURE 3.18 - 600 BLOCK OF LAUREL STREET AND NEW PLAZA

A new plaza on the 600 Block of Laurel Street offers a flexible, multi-use plaza, programmable for year-round activities, a multi-use pavilion and space along the south edge for pop-up businesses

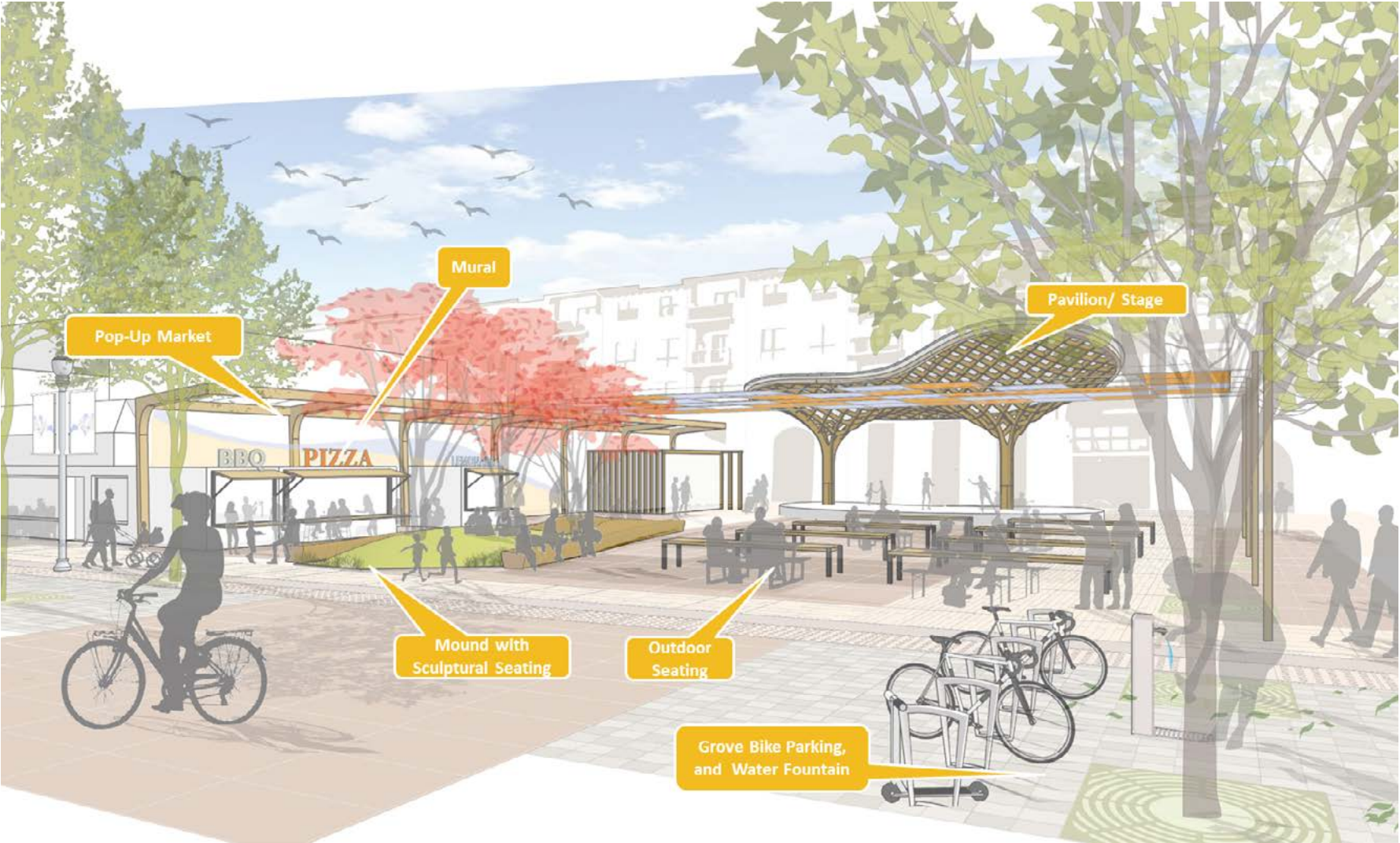
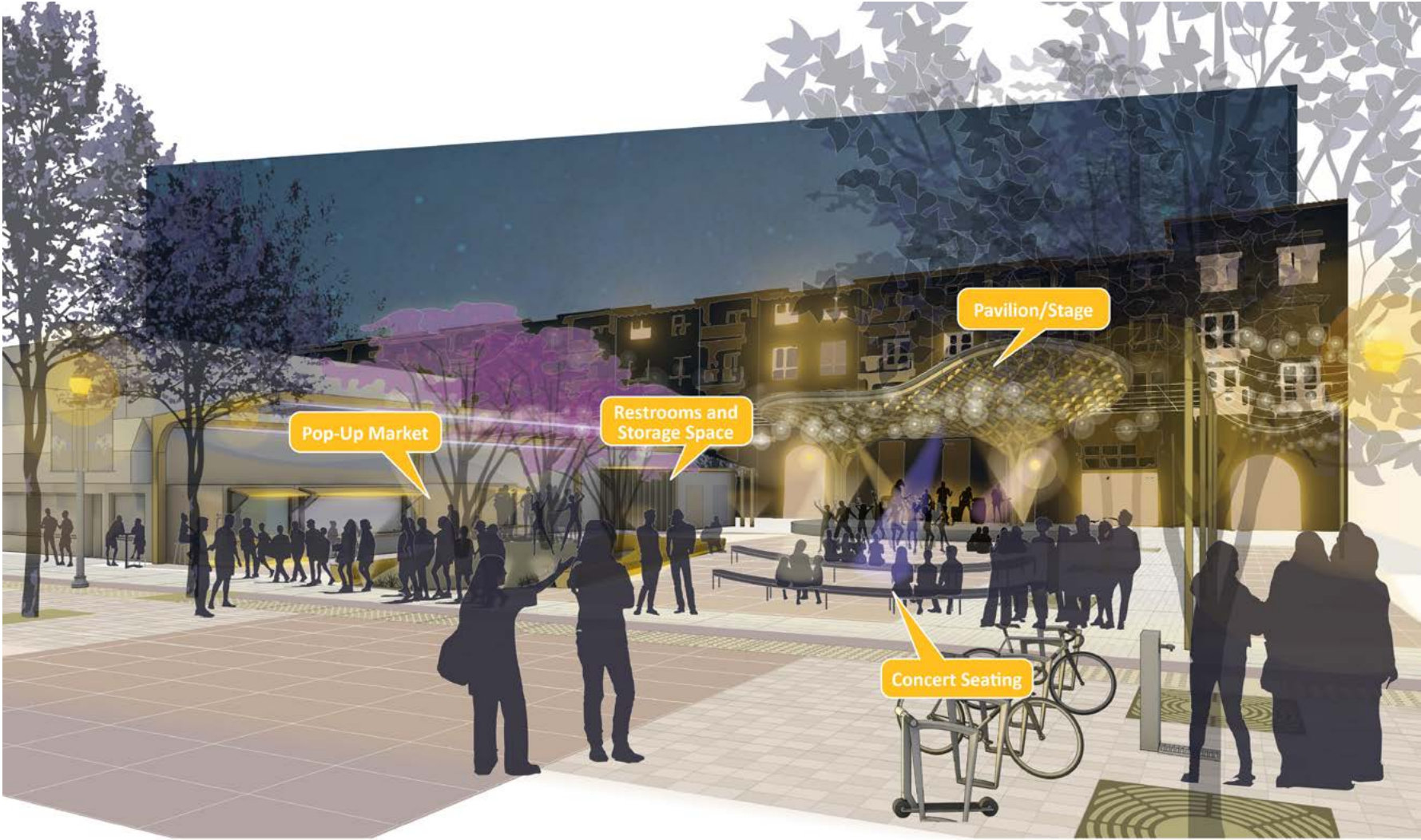


FIGURE 3.19 - 600 BLOCK NEW PLAZA - CONCERT SCENARIO

During the concerts, the new plaza on the 600 Block of Laurel Street transforms into a vibrant performance venue, with a dedicated area for a stage, audience seating, and a multi-use pavilion supporting event infrastructure.



EL CAMINO REAL - THE GRAND BOULEVARD

The design of El Camino Real, as illustrated in Figure 3.18, defines it as a multimodal regional corridor, aligned with the vision of the Grand Boulevard Initiative. The design strategy follows the grand boulevard character, featuring two travel lanes in each direction with a dedicated center turn lane along a landscaped median. It supports multimodal transportation by incorporating key elements such as protected bike lanes, widened sidewalks, and in-lane bus stops to offer a comprehensive multimodal experience. To achieve this, one of the three southbound lanes is removed, consistent with the City's Bicycle and Pedestrian Master Plan. On-street parking is maintained on the west side to ensure convenient access to businesses along El Camino Real.

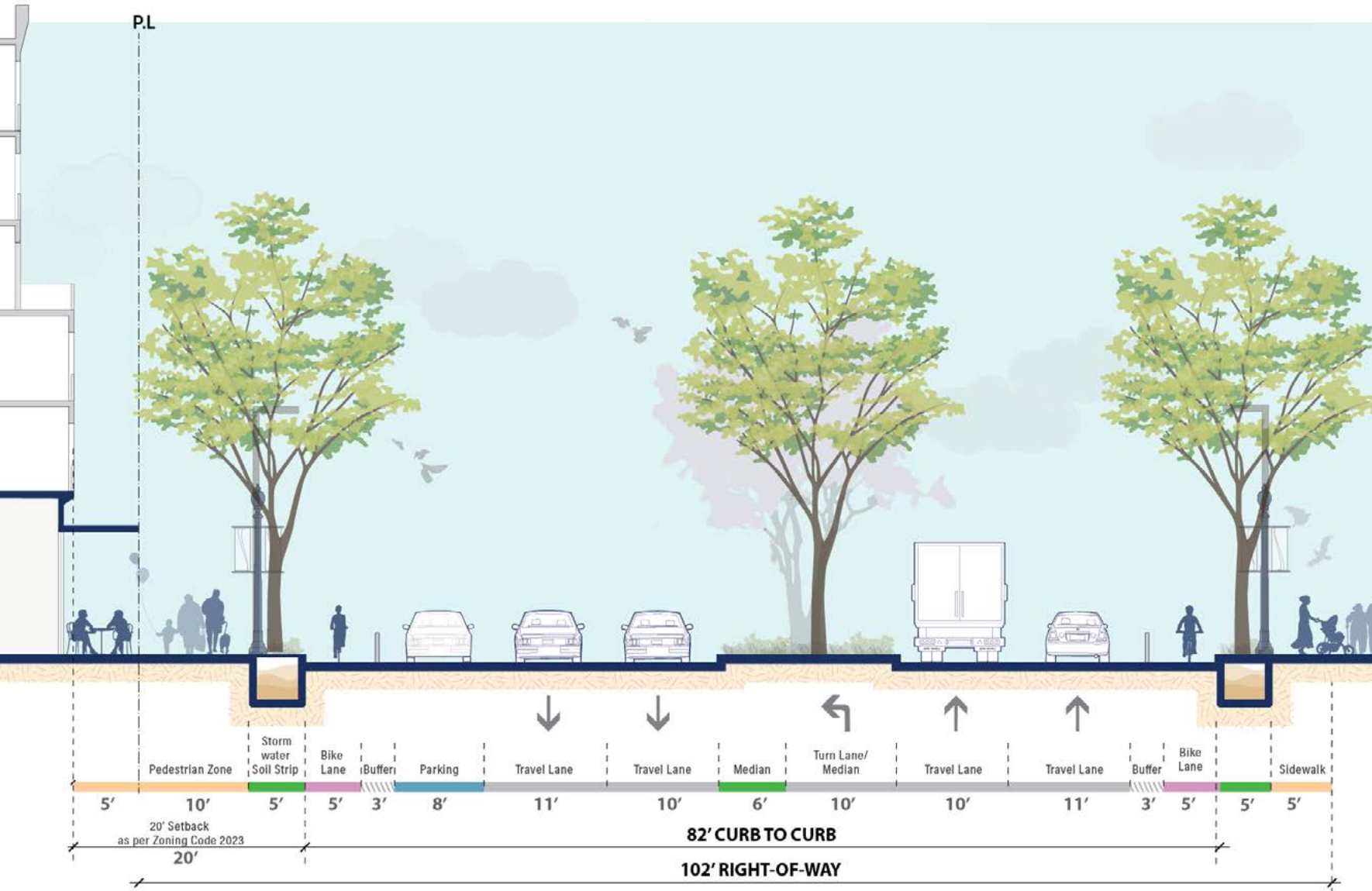
Key Design Features:

- **Dimensions:** Building face-to-building face width: 112 feet, and curb-to-curb width of 82 feet
- **Travel Lanes:** Two travel lanes in each direction, supported by a center turn lane to improve traffic flow and reduce congestion, ensuring efficient vehicular operations.
- **Widened Sidewalks:** In accordance with the San Carlos Zoning Ordinance, sidewalks are expanded to 20 feet on the

west side with additional width created by building setbacks, offering a safer, more accessible environment for pedestrians, thereby enhancing the walkability of the corridor.

- **Protected Bike Lanes:** Each direction includes a 5-foot-wide protected bike lane, separated from vehicular traffic by a 3-foot buffer for added safety. This design supports both the Grand Boulevard Initiative and the Bicycle and Pedestrian Master Plan's aim to foster a cyclist-friendly environment.
- **Sidewalk Activation:** Ground-floor uses along El Camino Real spill onto the sidewalks, contributing to a vibrant, interactive streetscape that promotes social engagement and bolsters local businesses on the west side.
- **Parking:** On-street parking is preserved on the west side of El Camino Real, supporting parking, delivery, and flexible pick-up/drop-off functions, meeting the needs of businesses and visitors while maintaining accessibility along the corridor.
- **Public Transit Integration:** In-lane bus stops streamline transit operations by providing efficient, direct access for buses without impeding traffic. This feature supports multimodal transit options, improving connectivity and ease of movement for commuters and visitors.

FIGURE 3.20 - PROPOSED STREET SECTION – EL CAMINO REAL (LOOKING NORTH)



ARROYO AVENUE

The design of Arroyo Avenue, as illustrated in Figure 3.19, follows the Bicycle and Pedestrian Master Plan, emphasizing a pedestrian and bicycle friendly character. It adheres to the proposals outlined in the Bicycle and Pedestrian Master Plan, becoming a designated bike boulevard that leads to the Caltrain (Arroyo Avenue) underpass and connects to the East Side Innovation District. The Avenue comprises one travel lane in each direction and allows for shared use with bicycles. The cross-section features a wider, tree-lined sidewalk on the north side, which is designed to facilitate outdoor dining and enhance the pedestrian experience. In contrast, the south side features a narrower, tree-lined sidewalk along with on-street parking to accommodate parking needs.

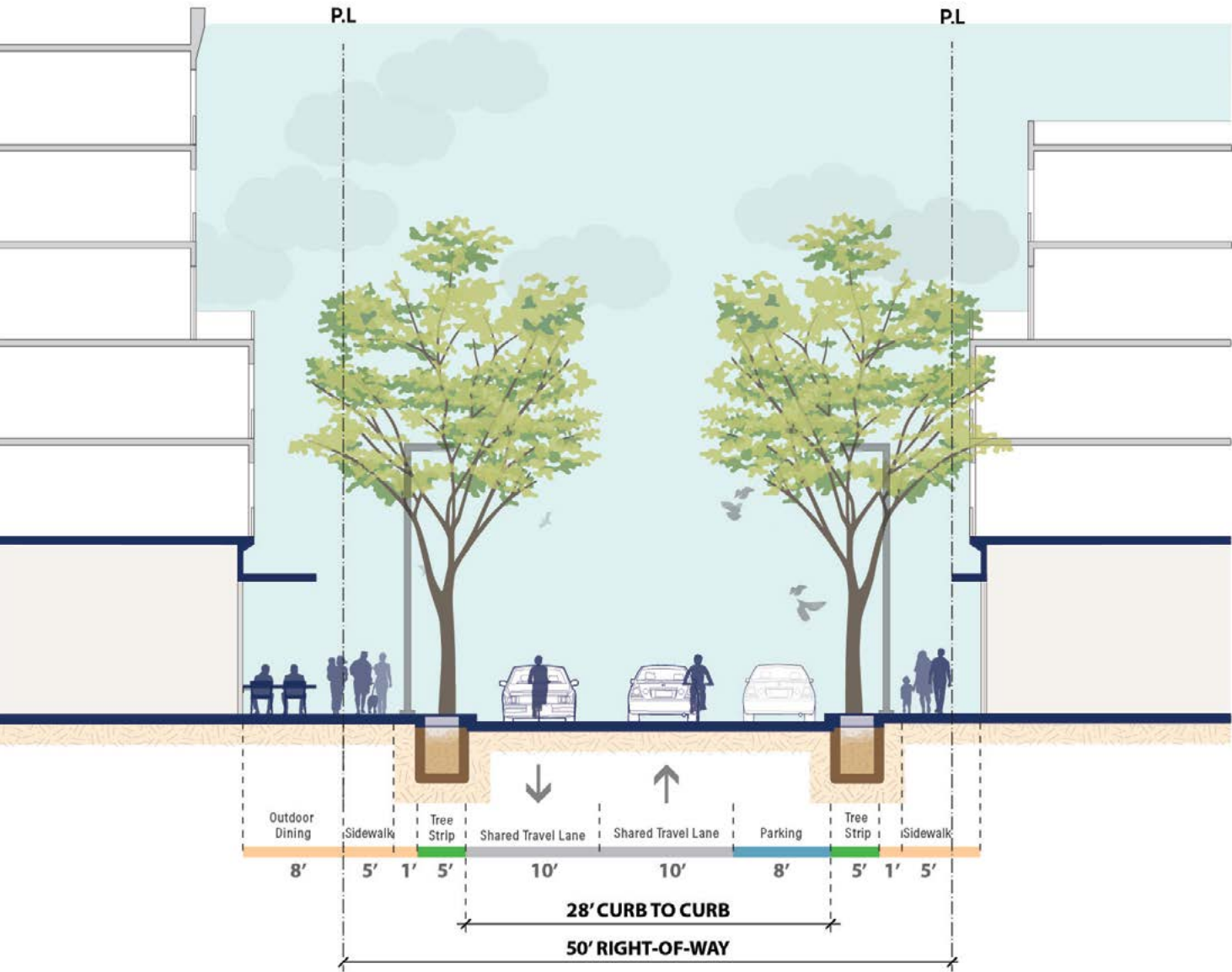
Key Design Features:

- ♦ **Dimensions:** The total right-of-way is 50 feet with curb-to-curb width: 28 feet
- ♦ **Travel Lanes:** The design incorporates one travel lane, measuring 10 feet in width, in each direction to facilitate efficient vehicular movement.
- ♦ **Widened Sidewalks:** A 17-foot-wide sidewalk on the north

side of the Avenue accommodates outdoor dining for existing businesses, while the south side features an 6-foot-wide sidewalk, ensuring ample space for pedestrian circulation.

- ♦ Some outdoor dining strips will have awnings to ensure comfort and use separation from the walking zone, while also maintaining visual coherence throughout the streetscape. 5-foot-wide tree strips are designed adjacent to the pedestrian zone for shade and comfort.
- ♦ **Bicycle Priority Avenue:** Each direction includes a shared bike lane, reinforcing the Avenue's designation as a bicycle priority corridor or "bike boulevard". The narrower travel lanes, along with additional features, such as speed-calming measures and reduced posted speeds, enhance safety and encourage cycling. This configuration aligns with the objectives of the Bicycle and Pedestrian Master Plan, promoting a cyclist-friendly environment.
- ♦ **Parking:** Existing on-street parking spots are retained on the south side of Arroyo Avenue, accommodating parking needs, delivery services, and flexible pick-up/drop-off operations to support local businesses and enhance accessibility.
- ♦ **PUDO (Pick-up/Drop-off):** Delivery services and flexible pick-up/drop-off operations to support local businesses and enhance accessibility.

FIGURE 3.21 - PROPOSED STREET SECTION – ARROYO AVENUE (LOOKING EAST)



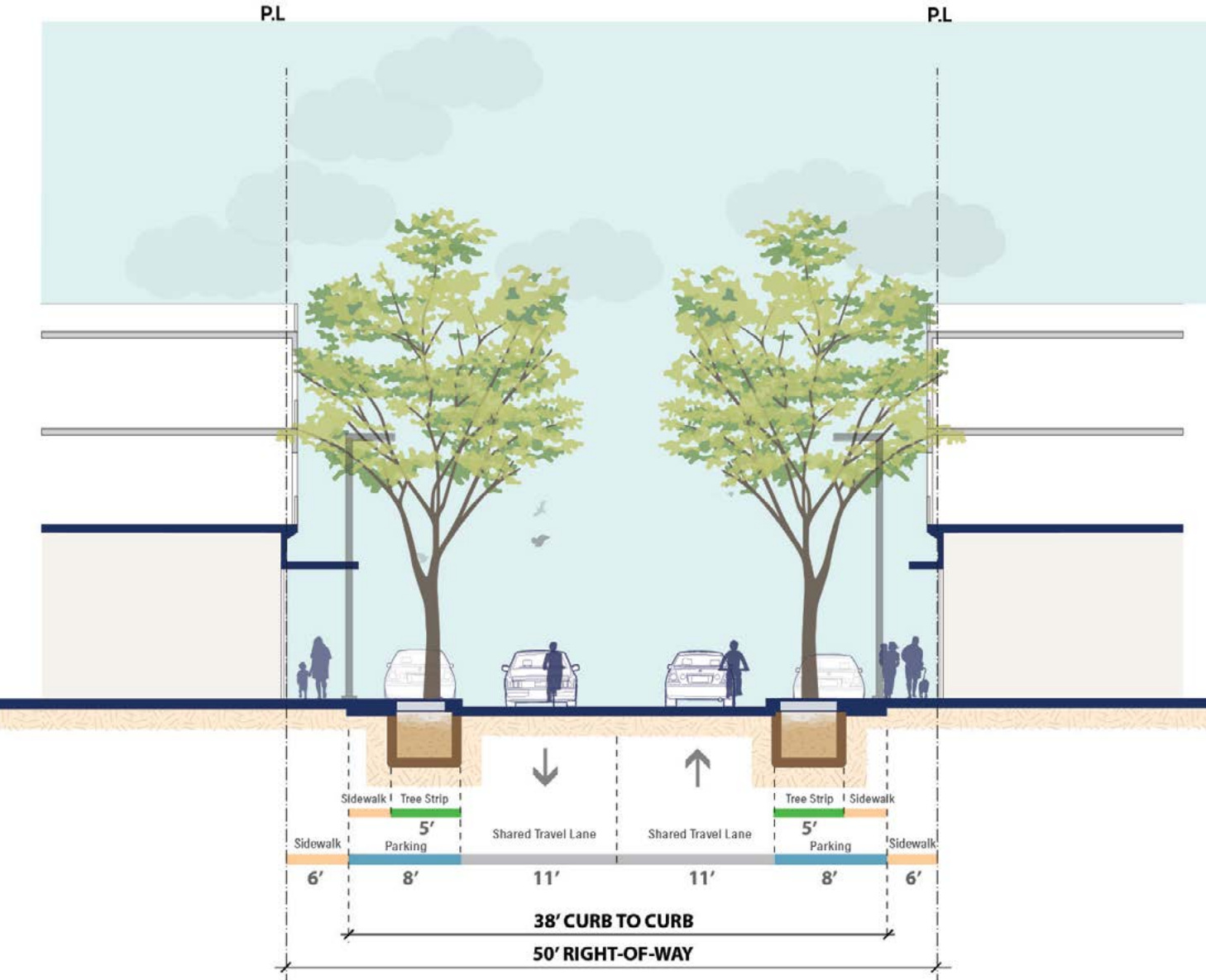
CHERRY STREET AND OLIVE STREET

The designs of Cherry Street and Olive Street follow a bicycle and pedestrian friendly character. They share a similar cross-section featuring one travel lane in each direction, with on-street parking and tree-lined sidewalks on both sides. Their design enhances the pedestrian experience while also playing a key role in vehicular connectivity by providing access to nearby alleys. This connectivity supports local circulation and contributes to efficient traffic flow within the downtown core.

Key Design Features:

- **Dimensions:** The total right-of-way is 50 feet, with a curb-to-curb width of 38 feet.
- **Travel Lanes:** The design includes one travel lane in each direction, each measuring 11 feet, to ensure smooth and efficient vehicular movement.
- **Sidewalks:** A 6-foot-wide sidewalk on both sides provides adequate space for pedestrian circulation, promoting walkability and safety.
- **Parking:** On-street parking is incorporated to accommodate parking needs, deliveries, and flexible pick-up/drop-off operations, as illustrated in the plan (refer Figure 3.10 and 3.11). This ensures convenient access to local businesses and services.
- **Pedestrian experience:** Tree grates are proposed to be evenly distributed in between every two street parking spaces. Those planters will have seatings facing sidewalks for people to pause and rest.

FIGURE 3.22 - PROPOSED STREET SECTION - CHERRY AND OLIVE STREETS (LOOKING EAST)



3.4 MID-LAUREL + SOUTH LAUREL (SOLA) NEIGHBORHOODS

With the shift in existing neighborhood density and characteristics from a busy commercial segment north of Arroyo Avenue to a quieter mixed-use residential zone south of Arroyo Avenue, Laurel Street along the Mid-Laurel and SoLa neighborhoods follows an adaptive design strategy. As illustrated in Figure 3.23, the Parkway Character (promoting green infrastructure and adaptive landscaping within the setback zones) balances traffic movement with green infrastructure and pedestrian-friendly features.

The design of Brittan Avenue plays a key role in strengthening regional traffic circulation while strengthening east-west bicycle and pedestrian connectivity, serving as a critical link in the transportation network. The characteristics of Laurel Street segments in Mid-Laurel and SoLA are detailed below:



LAUREL STREET, SOUTH OF ARROYO

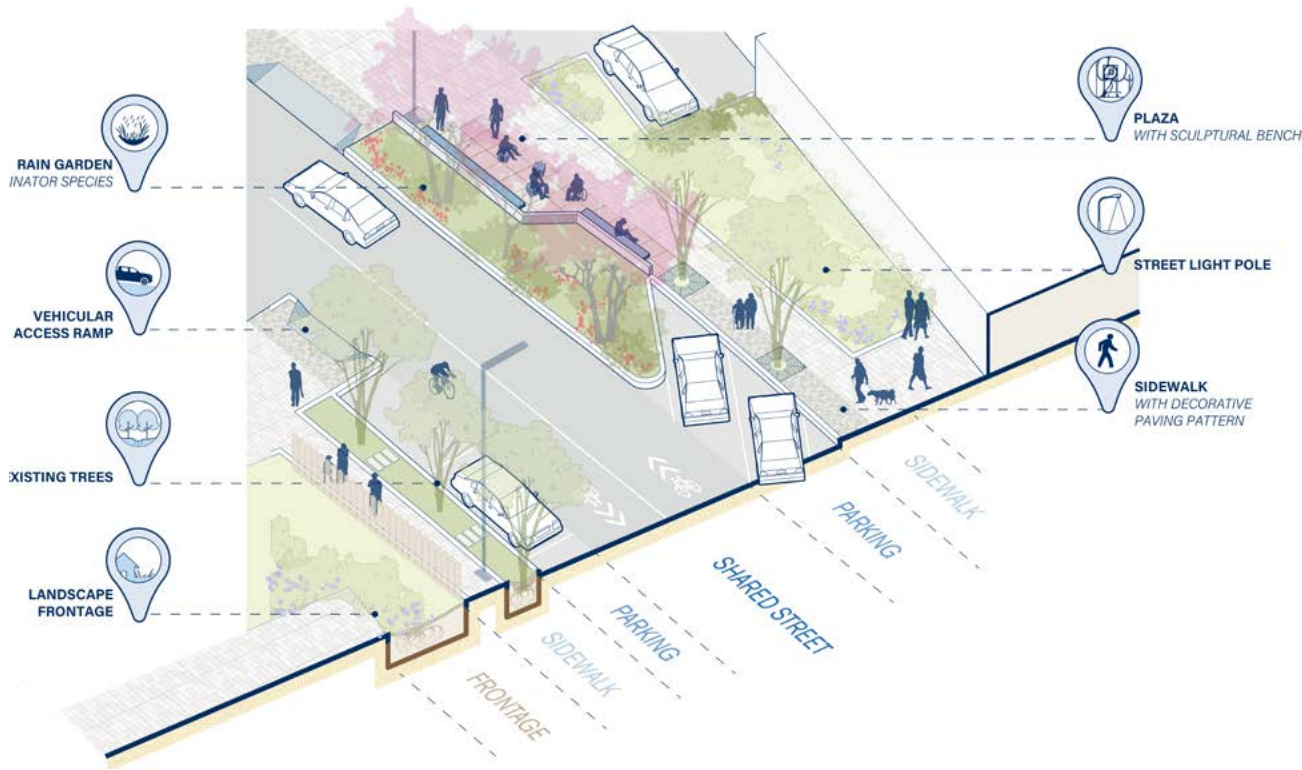


FIGURE 3.24 - SOUTH OF ARROYO STREET AXONOMETRIC (SECTION CUT AT 900 BLOCK OF LAUREL)

The Parkway Character on this segment of Laurel Street is translated into green spaces and green canopy cover, as illustrated in Figure 3.24. This street also highlights the ecological values of the neighborhood, such as the Pulgas Creek tributary running diagonally between Arroyo Avenue and Morse Boulevard at the 900 block of Laurel Street. Green infrastructure is proposed along the sidewalk together with other public amenities such as benches, shades, and trash cans, providing a comfortable walking environment.

Permanent design elements:

- ♦ **Entry plazas with seating** at the Morse Boulevard intersection and the Brittan Avenue intersection are planted with accent trees (Golden Raintree or Crape Myrtle) and other street trees to provide shade and visual interest.
- ♦ **A formalized planting strip** in the sidewalk along the curb with context-appropriate trees (more visual screening and high water retention capacity) to enhance visual coherence.
- ♦ **Ecological art crossing** with floral motifs and special plaza paving at the 900 block of Laurel Street recognizing Pulgas Creek running underground. Raingarden and bio-swaes for stormwater retention occur at the same crossing point. Sinuous benches are provided along the edge of the raingarden for resting and social activities.
- ♦ **Street parking** is located on either side of the street with some preserved to maintain the parking capacity.

Temporary design elements:

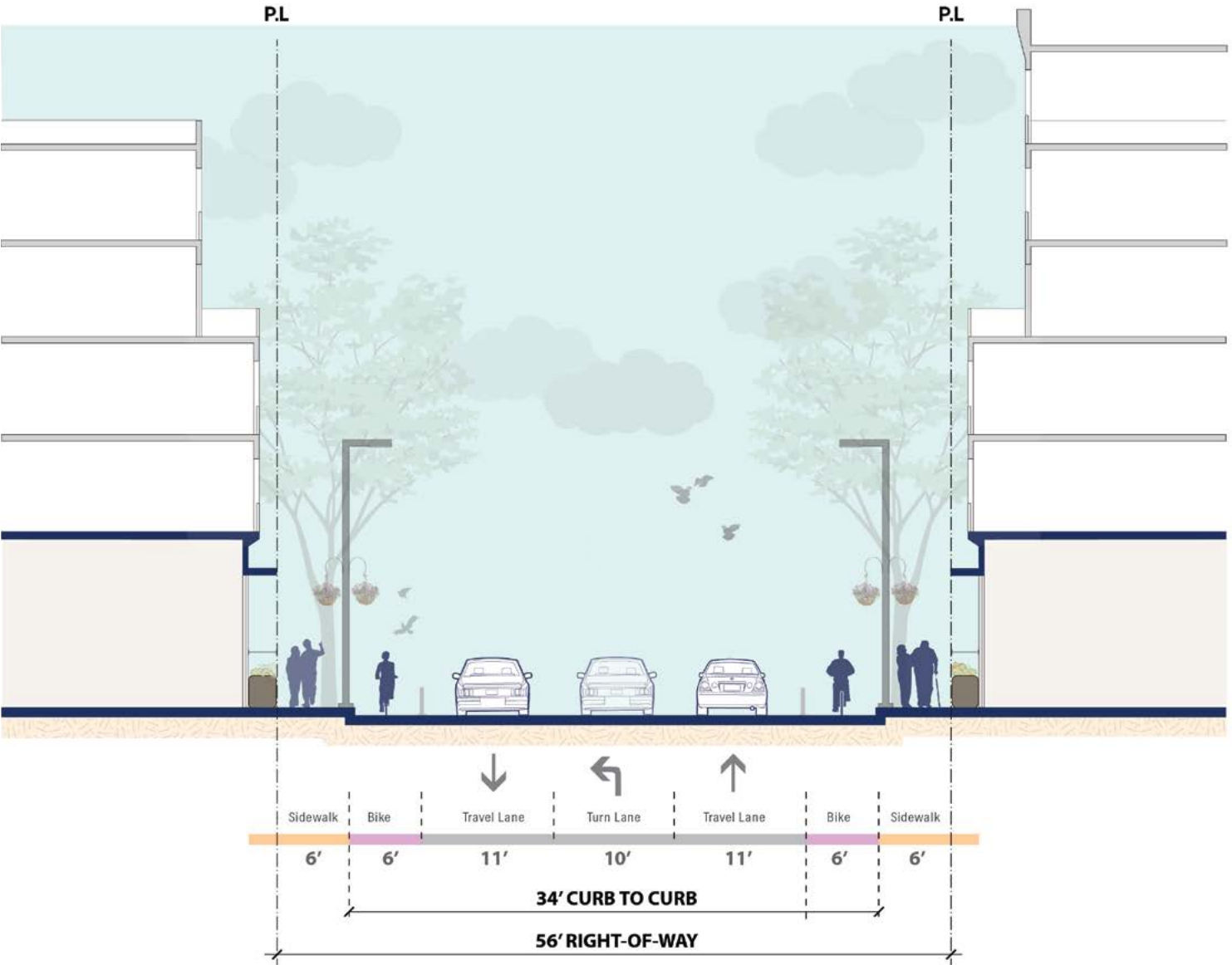
- ♦ **Outdoor dining strips** up to 8 feet wide are located along commercial/restaurant frontages. The landscape setback characteristic of this south-of-Arroyo neighborhood can add to the Parkway Character by utilizing setbacks for additional planting or frontage patios for businesses.

BRITTAN AVENUE (PROVISIONAL)

The design of Brittan Avenue, as illustrated in Figure 3.25, reflects the objectives of the Bicycle and Pedestrian Master Plan, positioning the Avenue as an important bicycle corridor connecting to the east side and to Old County Road, as well as its role as a regional connector that links San Carlos to the US-101 Highway and the broader Bay Area. The design emphasizes a balanced approach, accommodating both vehicular and bicycle traffic, and enhancing connectivity with the East Side Innovation District. The proposed design described below and illustrated in the cross section is provisional, pending a more detailed study. The ultimate solution should consider the feasibility of moving the westbound merge east of Old County Road and accommodating safe bicycle functions and turning movements between Brittan, El Camino Real and Old County Road.

- ♦ **Dimensions:** The total right-of-way is 56 feet, with a curb-to-curb width of 34 feet, offering ample space for multimodal transportation needs.
- ♦ **Travel Lanes:** One 11-foot-wide travel lane in each direction, along with 10-foot-wide center turn lane to facilitate efficient traffic flow and accommodate left turns, reducing congestion.
- ♦ **Sidewalks:** 6-foot-wide sidewalk on both sides of the Avenue, providing safe and accessible pathways for pedestrians.
- ♦ **Bike Lanes:** The design includes a dedicated 6-foot-wide Class II bike lane in each direction.

**FIGURE 3.25 - PROPOSED STREET SECTION – BRITTAN AVENUE
(LOOKING EAST)**



3.5 THE ALLEYS

The alleys in the downtown core serve a dual purpose: they provide access to surface parking and enhance pedestrian, bicycle and vehicular connectivity. These alleys also play a crucial role in facilitating service access for local businesses. This section outlines key strategies for revitalizing the functionality of alleys, while also proposing design interventions aimed at improving user experience, such as enhancing lighting, incorporating landscaping, and integrating art elements to create more inviting and multi-functional spaces.

700 BLOCK (WEST) AS A MODEL

The 700 Block (West) alley serves as a model for successful alley configuration and provides 108 publicly accessible surface parking spaces. Accessible from Cherry and Olive Streets, this alley significantly enhances traffic connectivity in the area. Key strategies implemented, such as improved striping and marking of the alley, secondary business entrances, service and delivery access, and the strategic placement of trash enclosures, could be effectively replicated in the alleys on the east side of Laurel Street to optimize functionality and accessibility.

RE-ORGANIZED ALLEYS

The goal of the alley re-organization plan is to optimize existing parking resources and circulation as shown in Figure 3.4. The key strategies for reconfiguring these alleys include:

- ♦ **Re-organization of Parking:** The parking layout will be redesigned to balance both private and public spaces, streamlining surface parking and facilitating smoother vehicular access to adjacent businesses. This will ensure that parking availability is optimized without compromising traffic flow.
- ♦ **Screened Dumpsters & Equipment:** To improve the aesthetic quality and functionality of the alleys, dumpsters and other service-related equipment will be consolidated into screened enclosures. This not only creates a cleaner environment but also enhances the organization of these essential service areas.
- ♦ **Secondary Business Entrances:** Enhancements to secondary entrances for businesses, particularly for restaurants, will improve accessibility for both patrons and service deliveries. Special attention will be given to ADA-compliant entrances, reflecting business owners' feedback about the need for improved ADA parking, especially in the 700 block of Laurel Street's east alley.

- ♦ **Alley Activation through Placemaking:** The alleys can be revitalized by incorporating placemaking elements that encourage pedestrian use and social interaction. This includes adding small-scale public art, decorative lighting, and greenery. These features will transform the alleys from purely utilitarian spaces into inviting pedestrian-friendly environments that contribute to the overall vibrancy of the downtown area.
- ♦ **EV Charging Integrated Parking:** To align with the project's sustainability goals and accommodate increasing demand for electric vehicles, EV charging stations will be integrated into the re-organized parking layout. This will provide convenient charging access for EV users while maintaining the overall parking capacity.

By implementing these strategies, the alleys on the east side of Laurel Street will improve downtown circulation, maintain parking efficiency, and enhance the experience for both pedestrians and vehicles.

3.6 MATERIALS PALETTE

Informed by community input and reflecting the desires of residents, this section delves into the material palette—including furnishings, lighting, pavement, and planting—that defines the distinct street characters outlined in earlier sections. Building on the street character typology, network recommendations, and public realm strategies discussed previously, this chapter focuses on how material choices contribute to a cohesive and culturally resonant streetscape.

The goal is to create a strong sense of community, honoring San Carlos' cultural and natural heritage while celebrating its unique assets. Climate-resilient, California-native species are prioritized for the planting palette, ensuring that they thrive in high-traffic urban areas. Community feedback, particularly the enthusiasm for pollinator-friendly plants, directly informs the selection of rain garden species.

Additionally, there is a strong preference for permeable materials and natural colors and textures, with an emphasis on durability and low-maintenance design. Coherence in design language and a consistent color scheme are also key elements that the community values, shaping the overall aesthetic of the streetscape.

EL CAMINO REAL GRAND BOULEVARD CHARACTER

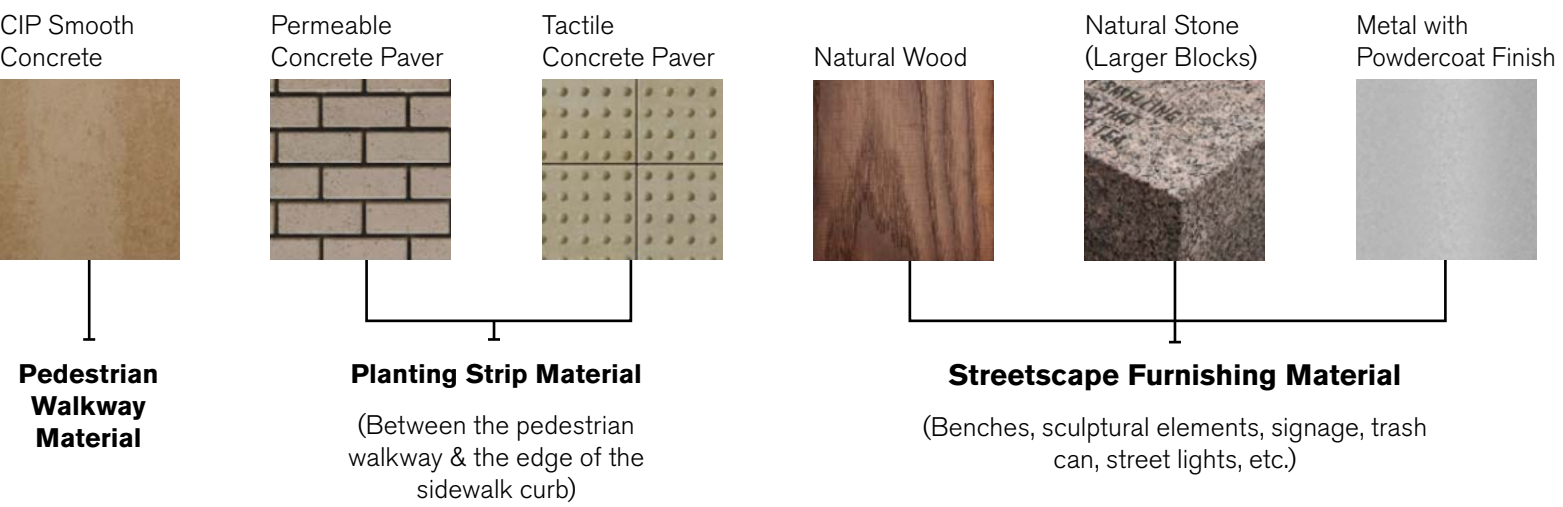
El Camino Real will feature materials that reflect the scale and prominence of this important arterial as it defines the eastern edge of the downtown area. It is characterized by warm tone furnishing and paving, in the darker range of this color palette. Larger metal and natural stone components will be incorporated to convey a sense of civic formality and grandeur. Sample swatches and application examples are provided in Figure 3.26.

Summary of the key elements in terms of furnishing and planting:

- ♦ **Lighting Fixtures:** Two-headed lighting fixtures in contemporary style will be implemented along medians and sidewalks of El Camino Real to enhance visibility, and aesthetic coherence of the existing streetscape. They will accommodate community banners for easy installation.
- ♦ **General Street Trees:** *Quercus Virginiana 'Sky Climber'* will provide an attractive upright form for the streetscape of El Camino Real. In its maturity, this species further ensures a stronger structural resilience to storm events.

- ♦ **Median Planting:** *Platanus Racemosa 'Roberts'* will provide great height and canopy appropriate to the Grand Boulevard Character. Additional benefits range from reduced maintenance costs to pruning frequency, low water use, and better rain interception during winter months.
- ♦ **Entry Nodes Planting:** Trees like *Koelreuteria* and the *California-native Muskogee Crape Myrtle* provide vibrant accent color and visual interests, marking the entry nodes to the Downtown Core. For *Koelreuteria*, subspecies *"paniculata"* has its bloom in yellow, while *"elegans"* has its flower in pink.
- ♦ **Raingarden/Bioretention planting:** *Carex Pansa*, *Achillea millefolium 'Island Pink'*, *Iris Douglasiana*, and *Sesleria Autumnalis* are recommended for bioretention benefits and as pollinator garden species.

FIGURE 3.26 - MATERIAL & FURNISHING STRATEGY FOR GRAND BOULEVARD (EL CAMINO REAL) AND CIVIC CHARACTER (SAN CARLOS AVE, CHERRY STREET)



Application Examples:




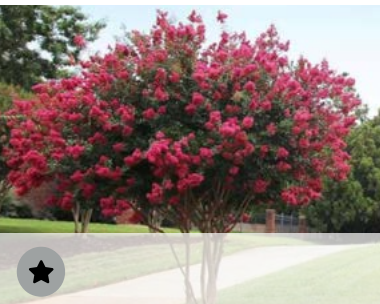
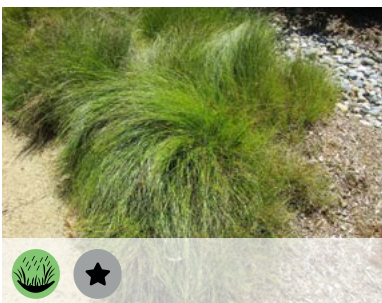
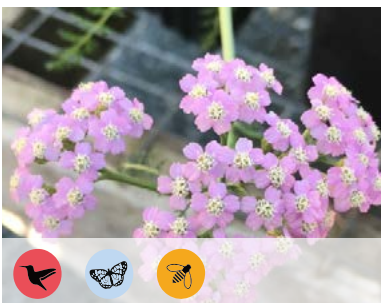
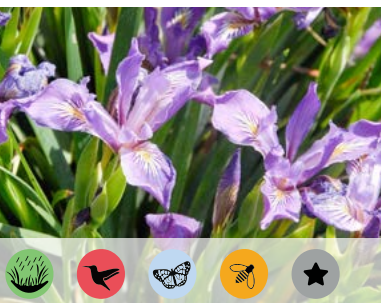



Pole Light



Gateway Monument

FIGURE 3.27 - PLANTING STRATEGY FOR GRAND BOULEVARD CHARACTER (EL CAMINO REAL)

 <p>Sky Climber Southern Live Oak <i>Quercus Virginiana 'Sky Climber'</i> Along El Camino Real streetscape, for large scale and form</p>	 <p>California Sycamore <i>Platanus racemosa 'Roberts'</i> Along El Camino Real Median, for scale and form</p>	 <p>Goldenrain Tree <i>Koelreuteria paniculata</i> At median + entry plaza, for accent colors</p>	 <p>Muskogee Crape Myrtle <i>Lagerstroemia indica x fauriei 'Muskogee'</i> At median + entry plaza, for accent colors</p>
 <p>Sand Dune Sedge <i>Carex Pansa</i> Inside raingardens, grove understory</p>	 <p>Island Pink Yarrow <i>Achillea millefolium 'Island Pink'</i> Grove understory</p>	 <p>Douglas Iris <i>Iris Douglasiana</i> Inside raingardens</p>	 <p>Autumn Moor Grass <i>Sesleria Autumnalis</i> Inside raingardens, grove understory</p>

Raingarden Plants:



Pollinator Garden Plants:



California Native Plants:



SAN CARLOS AVENUE
& CHERRY STREET
CIVIC CHARACTER

San Carlos Avenue and Cherry Street both serve as gateways to the downtown and as primary connector streets to the Civic Center. They share the same material palette with the Grand Boulevard Character, which is characterized by warm tones and a darker color palette (see figure 3.26). Larger metal and natural stone components will be incorporated to convey a sense of civic formality and grandeur.

Summary of the key elements in terms of furnishing and planting:

- ♦ **Lighting Fixtures:** Two headed lighting fixtures in contemporary style will be implemented along medians and sidewalks to enhance visibility, aesthetic coherence with the rest of the streetscape design. They will also accommodate community banners for easy installation.
- ♦ **General Street Trees:** Quercus suber is suitable as the unifying street tree species with its upright branching structure, unique bark texture and broad canopy for shades.

- ♦ **Entry Plaza Planting:** Koelreuteria and the California-native Muskogee Crape Myrtle provide nice accent color and visual interests to mark the entry points into the street.
- ♦ **Raingarden/Bioretention planting:** Carex Pansa, Achillea millefolium 'Island Pink', Iris Douglasiana, and Sesleria Autumnalis are recommended for bioretention benefits and as pollinator garden species.

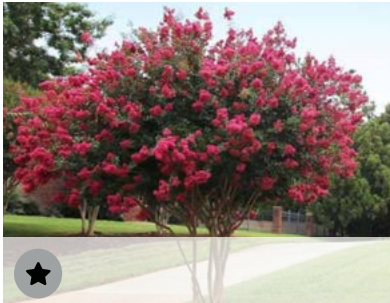
FIGURE 3.28 - PLANTING STRATEGY FOR CIVIC CHARACTER
(SAN CARLOS AVE AND CHERRY STREET)



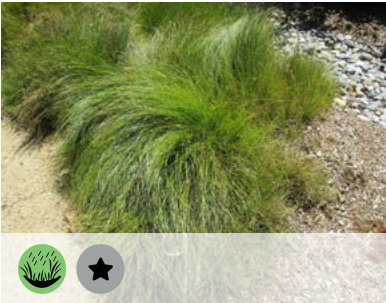
Cork Oak
Quercus suber
Along streetscape, for shade and form.



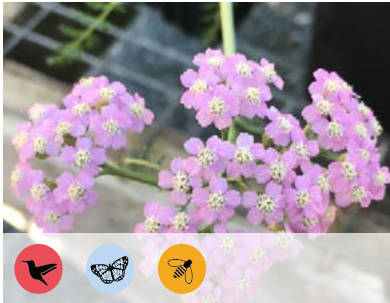
Goldenrain Tree
Koelreuteria paniculata
At median + entry plaza, for accent colors



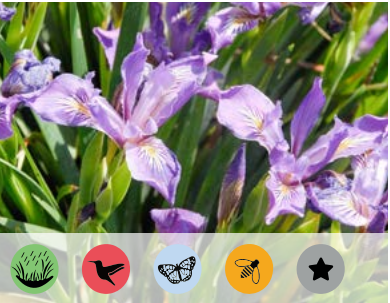
Muskogee Crape Myrtle
Lagerstroemia indica x fauriei 'Muskogee'
At median + entry plaza, for accent colors



Sand Dune Sedge
Carex Pansa
Inside raingardens, grove understory



Island Pink Yarrow
Achillea millefolium 'Island Pink'
Grove understory



Douglas Iris
Iris Douglasiana
Inside raingardens



Autumn Moor Grass
Sesleria Autumnalis
Inside raingardens, grove understory

Raingarden Plants:



Pollinator Garden Plants:



California Native Plants:



600, 700 & 800 BLOCKS OF LAUREL STREET
+ HARRINGTON PARK & NEW PLAZA
PEDESTRIAN PROMENADE AND PLAZA
CHARACTER

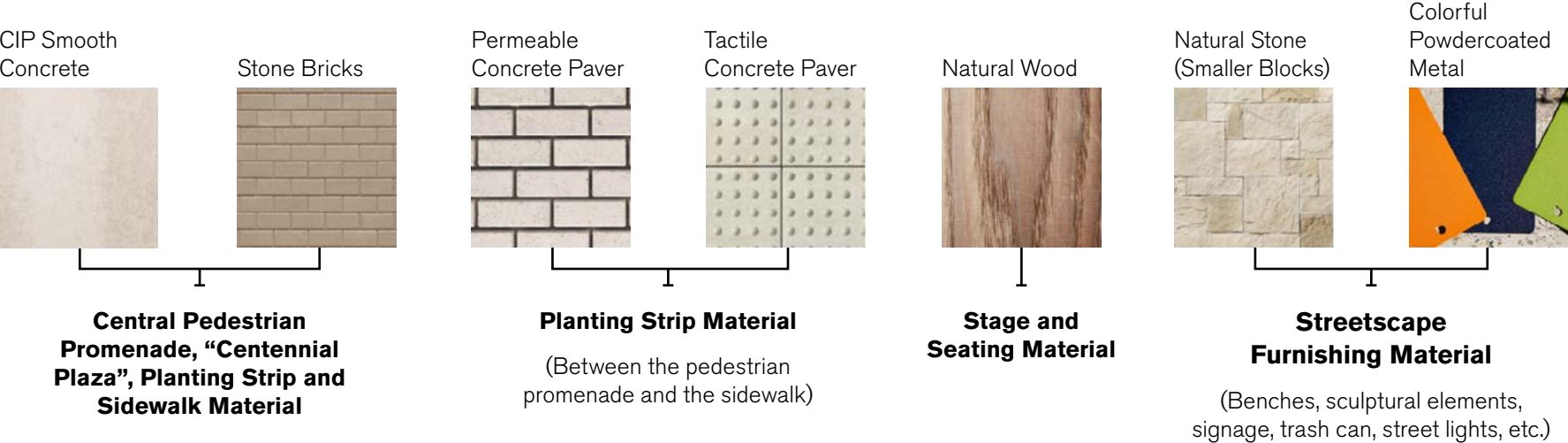
The 600, 700, and 800 blocks of Laurel Street serve as the downtown's social and business core and are distinguished by materials in warm tones and a lighter color palette, enhancing human scale and pedestrian-oriented experience of the public realm. The paving patterns incorporate greater variation to enrich the visual and tactile quality of the streetscape. Wooden elements are generously deployed into this character zone to create warm and inviting social atmosphere, highlighted by the custom benches and the pavilion structure at Harrington Park and the new plaza on the 600 Block of Laurel Street. For more detailed sample swatches and application examples, see Figure 3.29.

Plaza Character (Harrington Park, "Centennial Plaza" and New Plaza) These spaces are the center of programmed activities. They will incorporate materials consistent with those used in the Laurel Street pedestrian promenade. Detailed sample swatches and application examples are provided in Figure 3.29.

Summary of the key elements:

- **Lighting Fixtures:** Types of lighting in this segment include smart light poles with Wi-Fi hotspot and charging outlets, Catenary lights above-ground and across some dining zones and plaza spaces, illuminated bollards, and strip lighting integrated with the site furnishing.
- **General Street Trees:** *Platanus racemosa 'Roberts'* provides an attractive visual presence with its pyramidal form and dense canopy during the hot season. As California-native species, they typically establish themselves at a fast rate and provide increased resilience over time.
- **Entry Plaza Planting:** Trees like *Koelreuteria* and the *California-native Muskogee Crape Myrtle* provide nice accent color and visual interests to mark the entry points into the street.
- **Raingarden/Bioretention planting:** *Quercus gambelii* is an excellent riparian tree for the raingarden area, complimented by its golden fall foliage and high tolerance during the heavy wet-dry cycles. *Carex Pansa*, *Achillea millefolium 'Island Pink'*, *Iris Douglasiana*, and *Sesleria Autumnalis* are recommended for bioretention benefits and as pollinator garden species.

FIGURE 3.29 - MATERIAL & FURNISHING STRATEGY FOR
PEDESTRIAN PROMENADE AND PLAZA CHARACTER (600, 700,
AND 800 BLOCKS OF LAUREL STREET AND NEW PLAZAS)



Plaza Application Examples:



Mural Art



Pop Up Stores



Geometric Paving Pattern



Play Equipment



Street Pole Light

Promenade Application Examples:



Stage Canopy



Sculptural Seating

FIGURE 3.30 - PLANTING STRATEGY FOR PEDESTRIAN PROMENADE AND PLAZA CHARACTERS (600, 700, AND 800 BLOCKS OF LAUREL STREET AND NEW PLAZAS)



Western Sycamore
Platanus racemosa 'Roberts'
Along streetscape, for shade, large scale and form



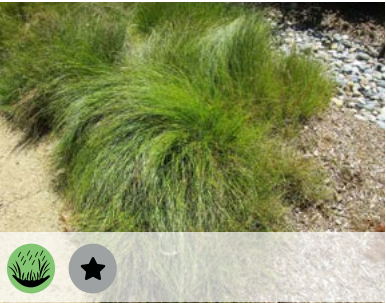
Gambel Oak
Quercus gambelii
Inside raingardens, for accent color and shade



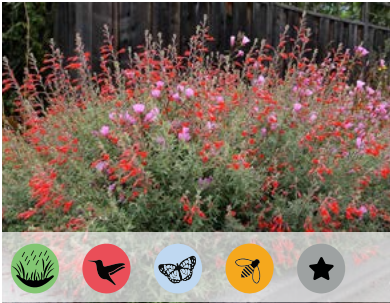
Goldenrain Tree
Koelreuteria paniculata/ *Koelreuteria elegans*
At median + entry plaza, for yellow/ pink accent colors



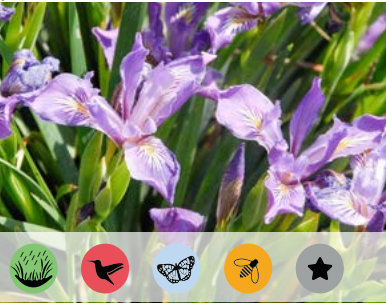
Muskogee Crape Myrtle
Lagerstroemia indica x fauriei 'Muskogee'
At median + entry plaza, for pink accent colors



Sand Dune Sedge
Carex Pansa
Inside raingardens, grove understory



California Fuchsia
Epilobium Canum 'Everett's Choice'
Inside raingarden



Douglas Iris
Iris Douglasiana
Inside raingardens



Autumn Moor Grass
Sesleria Autumnalis
Inside raingardens, grove understory

Raingarden Plants:



Pollinator Garden Plants:



California Native Plants:



MID-LAUREL AND SOLA PARKWAY CHARACTER

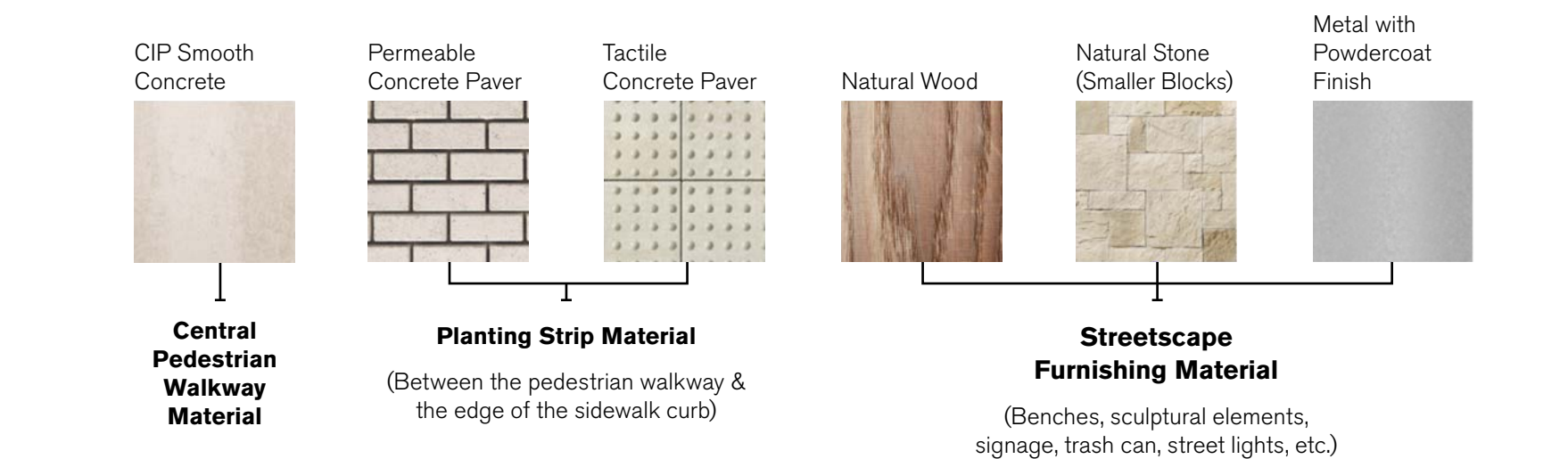
Laurel Street along the Mid-Laurel and SoLa neighborhoods will transition into the Parkway Character, utilizing an earthy, less-saturated color palette and more naturalistic materials such as drift wood to reflect the local ecological context. Detailed sample swatches and application examples are provided in Figure 3.31.

The Parkway Character focuses on diversifying the tree selections instead of having a unifying species for the entire linear planting strip. Existing trees are kept integral as much as possible, with addition of new trees where shade is lacking, or where additional planting spaces are present such as in the bulb-outs and landscape setback zones. Trees with denser canopies and unique branching structures are preferred here, better adapting to the varying landscape set back nature of the street segment while providing visual screening for the residential and mixed-use buildings.

Summary of the key elements:

- ♦ **Lighting Fixtures:** Types of lighting implemented in this segment include single-headed light poles and tree lighting to provide softer illumination, and reduced glare. Dual-headed fixtures can be selectively installed at key intersections or neighborhood entry points for enhanced visibility.
- ♦ **General Street Trees:** A mix of native oak species is proposed such as *Quercus suber*, *Quercus tomentella*, and *Quercus engelmannii* to create a diverse urban forest feel. *Platanus racemosa* "Roberts", *Aesculus California*, and *Lyonothamnus floribundus* ssp. *aspleniifolius* are proposed for landscape frontage areas.
- ♦ **Raingarden/ Bioretention planting:** Similar raingarden understory plants as specified in section 3.6.3 are deployed for resilience and habitat benefit.

FIGURE 3.31 - MATERIAL & FURNISHING STRATEGY FOR PARKWAY CHARACTER (LAUREL STREET, SOUTH OF ARROYO AVENUE)



Application Examples:



FIGURE 3.32 - PLANTING STRATEGY FOR PARKWAY CHARACTER (LAUREL STREET, SOUTH OF ARROYO AVENUE)

Mix of Native Oak Species
Quercus suber, Quercus tomentella, Quercus engelmannii
Along streetscape, for shade and form.

California Sycamore
Platanus racemosa 'Roberts'
At creek crossing, for scale and form.

California Buckeye
Aesculus Californica
Landscape frontage, for unique form and texture.

Catalina Ironwood
Lyonothamnus floribundus ssp. asplenifolius
Landscape frontage, for unique form and texture.

California Fuchsia
Epilobium Canum 'Everett's Choice'
Inside raingarden

Autumn Moor Grass
Sesleria Autumnalis
Inside raingardens, grove understory

Sand Dune Sedge
Carex Pansa
Inside raingardens, grove understory

Raingarden Plants:

Pollinator Garden Plants:

California Native Plants:

3.7 PUBLIC ART

Public art in the downtown streetscape enhances the visual appeal and identity of the area, creating a more inviting and vibrant atmosphere. It fosters community engagement by offering spaces for cultural expression and interaction, making the downtown experience more meaningful. Additionally, public art can promote local culture and history, contributing to a sense of place and pride among residents and visitors.

According to community feedback, the top three ways that the community wants to experience art throughout downtown San Carlos are through gathering spaces (88%), murals (70%), and public streetscape elements (61%). These findings highlight the community’s desire for more engaging and interactive public spaces that integrate art into the fabric of downtown.

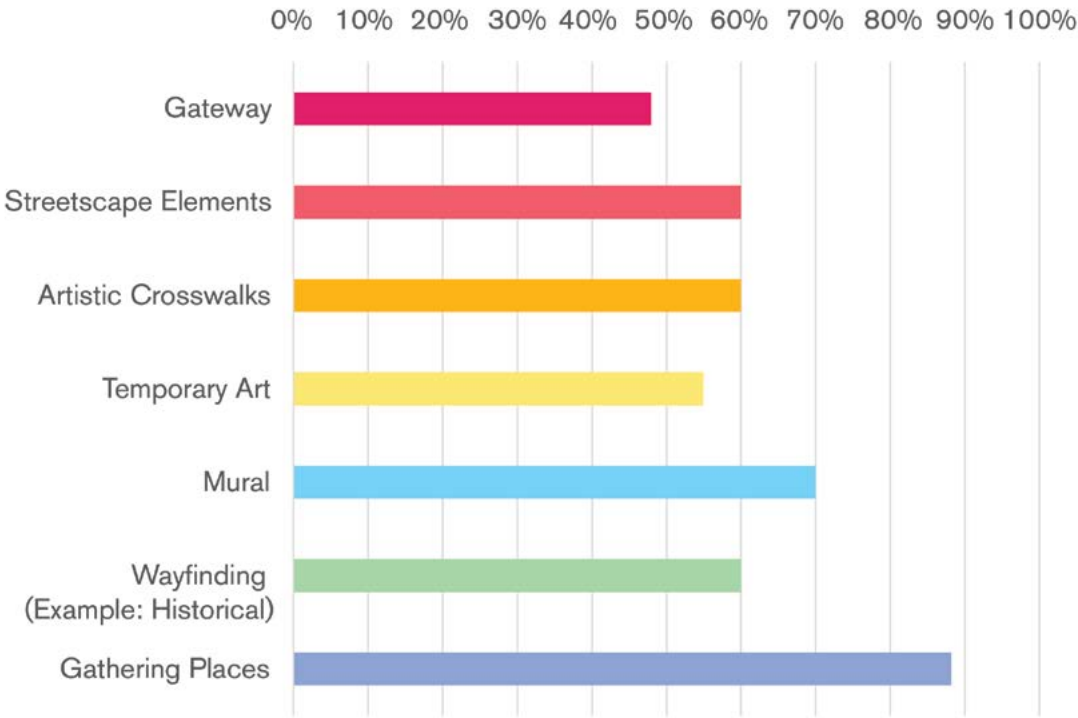


FIGURE 3.33 - ONLINE STREET CHARACTER SURVEY
RESULT – PUBLIC ART

Recommendations to integrate public art in the downtown core streetscape:

- **More Platforms for Local Artists:** The city should provide more opportunities for local artists and designers to exhibit their work in seasonal art installations throughout downtown. These flexible exhibitions will enhance the cultural vibrancy of the area while showcasing local talent.
- **Large Sculptures and Monuments:** The city should install larger sculptures and monuments at key gateways and intersections, such as the area across from the San Carlos Caltrain Station at El Camino Real and San Carlos Avenue, as well as near “Centennial Plaza” spaces. These installations can serve as significant landmarks and enhance the aesthetic appeal of these vital pedestrian-oriented areas.

- **Incorporating Cultural Elements:** The incorporation of cultural motifs, including references to the city’s sister-city concept, in public murals and surface designs can help create a welcoming and globally-minded atmosphere in downtown. These artistic interventions could be featured on walls, crosswalks, entry plazas and other urban surfaces, contributing to a more immersive and meaningful streetscape experience.

Recommended locations for public art installation:

- **Street Intersections:** Intersection at El Camino Real and the Caltrain Station, at San Carlos Avenue and Laurel Street, and at the mid-block crossing in the 900 block of Laurel Street are some of the key nodes for installation of public art such as sculptural gateway element, surface paintings on walls or pedestrian crossings.

- **Plazas and Parks:** Harrington Park in the 700 block of Laurel Street, new plaza at the 600 block of Laurel Street, or Temporary Plaza near Bianchini’s Market provide opportunities for elevated public art experience with murals, sculptures, and other painted street furnishing with cultural and ecological motifs.
- **Along Sidewalks and Pedestrian Strips:** The entire 600, 700, and 800 blocks of Laurel Street can be closed off from vehicular access on special occasions to accommodate temporary local artist exhibitions.
- **Public Art Master Plan:** Follow the City’s Public Art Master Plan and consider updates to reflect the City of San Carlos’ unique identity, promote cultural expression, and enhance the public realm by integrating art into key civic spaces, infrastructure, and community hubs.

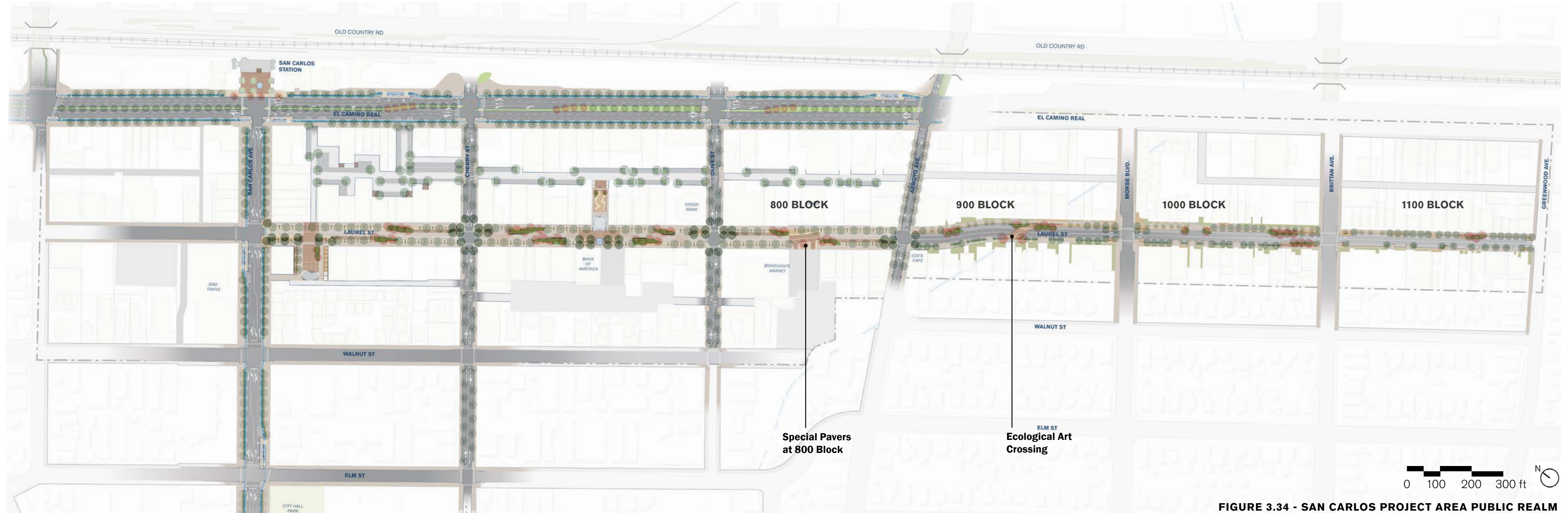


FIGURE 3.34 - SAN CARLOS PROJECT AREA PUBLIC REALM

3.8 GREEN INFRASTRUCTURE

Green infrastructure will be incorporated throughout all street segments within the Project Area to mitigate the impacts of extreme weather events and provide key environmental benefits such as passive-cooling, carbon sequestration, and rainwater interception. The overarching goal is to foster a climate-forward, sustainable future that supports all living creatures co-existing in the urban system.

The downtown core area, along the 600, 700, and 800 blocks of Laurel Street, follows the “Urban Garden Concept” featuring groves with flowering trees and raingardens. Those raingardens will both function as a passive recreation space for humans and a resilience apparatus for stormwater management. Tree grates are 5x5 feet and interconnected underground with expanded soil trenches to ensure better rainwater percolation and root growth.

The planting strips along El Camino Real will feature the same street planting pattern and strategies. Species such as ***Platanus Racemosa ‘Roberts’*** are recommended as general street trees with their structural resilience against storms and great rainwater interception capacity during the winter months.

Laurel Street in the SoLa neighborhood (the 900 block of Laurel Street and beyond) will feature raingardens with more adaptive planting palette and forms to respond to the existing landscape setbacks. Instead of separated planting cells, a continuous green strip will be applied along the street

3.9 PARKING

To effectively evaluate the potential impacts of proposed streetscape changes, a comprehensive inventory and occupancy survey of all public and private on- and off-street parking spaces in the downtown area was completed. This assessment was carried out during mid-day, early evening, and late-night hours to gauge parking demand at various times of the day, including a special survey on Thursday, Saturday, and a Sunday during the Farmer’s Market.

- ♦ **Parking Inventory:** Over 3,100 on- and off-street parking spaces, private and public, were inventoried throughout the downtown area roughly bounded by El Camino Real, Holly Street, Elm Street, and Brittan Street.
- ♦ **Occupancy Levels:** High parking occupancy levels were noted in certain areas, such as the 600 and 800 blocks of Laurel Street and the public off-street lots on the 700 block of Laurel Street. Conversely, areas like Walnut and Elm Streets, the SamTrans garage, Wheeler garage, and Caltrain lot exhibited sparse occupancy. On Thursday between 12-1 p.m., roughly 60% of all spaces were occupied, marking this as the peak parking period for the downtown as a whole.
- ♦ **Impact of Streetscape Changes:** The proposed streetscape changes will necessitate the removal of 47 on-street parking spaces on San Carlos Avenue and Laurel Street. With a current total of 1,150 on-street spaces downtown, this removal represents a 4% reduction in available parking.

- ♦ **Available Parking During Peak Hour (Thursday, 12-1 p.m.):** An analysis of peak parking demand reveals 73 empty parking spaces within one block of Laurel Street at peak hours, suggesting that sufficient parking is available for motorists, even with the removal of 47 spaces. Additionally, at least 144 empty public spaces were found in the Wheeler garage, along with another 29 spaces within the immediate Downtown core.
- ♦ **Sufficiency of On-Street Parking:** Generally, the on-street parking supply appears adequate to meet anticipated demand. However, the accompanying Downtown Specific Plan will require the incorporation of parking management strategies to optimize parking use, enhance turnover, and improve availability for various users, including employees, residents, and patrons.
- ♦ **Proposed Parking Management Strategies:** Drawing on best practices from other communities, the parking management plan will explore a range of strategies, including regulation and pricing, shared parking opportunities, new parking sites, permitting and enforcement, and parking and transportation demand management for new developments.
- ♦ **Alignment with City Policies:** The selection and implementation of these strategies will align with existing City policies, including those outlined in the General Plan, Bicycle and Pedestrian Master Plan, and Climate Mitigation and Adaptation Plan. The City is also working on updating its Transportation Demand Management requirements, along with reforms to off-street and on-street

parking regulations; the strategies in the Downtown Specific Plan align with this current work.

- ♦ **Rationale for Space Removal:** To create more sidewalk space, facilitate outdoor dining, and establish safe (protected) bicycle lanes, the removal of 47 spaces from the immediate downtown core (specifically the 1100 and 1200 blocks of San Carlos Avenue, the 600 block of Laurel Street, and the 800 block of Laurel Street) is deemed necessary. At peak parking hours, 73 empty spaces exist within one block of Laurel Street, complemented by 144 spaces in the Wheeler parking garage and another 29 spaces within the downtown core. While limited parking is available on the 600 and 800 blocks of Laurel Street and in the lots behind the 700 block, effective management strategies will be developed to promote turnover and designate spaces for those with mobility impairments. Furthermore, the addition of designated pick-up and drop-off zones will not significantly impede the implementation of the proposed street designs.

3.10 DOWNTOWN UTILITIES NETWORK

In 2022, the City initiated an assessment of existing public and private utilities within the San Carlos Downtown Specific Project Area. The assessment produced a study summarizing the general conditions, characteristics and planning level identification of potential upgrades. Existing public utilities within the Study Area include:

TABLE 3.2

OWNER	SERVICE	BASIS OF UNDERSTANDING
City of San Carlos	Sanitary Sewer and Storm Drains	GIS and Master Plan Documents
California Water Service	Water Service	Service Area Maps
Pacific Gas and Electric	Electrical and Natural Gas	Service Area Maps
Comcast	Telecommunications	Service Area Maps
AT&T	Telecommunications	Service Area Maps
Sonic	Telecommunications	Not within area but is servicing the city

POTABLE WATER

California Water Service (CalWater) has requested the City provide early information on any anticipated increase in demand to assess their system's capacity adequately. Upgrades to the system will be coordinated between CalWater and the City's planned street improvements.

WASTEWATER

The report indicates that all sanitary sewer pipelines should be increased to a minimum diameter of 8 inches, with additional upsizing needed for some lines to support future demands. The figure below is based on the City's GIS data, showing that 6- and 8-inch diameter VCP pipelines on Laurel Street generally drain either northwest or southeast toward collector sewers located on cross streets or alleys.

A 2012 wastewater study identified groundwater and stormwater intrusion into the sanitary sewer system. As such, the Downtown Specific Plan should assess the sewer system's capacity to support additional growth, especially under wet weather conditions. Notably, the 2012 study did not cover all lines within the Project Area; those evaluated are represented by dark blue lines in the Figure 3.35, while light blue lines indicate pipelines generally less than 12 inches in diameter.

The 2012 report also suggests upgrades to the collection system

along Arroyo and Brittan Avenues within the Project Area. Given current conditions, the existing 6- and 8-inch pipelines could be upsized to 8- and 10-inch pipes respectively, utilizing pipe-bursting techniques along the existing alignment.

Additionally, the City's video inspections of the wastewater pipelines and manholes was conducted in 2013, and do not reflect the current condition of the infrastructure. Conducting a thorough assessment in line with National Association of Sewer Service Companies (NASSCO) standards is recommended.

FIGURE 3.35 - 2012 WASTEWATER ANALYSIS





FIGURE 3.36 - EXISTING CITY SANITARY SEWER SYSTEM ALONG LAUREL STREET

STORMWATER

The report identifies that a portion of the Project Area, particularly near Pulgas Creek, falls within the FEMA-designated flood zones AO and AE, indicating flood risk. Key insights include:

- Existing storm drainpipes within the area vary in diameter from 12 to 18 inches, with some locally reaching 24 to 27 inches. Generally, an 18-inch diameter pipe is considered the minimum size required to manage low flow conditions. Despite this, small rain events or incidental water releases, such as utility breaks or hydrant flushes, are likely to exceed the capacity of these systems.
- It remains unclear why 18-inch diameter pipelines are inadequate for conveying low flows, as noted in the report. Additionally, the Study Area is mostly flat and at low ground elevation relative to the Bay and is subject to tidal influences and sedimentation. This results in capacity limitations in the stormwater conveyance system due to the tidal influence. However, the City of San Carlos completed a Storm Drain System Master Plan in 2017, which outlines recommended upgrades to several pipelines within the Project Area, depicted in the Figure 3.37.

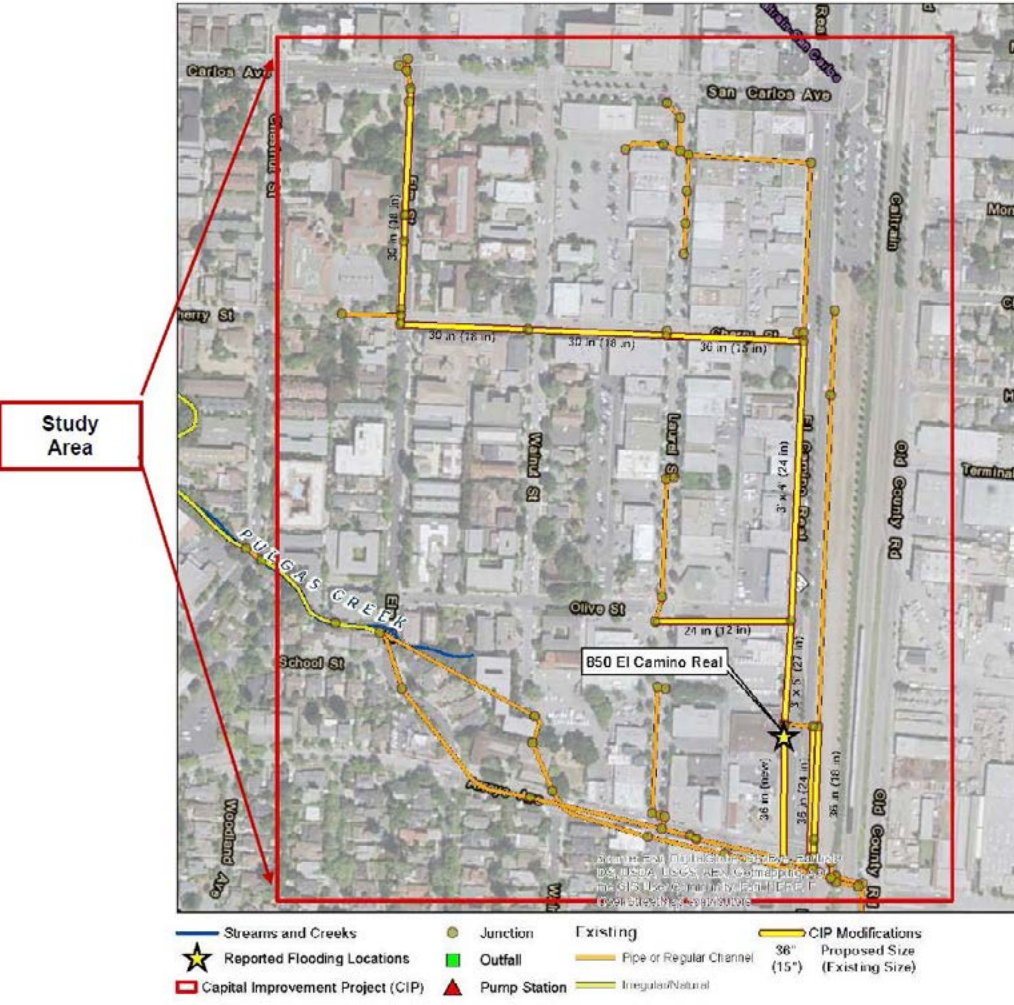


FIGURE 3.37 - 2017 STORM DRAIN MASTER PLAN PIPELINE UPGRADES WITH STUDY AREA

ELECTRICAL

This Plan calls for developing electrical infrastructure to support street lighting, convenience outlets, and EV charging stations. All street lighting will adhere to the Illuminating Engineering Society’s guidelines for roadway lighting, ensuring uniform and consistent illumination standards. The lighting will utilize LED technology with a color temperature below 3,000 K and will be designed to minimize light pollution, adhering to dark sky guidelines.

Level 2 Electric Vehicle (EV) chargers will be installed within the public right-of-way, generally operating on a 240-volt AC circuit at 40 amps and strategically placed throughout the streetscape, consideration should be given to the utilization of smart poles to limit above grade infrastructure. The City will collaborate with a charging station operator to manage and provide charging services.

The project will also install convenience outlets in plaza areas to support electrical needs for audio and video applications. Additionally, 240-volt outlets rated at 30 amps will be provided to support food vendors in designated locations.

The City will coordinate with Pacific Gas and Electric to install the main electrical services at various points within the project area, supplying feeder circuits for these electrical needs.

TELECOMMUNICATIONS

The project will provide internet access throughout the downtown area via wireless connections. This will be achieved by installing wireless repeaters on streetlights, ensuring consistent coverage with connection speeds of at least 100 Mbps.

Each repeater will connect to a single-mode fiber optic network linked to City Hall, supporting an Ethernet network operating at 10 Gbps. This fiber optic network will be connected to the City’s main internet provider at City Hall through a dedicated, physically separate network connection.

COORDINATION WITH PUBLIC UTILITIES

The Downtown Specific Plan includes coordinating with public utilities serving the Study Area to determine capacity deficiencies in anticipation of additional development. As of the writing of this Streetscape Master Plan, no models have been created for the area, therefore a qualitative assessment will be conducted in collaboration with utility providers to gain a comprehensive understanding of their needs. This information will facilitate the development of recommendations for pipeline and system upgrades, along with associated costs.

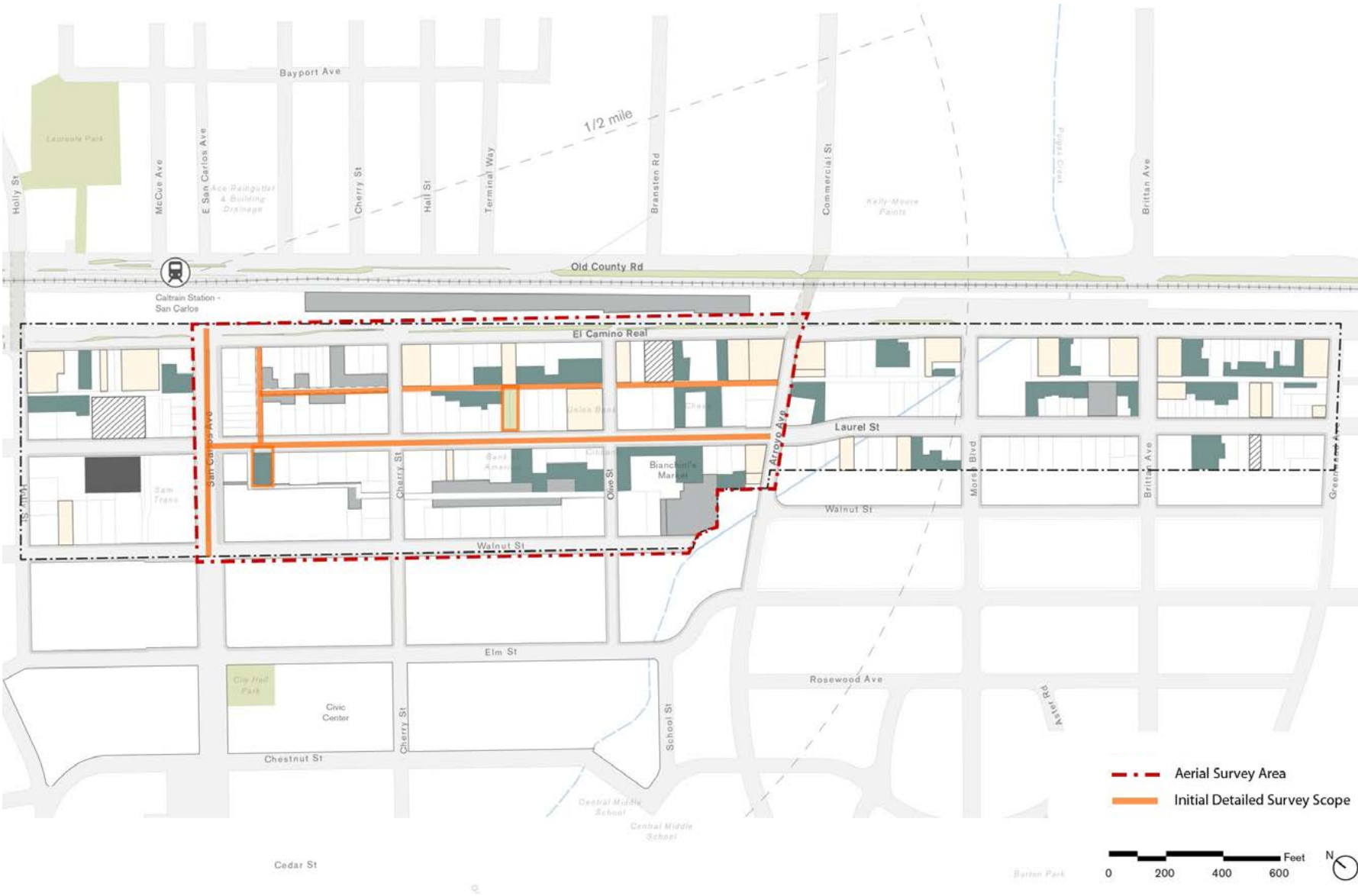


FIGURE 3.38 - ASSESSMENT OF EXISTING CONDITIONS WITHIN STREETScape AND SPECIFIC PLAN STUDY AREA

Numerous underground systems may require upgrades in conjunction with surface improvements. Understanding these needs, along with phasing and costs, is essential to ensure that streetscape enhancements are appropriately budgeted and can be implemented swiftly. Therefore, the following tasks are recommended for areas identified to receive streetscape improvements, as depicted in the sketch below.

- Coordinate with CalWater to determine which pressure zone will be appropriate for any future development within the Study area.
- CalWater has requested early notification and coordination as developments and street improvements projects are identified to determine system improvements required.
- Coordinate with PG&E to ascertain future power requirements.

3.11 RIGHT-OF-WAY AND SURVEY CONSIDERATIONS:

Book B of Maps, recorded in 1888, established the property lines within the downtown core of the Study Area. The subdivision of blocks illustrated in Book 8 of Maps, pages 25 and 26, recorded on October 7, 1912, serves as the basis for property descriptions for many parcels. Final Map 2016-01, shown in Book 140, Page 93, addresses the right-of-way along San Carlos Avenue and the 600 block of Laurel Street, while another map clarifies a portion of the right-of-way on Laurel Street's 700 block. These maps indicate that Laurel Street has a right-of-way width of 60 feet, as illustrated in the following figures.

It appears that some alleys and parking areas east of Laurel Street were recorded on the 1912 map. After reviewing property deeds, it seems these areas were expanded through dedications to the City of San Carlos during development. Limited recorded documents, such as survey records or parcel maps, were found within the Study Area, indicating that establishing the right-of-way necessitated the resolution and filing of Records of Survey with San Mateo County.

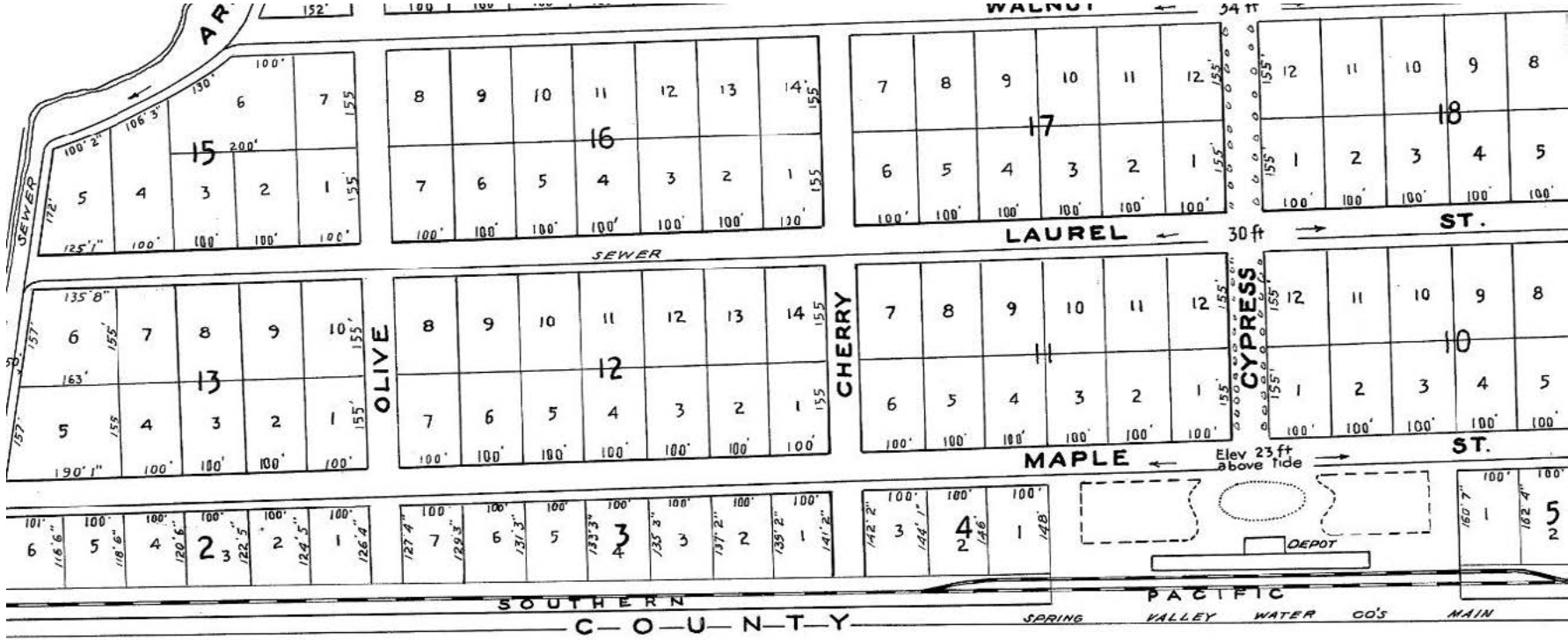


FIGURE 3.39 - A PORTION OF THE SEPTEMBER 4, 1888, BOOK B OF MAPS AT PAGE 19 ILLUSTRATING ORIGINAL PROPERTY LINES ALONG LAUREL STREET

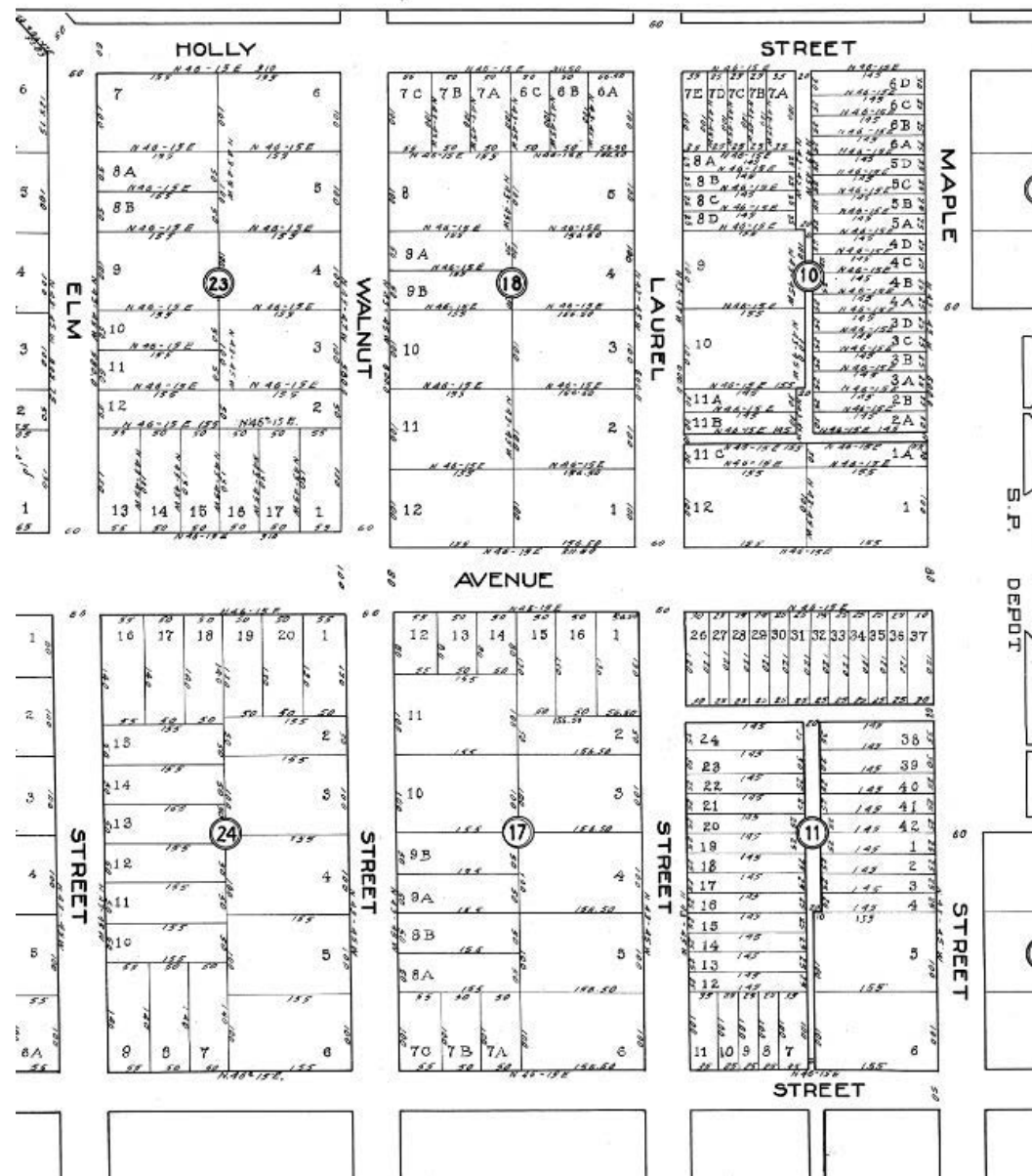


FIGURE 3.40 - A PORTION OF 1912 PARCEL MAP THAT SUBDIVIDED PARCELS AND IS THE BASIS FOR MANY PROPERTIES WITHIN THE STUDY AREA.

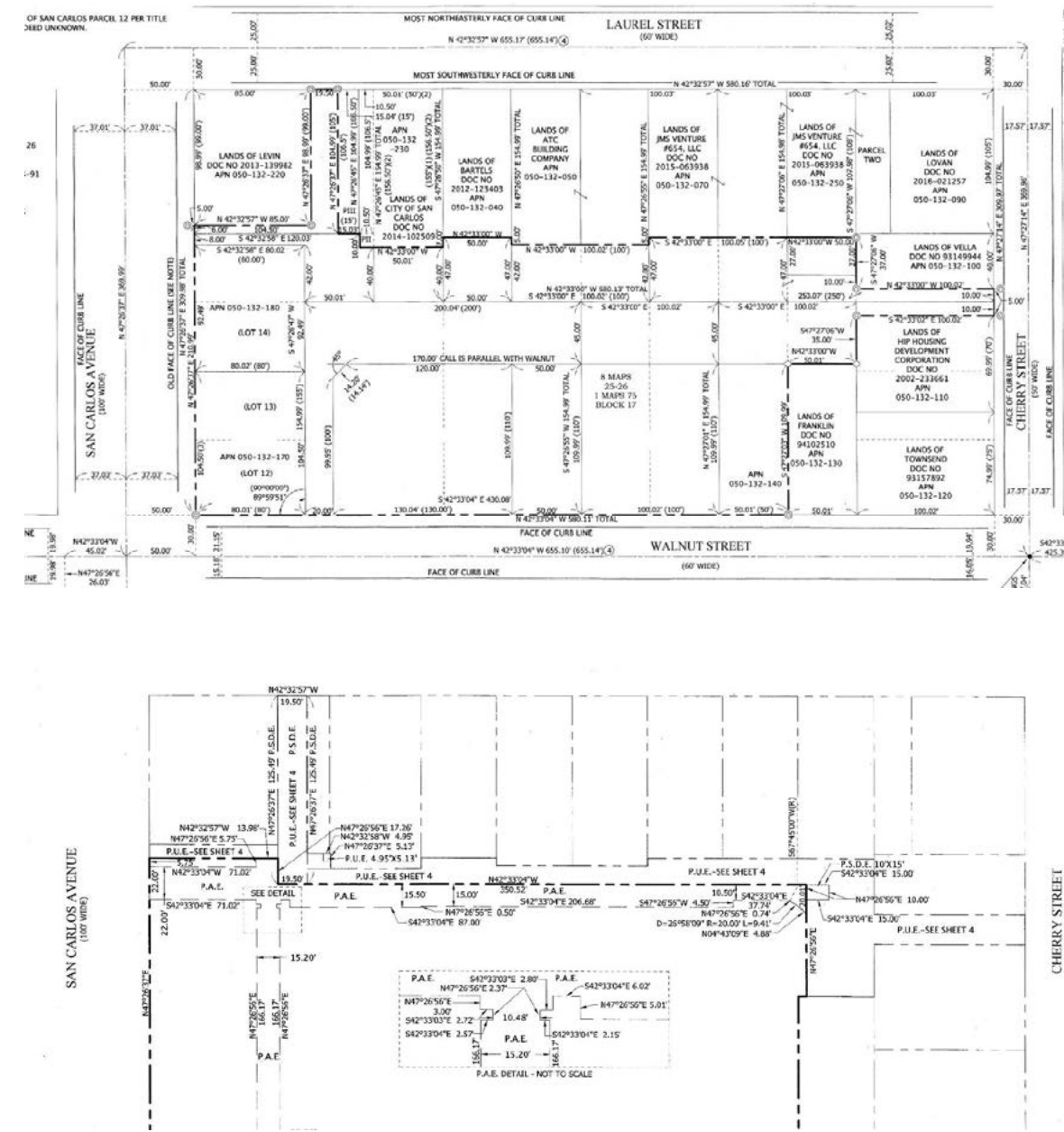


FIGURE 3.41 - EXCERPTS FROM FINAL MAP 2016-01 BOOK 140 PAGE 93 THAT ILLUSTRATE THE RIGHT OF WAY ALONG THE 600 BLOCK OF LAUREL STREET AND SAN CARLOS AVENUE.

ASSESSMENT OF EXISTING CONDITIONS
WITHIN PROJECT AREA

As a part of this assessment, the following documentation was developed to assess the existing infrastructure:

- **Topographic Data Acquisition:** Topographic data was acquired using area photogrammetry techniques based on NAVD88 and NAD83. An orthorectified photograph was obtained within the specified boundary, and detailed topography was created to illustrate the locations of buildings, sidewalks, streets, and tree canopies. This data was supplemented with field surveying to collect the building faces at key locations, as canopies may obscure their locations. If future projects progress, the collected data can be extended.
- **Right-of-Way Confirmation:** The right-of-way for the 600 and 700 blocks of Laurel Street was confirmed per the recorded final maps, and the right-of-way along the 800 block of Laurel Street will be resolved. A Record of Survey was filed with San Mateo County for this resolution.
- **Utility Systems Mapping:** As-built records of all utility systems were acquired, and their locations were plotted on the topographic map. The locations of utility infrastructure were confirmed through Underground Service Alert markings, as well as the locations of surface appurtenances within the detailed study area.

- **Infrastructure Measurement:** The rim and invert of storm drain and sanitary sewer infrastructure within the detailed study area was measured.

To complete the assessment existing infrastructure the following should be completed:

- **Video Inspection:** A video inspection of wastewater and storm drain pipelines, manholes, and inlets will be completed within the entire Project Area to document current conditions.

Once the location and phasing of the streetscape are formally defined, the City could initiate the collection of design-level topographic data for surface elevations and site features. Depending on the final surface of the street, a high-definition scan of the corridor may be recommended. Finally, identifying utilities within the project area through ground-penetrating radar and potholing is advisable.

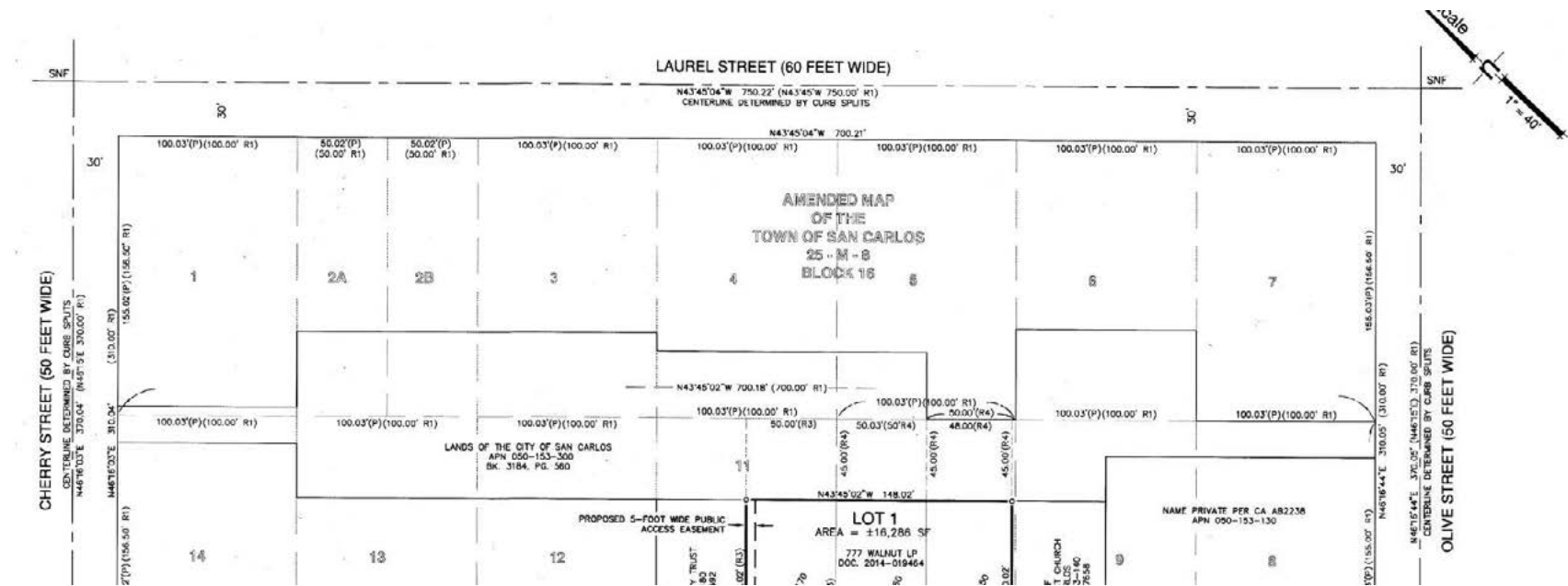


FIGURE 3.42 - EXCERPT FROM THE 777 WALNUT CREEK
CONDOMINIUMS FINAL MAP SHOWN IN BOOK 140 PAGE
61 OF MAPS ILLUSTRATING PARTIAL RESOLUTION OF THE
700 BLOCK LAUREL STREET’S RIGHT OF WAY.

3.12 WAYFINDING

The wayfinding strategy for the Downtown San Carlos Streetscape Master Plan builds upon the city's existing wayfinding project's objective to help drivers, bicyclists and pedestrians get around our city in the most efficient way possible. The signage system is proposed to help direct people to downtown, public parking, the Caltrain station and other important locations in San Carlos.

The wayfinding signage are categorized as:

- **Gateway Wayfinding**
- **Placemaking Wayfinding**
- **Pedestrian Directional Wayfinding**
- **Bicycle Directional Wayfinding**
- **Vehicular Directional Wayfinding**
- **Kiosk Directory Signs/Digital Maps**

GATEWAY WAYFINDING:

Gateway wayfinding for Downtown San Carlos is essential for creating a welcoming entry point that enhances visitor orientation, reinforces local identity, and creates a sense of arrival as people enter the heart of the city. Aligning with the gateway wayfinding project, the Streetscape Master Plan considers the gateway wayfinding typology in Figure 3.43

Gateway treatments could be introduced at the following major gateways to enhance the sense of arrival.

- In the sidewalk zone at the intersection of El Camino Real and San Carlos Avenue, a major access point to the downtown.
- In the sidewalk zone at the intersection of El Camino Real and Arroyo Avenue, a bicycle and pedestrian connector between the East-side Innovation District and the Downtown Core.
- In the sidewalk zone at the intersection of El Camino Real and Brittan Avenue, which serves as a critical connector for regional traffic and east-west bike and pedestrian pathways.

The proposed strategy for the intersection of El Camino Real and San Carlos Avenue is illustrated in Figure 3.44. A vertical monument could be introduced on the either side of the San Carlos Avenue to mark the sense of arrival into the downtown Can Carlos and beyond.

The inclusion of murals, sculptures, or thematic art at these intersections will heighten the aesthetic appeal while enhancing the functional aspect of wayfinding.



FIGURE 3.43 - GATEWAY WAYFINDING TYPOLOGY (Source: City of San Carlos Wayfinding Plan) **AND INTERACTIVE DIGITAL MAP**

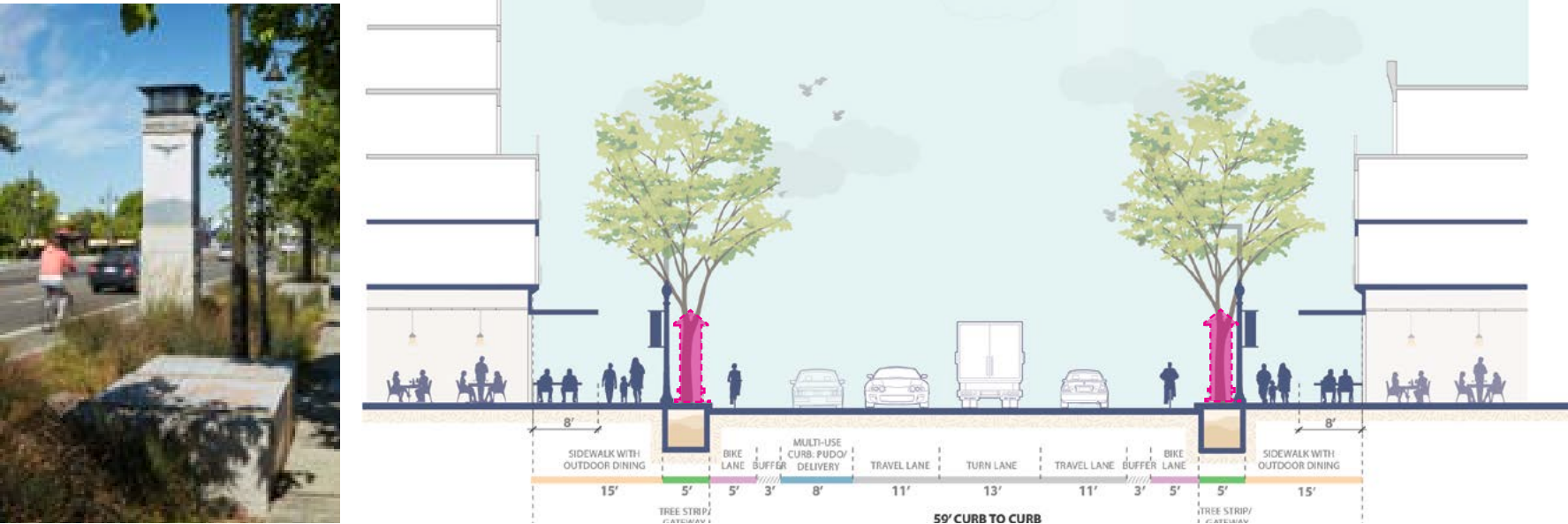


FIGURE 3.44 - GATEWAY STRATEGY FOR THE INTERSECTION OF EL CAMINO REAL AND SAN CARLOS AVENUE, A MAJOR ACCESS POINT TO THE DOWNTOWN

PLACEMAKING
WAYFINDING:

Standardized Signage for placemaking will be strategically placed throughout the downtown core to guide both pedestrians and drivers efficiently. These signs will maintain a cohesive visual language to create sense of belonging in the downtown core.

Placemaking signs, in the form of a street light pole banner are recommended at strategic locations on San Carlos Avenue, Laurel Street, Arroyo Avenue, Brittan Avenue and community destinations in the Project Area as illustrated in the Figure 3.45.



FIGURE 3.45 - PLACEMAKING WAYFINDING STRATEGY FOR THE PROJECT AREA
(Source: City of San Carlos Wayfinding Plan)

PEDESTRIAN DIRECTIONAL
WAYFINDING

Pedestrian directional wayfinding provides clear guidance for navigating key destinations, improving accessibility and enhancing the downtown experience from the pedestrian point-of-view. Strategically placed at key intersections including the intersection of San Carlos Avenue and Laurel Street, at the Caltrain station and along Laurel Street, it ensures seamless movement and easy access to major civic and recreational sites as illustrated in Figure 3.46.



FIGURE 3.46 - PEDESTRIAN DIRECTIONAL WAYFINDING STRATEGY FOR THE PROJECT AREA
(Source: City of San Carlos Wayfinding Plan)

BICYCLE DIRECTIONAL WAYFINDING

Bicycle directional wayfinding helps cyclists navigate city routes safely and efficiently, directing them to key locations like transit centers, bike parking, and popular destinations. Placed along bike lanes, intersections, and near transit hubs, these signs enhance connectivity and encourage a bike-friendly environment. As illustrated in Figure 3.47, the wayfinding projects have identified key locations to introduce the bicycle wayfinding signage.

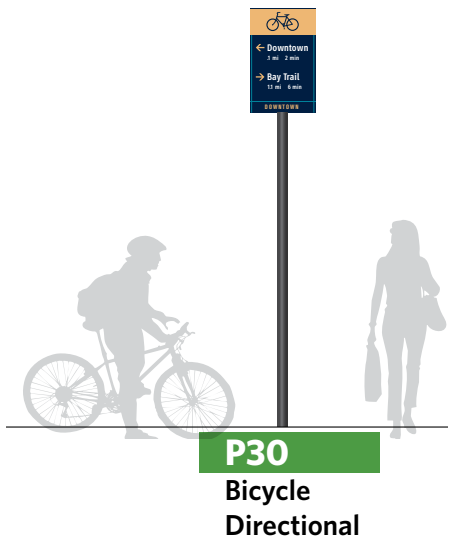
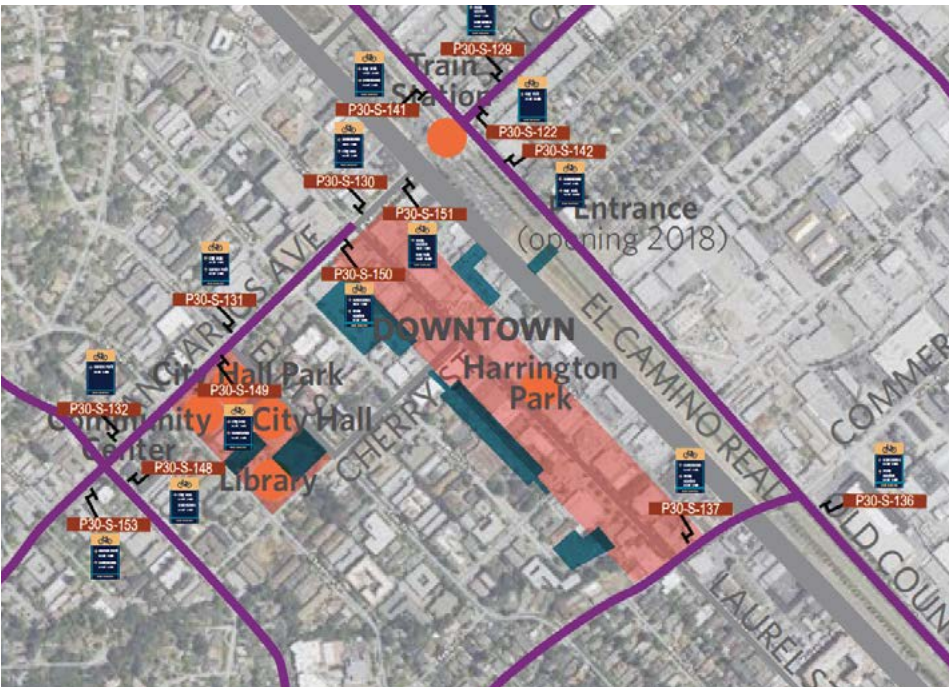


FIGURE 3.47 - BICYCLE DIRECTIONAL WAYFINDING STRATEGY FOR THE PROJECT AREA (Source: City of San Carlos Wayfinding Plan)

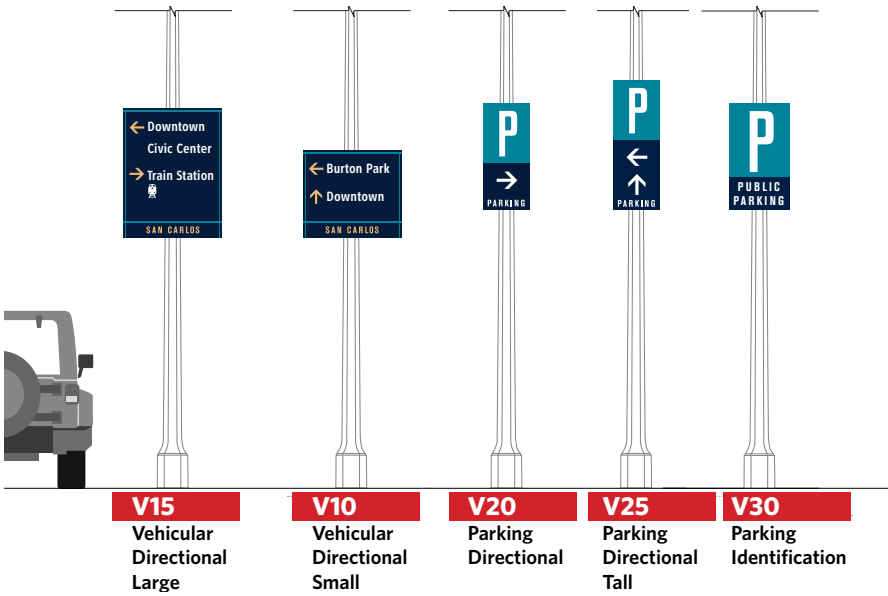


VEHICULAR DIRECTIONAL WAYFINDING

A vehicular directional wayfinding signage plan consists of three main types of signage:

- **Vehicular Directional Signage:** These signs guide drivers along roadways, helping them navigate toward specific destinations, such as points of interest or major intersections.
- **Parking Directional Signage:** These signs direct drivers to available parking areas, indicating the location of parking facilities and guiding them to these spaces.
- **Parking Identification Signage:** These signs indicate the specific locations of parking facilities, often located to mark entranceways to the parking facility.

Additionally, based on the community's feedback, the streetscape Master Plan recommends locating Parking Placement Signage. These signs indicate the specific locations of parking spaces within a facility, often designating spots for different user types, such as handicapped, reserved, or general parking. As illustrated in Figure 3.48, these signage types enhance navigation and improve the parking experience.





04

TOWARDS
IMPLEMENTATION

4.1 PHASING STRATEGY

The phasing plan to implement improvements contained in the Downtown San Carlos Streetscape Master Plan includes a strategic, step-by-step approach. Due to the scale and complexity of the project, the phasing plan is designed to minimize disruptions while ensuring continuous community access. The precise sequencing of the phases will be decided by the San Carlos City Council, however, to inform that discussion, an initial phasing plan is presented in Figure 4.1.

Each phase in these alternatives focuses on targeted zones within the downtown core, prioritizing areas based on factors such as pedestrian flow, infrastructure needs, and budgetary considerations. This phased approach allows for flexibility and adaptation as the project progresses, ensuring that the improvements align with the long-term vision for the area. Key phases, mapped across different streets, aim to gradually enhance the downtown core, these phases are:

- ♦ **Phase 1A – Harrington Park:** Improvements to enhance its usability and attractiveness, complementing the new pedestrian plaza and providing a platform for performances and public gathering to increase multi-purpose usage of the park.
- ♦ **Phase 1B - 700 block of Laurel Street:** Initial improvements focused on creating a pedestrian plaza, aligning with the city’s strategy for increased walkability in downtown.
- ♦ **Phase 2 – 600 Block East Alley Parking Improvements:** Reorganization of alleyways and parking spaces for improved parking efficiency, flow, and pedestrian experience. This phase also includes infrastructural improvements including installation of EV charging stations.
- ♦ **Phase 3 - 600 Block Laurel Street and the New Plaza:** Further improvements on Laurel Street to extend the cohesive streetscape design strategy and continue the pedestrian-friendly experience in the downtown core. This phase also includes improvements at the new plaza to create a vibrant public space by introducing a performance space, gathering spaces and pop-up markets.
- ♦ **Phase 4 - San Carlos Avenue 1100 and 1200 Blocks:** Improvements to introduce the Civic character as discussed in

Chapter 3, to make San Carlos Avenue a welcoming complete street for all.

- ♦ **Phase 5 - 700 and 800 Block Alleyways:** Reorganization of alleyways and parking spaces for improved parking efficiency, flow, and pedestrian experience. This phase also includes infrastructure improvements including installation of EV changing stations.
- ♦ **Phase 6 – 800 Block Laurel Street:** Improvements on Laurel Street to extend the cohesive streetscape design strategy as introduced in Phase 1B and continue the pedestrian-friendly experience in the downtown core.
- ♦ **Phase 7 – Arroyo Avenue:** Improvements to Arroyo Avenue to support an enhanced pedestrian experience, bicycle connections and on-street parking.
- ♦ **Phase 8 – Olive Street:** Improvements to Olive Street to support an enhanced pedestrian experience, bicycle connections and on-street parking.
- ♦ **Phase 9 – Cherry Street (between El Camino Real and Walnut Street):** Improvements to Cherry Street to support an enhanced pedestrian experience, bicycle connections and on-street parking.

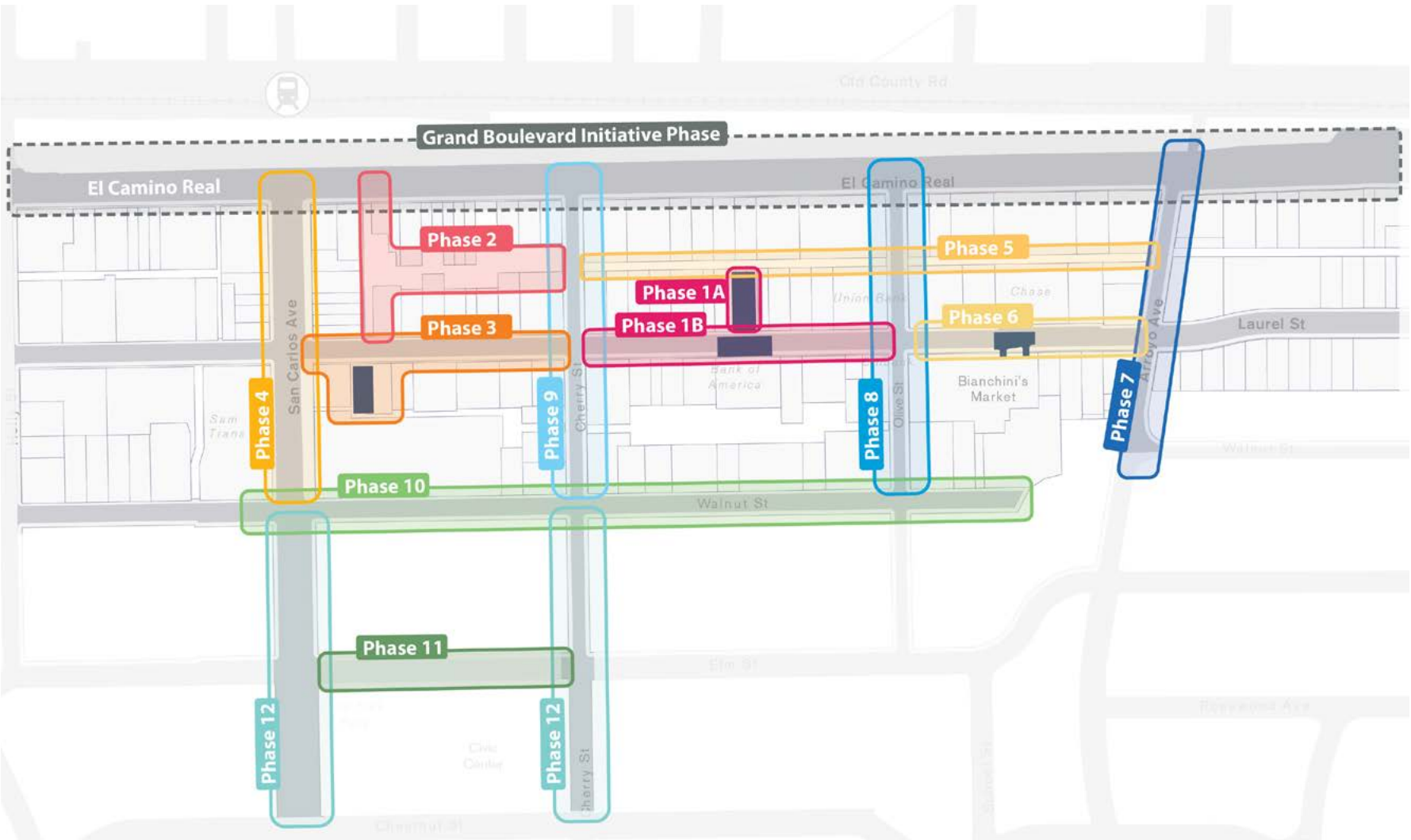
- ♦ **Phase 10 – Walnut Street:** Improvements to Walnut Street to support an enhanced pedestrian experience, bicycle connections and on-street parking.

- ♦ **Phase 11 – Elm Street:** Improvements to Elm Street to support an enhanced pedestrian experience, bicycle connections and on-street parking. Additionally, this phase will include the introduction of a crosswalk connecting City Hall to the pedestrian paseo leading to Walnut Street and through the arched walkway out to the new plaza at the 600 block.

- ♦ **Phase 12 – San Carlos Avenue 1300 and 1400 Blocks and Cherry Street (Between Walnut Street and Chestnut Street):** Improvements on the 1300 and 1400 blocks of San Carlos Avenue to introduce the Civic character as discussed in Chapter 3, to make San Carlos Avenue a welcoming complete street for all. Simultaneously, improvements will introduce pedestrian-bicycle friendly character on Cherry Street between Walnut and Elm Street.

- ♦ **Grand Boulevard Initiative Phase:** The City should continue to collaborate with SamTrans, who is overseeing the Grand Boulevard Initiative. San Carlos will implement transformation of El Camino Real through alignment of policies and plans, and develop an Action Plan and coordinated Project Initiation Document.

FIGURE 4.1 - INITIAL PHASING STRATEGY



4.2 FUNDING STRATEGY

Implementing the Streetscape Master Plan for the downtown is crucial for transforming the city's downtown core into a vibrant, well connected and pedestrian-friendly realm that meets the multi-modal goals and serves residents, businesses, and visitors alike. However, realizing this vision hinges on securing adequate funding to cover design, construction, and long-term maintenance costs. Without the necessary financial support, the transformative potential of the Streetscape Master Plan could remain unrealized, delaying improvements that would significantly enhance the quality of life in downtown San Carlos.

Table 4.1 shows the approximate budgets needed to implement all phases of the plan. These phases would be implemented over a long-term program as prescribed by the San Carlos City Council.

Funding is essential not only for aesthetic upgrades, such as aspects associated with visual and pedestrian experience, but also for critical infrastructure improvements with underground utilities. Moreover, addressing environmental sustainability through the incorporation of green infrastructure, such as stormwater management systems, adds further financial demands. Given the breadth of the Master Plan's scope, securing multiple funding sources will be key to ensuring the project's success without placing undue strain on local budgets.

TABLE 4.1
DRAFT IMPLEMENTATION COST ESTIMATES FOR EACH PHASE

PHASE	STREET	DESIGN COST	2024 CONSTRUCTION COST	ENGINEERING	2024 DEVELOPMENT COST
0	El Camino Real (Holly to Arroyo) *	\$1,379,232	\$13,792,323	\$2,068,848	\$17,240,403
1	Laurel Street - Cherry to Olive Street (700 Block)	\$813,037	\$8,130,370	\$1,219,556	\$10,162,963
1.1	Harrington Park (700 Block)	\$370,771	\$3,707,706	\$556,156	\$4,634,632
1.2	Alley Parking Improvements	\$24,460	\$244,600	\$36,690	\$305,750
1.2	Wheeler Parking Garage Improvements	\$8,594	\$85,938	\$12,891	\$107,422
2	East Alley - San Carlos to Cherry	\$574,014	\$5,740,144	\$861,022	\$7,175,180
3	Laurel Street - San Carlos to Cherry (600 Block)	\$756,440	\$7,564,403	\$1,134,660	\$9,455,504
3	New Plaza (on 600 Block)	\$263,052	\$2,630,524	\$394,579	\$3,288,156
4	San Carlos Avenue - El Camino Real to Walnut Avenue	\$710,908	\$7,109,080	\$1,066,362	\$8,886,350
5	East Alley - Cherry to Arroyo	\$374,067	\$3,740,667	\$561,100	\$4,675,834
6	Laurel Street - Olive to Arroyo (800 Block)	\$579,507	\$5,795,067	\$869,260	\$7,243,834
7	Arroyo - El Camino Real to Walnut	\$308,636	\$3,086,360	\$462,954	\$3,857,950
8	Olive - El Camino Real to Walnut	\$467,403	\$4,674,029	\$701,104	\$5,842,537
9	Cherry Street - El Camino to Walnut	\$530,804	\$5,308,036	\$796,205	\$6,635,045
10	Walnut Street	\$930,813	\$9,308,131	\$1,396,220	\$11,635,164
11	Elm Street	\$706,830	\$7,068,299	\$1,060,245	\$ 8,835,374
12	Cherry Street - Walnut to Chestnut	\$286,770	\$2,867,704	\$430,156	\$3,584,630
12	San Carlos Avenue - Walnut to Chestnut	\$397,272	\$3,972,720	\$595,908	\$4,965,900
	TOTAL	\$9,482,610	\$94,826,103	\$14,223,915	\$118,532,628

* Depends on coordination with Caltrans and funding availability.

POTENTIAL FUNDING AND GRANT OPPORTUNITIES:

There are several state and federal grants available that could provide critical funding for the San Carlos Streetscape Master Plan:

- **Sustainable Communities Grant:** This grant is offered by the California Department of Transportation (Caltrans) and is designed to support projects that promote sustainable transportation and livable communities. The Streetscape Master Plan’s focus on improving pedestrian and cyclist infrastructure aligns well with the goals of this grant.
- **Caltrans Transportation Planning Grant:** Caltrans also offers grants specifically for transportation planning, which could help fund the early stages of streetscape design, including studies on traffic flow, pedestrian access, and safety improvements.
- **Streets for All Grant:** This grant supports projects aimed at creating safer, more accessible streets for all users, including pedestrians, cyclists, and public transit riders. Given the Streetscape Master Plan's emphasis on multimodal transportation and complete streets, this funding could provide essential support for implementation.
- **Active Transportation Program (ATP):** Administered by Caltrans, the ATP is focused on increasing walking and biking through safe infrastructure. The Streetscape Master Plan’s pedestrian-friendly design, bike lanes, and traffic calming measures make it a strong candidate for this grant.
- **Federal Infrastructure Funding:** As part of broader infrastructure initiatives, federal funding opportunities may be

available, especially in programs focused on urban revitalization, sustainable infrastructure, and climate resilience. Examples include the BUILD (Better Utilizing Investments to Leverage Development) Grant and potential funding through the Infrastructure Investment and Jobs Act (IIJA).

- **Green Streets and Stormwater Management Grants:** Programs such as the California Urban Greening Grant could be leveraged to integrate environmental sustainability features, like permeable pavements and green stormwater infrastructure, into the streetscape design.
- **Municipal Bonds:** In addition to state and federal grants, the City of San Carlos could issue municipal bonds as a potential source of funding to finance large-scale infrastructure projects such as streetscape improvements. By spreading the costs over a long period, the City can mitigate the financial impact on its budget while accelerating the implementation of the Streetscape Master Plan.
- **The One Bay Area Grant (OBAG):** This grant is administered by the Metropolitan Transportation Commission, providing local communities with funding to enhance transportation infrastructure, including bicycle and pedestrian improvements. This grant supports projects that promote safer, more accessible, and sustainable mobility options across the region.

By exploring and applying for a combination of these funding opportunities, the City of San Carlos can secure the financial resources needed to implement the Streetscape Master Plan, creating a downtown area that is more equitable, vibrant, economically vital, sustainable, and livable for all.



**CITY OF
GOOD
LIVING**
SAN CARLOS

**DOWNTOWN
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