

Add to streetscape survey...

Mark Bauhaus Voter and Patriot [REDACTED]

Tue 8/6/2024 5:50 PM

To: AdvancePlanning <AdvancePlanning@cityofsancarlos.org>

External Sender - From: (Mark Bauhaus - [REDACTED])[Learn More](#)

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Hi guys,

Thanks for asking for downtown plan input. But the San Carlos downtown streetscape survey was very limited so I have a few other more important comments:

- Besides zero ugly gray concrete (instead we should favor stone or brick warm colors or warm colored and textured concrete if necessary)... what about warm colored wall colors too?
- As important as materials, an essential Laurel and side street element is to ADD CURVES. The best downtowns make paths and streetscape elements wavy, curvy, and winding rather than linear, straight, and boring. So curve it up!! Vertically and Horizontally to make the space enjoyable.
- An essential streetscape element is favored, close-to-retail, safe bicycle and e-bike parking with safe routes to downtown. I don't see this represented yet it must be designed in. Ebikes are expensive, have fat tires and frames & therefore need better-than-normal lockable and camera-ed parking areas. If we want to increase people (shopper) traffic while incentivizing leaving cars behind more often, build ebike and bike accessibility into the plans as a 1st tier objective of street design and streetscape elements. I am not seeing this yet; it's a tragic afterthought in the plans so far.

Thanks!

Mark Bauhaus

30 year resident and frequent downtown visitor preferring walking/biking 80% of time.

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8edb62e47bb4b0d5d23b7

Fwd: Feedback on Downtown Design Proposal

Peter Hartzell [REDACTED]

Thu 7/11/2024 5:52 PM

To: Janet Castaneda <jcastaneda@cityofsancarlos.org>; Kristen Clements <kclements@cityofsancarlos.org>; Ellen Garvey <egarvey@cityofsancarlos.org>; Jim Iacoponi <jiacoponi@cityofsancarlos.org>; David Roof <droof@cityofsancarlos.org>; Andrea Mardesich <amardesich@cityofsancarlos.org>; AdvancePlanning <advanceplanning@cityofsancarlos.org>

External Sender - From: (Peter Hartzell

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<[REDACTED]>

This message came from outside your organization.

Planning Commission and Staff,

Thank you for receiving the attached previous email. I'm hopeful its content was useful as you continue to shape the plans for our downtown.

I've since visited Boulder, Colorado and continue to think about the challenges of our downtown. Here are several additional ideas for your consideration:

1. Boulder's Pearl St. Mall offers a good, mature example of bringing trees and various elements into the street area of the pedestrian walkway.

Children's play areas with natural rocks and animals upon which to climb. I saw this attracting young families to the downtown -- parents and grandparents talking or drinking a coffee at a nearby table.



This is a set of water fountains that shoot up randomly and attract kids -- especially when it gets hot.



Here is an example of the eating areas. They fit in with the plaza nicely and bring more energy from the restaurants nearby. A Spanish restaurant had a Tuesday night Paella special and the paella was being cooked out in an area next to their outdoor dining. This brought fragrances and energy which was good for the restaurant but also contributing to the overall plaza area.

 image.png

2. Leveling the street so there is no "sidewalk"

By making the whole area between one storefront and the other level (in this case with bricks) it makes all of the area usable and gives a great sense of space. I'm sure Pearl Street is wider than

Laurel St., but by creating this big wide area it made it feel like a square or plaza, not just a walking street that has been closed off. Not also the plantings and features. They make it harder for a parade to march down, but there is room for service vehicles and the resulting variety of view lines and features is lovely.



3. Alleys and driving traffic to stores behind the stores.

In my previous email I was concerned with how the alleys going to the east (toward the back of the ECR stores) will be hard to make attractive and encourage the feeling like the downtown is beyond Laurel Street. I have two suggestions:

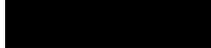
a. Name the Alleys. This gives a chance to elevate them to "real" status. Also a chance for new naming. San Francisco has done a nice job of bringing local figures into the public view by naming alleys after them -- Herb Caen, Dashell Hammet, etc.

b. Allow the shops in/ beyond the alleys to put up signs featuring their existence, sales, items, etc. The one in this picture is boring but it shows the idea. With a good design of the signs pedestrians will get the feeling of the larger downtown and hopefully, eventually venture down the alleys to visit the other shops and thus pull together the broader downtown.



Thanks for considering my input.

Regards, Peter Hartzell



----- Forwarded message -----

From: **Peter Hartzell** <[redacted]>

Date: Thu, May 30, 2024 at 9:09 AM

Subject: Fwd: Feedback on Downtown Design Proposal

To: <jcastaneda@cityofsancarlos.org>, <kclements@cityofsancarlos.org>, <egarvey@cityofsancarlos.org>, <jiacoponi@cityofsancarlos.org>, <droof@cityofsancarlos.org>, <amardesich@cityofsancarlos.org>

Planning Commission and Staff,

Thank you very much for the open meeting on Monday, May 20th.

On reflection after the meeting I have two recommendations for the process outlined for the weeks and months ahead as the designs and implementation plan are finalized.

1. Think boldly about how to create a central feature in the 700 block of Laurel.

I am excited by the idea of permanently closing off the 700 block to traffic and using the Harrington Park axes for a central feature to the downtown. Upon reflection I encourage San Carlos to think boldly about how such a feature could add to the cohesion of downtown and become a draw in and of itself that reinforces the attractiveness of San Carlos, for residents and for visitors. Consider the great downtowns of Europe. Often they feature a fountain or statue or obelisk. In the best cases this becomes a meeting or gathering place. Around it often are chairs or tables or it is in itself a place to sit. Good examples are:

Piazza del Popolo in Rome



Trafalgar Square, London



The Chicago Bean



Arguably, San Carlos is not London or Rome or even Chicago. However, no other peninsula city has such a feature in its downtown that is, in and of itself, an attraction to visitors. Stanford has the Old Union Fountain, White Fountain and clock tower which are examples of features.

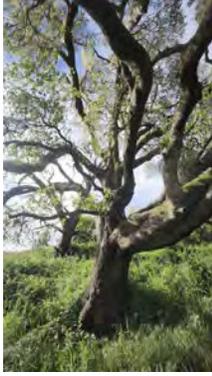


In San Carlos, I suggest the designers consider:

- Something on the scale of the Old Union Fountain, although with an oval base versus a square to correspond with the space and linear lines of the street.
- Raising it off the grade level to provide focus and attention and allow seating at/on the base and (as mentioned in the presentation) at public cafe tables around its base.
- It expressing an organic nature. This is to correspond with our times -- organic, natural, respect for our environment -- as well as to connect with the tree-inspired street names of our downtown.

Here are some examples to consider/inspire:

Wouldn't it be wonderful to have a tree with expressive personality and seasonal changes with bright green leaves in the spring and empty branches in the winter?



Or, given that the street is named "Laurel" a native Bay Laurel tree. The designs shared in your meeting included ideas for new trees and lighting. Maybe it is possible to simulate the feeling of the waving trunks of a Bay Laurel forest through the design of the light fixtures and trees along the 700 block. A mature Bay Laurel could also be the feature ... there are some wonderful inspiring examples in Pulgas Ridge and along the Sawyer Camp Trail.



Or, if the maintenance of a signature tree is deemed challenging, a sculpture with organic properties and on the scale of a tree is an option.

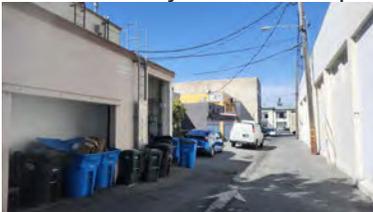


2. Include in the plan improved aesthetics in alleys that run between and behind Laurel and El Camino.

The design proposal was mainly focused on Laurel St. itself with traffic routing, widening sidewalks, accommodating bicycles, new tree plantings, parallel vs. angle parking, etc.. However, the larger concept was to make a cohesive downtown area including the alleys running parallel to Laurel and out to El Camino. It is my experience that the El Camino retail stores are isolated from downtown. It is hard to park in front of them and they have no presence facing the alley between them and Laurel Street. An exception is **Mints and Honey** (and to a lesser degree Plantation Coffee or Gourmet Haus Staudt/Beer Garden on Broadway in RWC) which has an entrance and inviting signage on both its alley and El Camino sides. While ultimately, it seems it will be up to the building owners and retail stores to decide if and how to attract customers from their alley entrances, I encourage the city's design work to find ways to encourage this connectivity.

The challenges I foresee needing to be addressed are:

- a. Handling the trash containers and cleanliness at the back end of any properties that back onto the alleys. For example, the wide alley running south of House of Bagels



could be an inviting walking path to El Camino (The Carlos, retailers, San Carlos Bar and Grill) or in the 700 block the alley next to Donna's Hallmark shop



or Harrington Park to access Rita's or Mountain Mike's Pizza. But today, these alleys are off putting with exposed trash containers, imposing tall walls and "employee only" entrances.

- b. Continuity of signage, pavers, plantings and lighting that visually connect Laurel with the alleys and El Camino.
- c. Encouraging the landlords/retailers to feature signage, outdoor patios, trees/plantings on the alley facing side of their businesses.
- d. Parking and delivery access in the alley's is important to the store employees but less appealing to the pedestrians using these areas as access the "whole" downtown.

To make the downtown "whole" and encourage more traffic to El Camino retailers, attention to these connections should be considered in the overall plan. Maybe the best approach is to pick one connection ... say Harrington Park ... and extend it back through the alley to create a park and beer garden-esque space linking to the back of what is now Mountain Mike's. Maybe food trucks and other retailers can occupy this "secret garden" area of downtown and it will become an attraction adding to the two dimensions of the downtown grid.

Thank you for your consideration of these suggestions.

Regards,
Peter Hartzell

[Redacted]

Resident since 2004

--
[Redacted]

--
Peter D. Hartzell
[Redacted]

Materials for tonight's meeting re: street designs

Dan Mueller <[REDACTED]>

Tue 9/3/2024 3:47 PM

To: AdvancePlanning <AdvancePlanning@cityofsancarlos.org>

Cc: Julie Lubetkin <jlubetkin@cityofsancarlos.org>; Cecile Lee <clee@cityofsancarlos.org>; John Durkin <jdurkin@cityofsancarlos.org>; Tony Chao <tchao@cityofsancarlos.org>; Robert Bollier <rbollier@cityofsancarlos.org>

External Sender - From: [REDACTED]

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Hi,

I look forward to attending tonight's meeting.

For your consideration, please see my Public Comment and related materials below.

This email includes Example Graphics, which would not be practical for review under the format and time limit provided for the live and online meetings.

Thank you for your consideration.

Dan

----- PUBLIC COMMENT -----

I do not believe the current proposal will result in the distinctive, safe, and attractive city we all would like to see. Overall, it appears that highly skilled artists that have a trained eye have not been involved with the planning to date. For example, the mural next to Bianchini's is very loud, very bold, and a great fit for the San Francisco Mission District, but not a fit for San Carlos. We should have a sophisticated approach, like Palo Alto's famous mural art by Greg Brown, and most certainly we should have already depicted the Chickens Ball in keeping with the history and uniqueness of San Carlos.

Of related importance, there appears to be no enforcement of the rules that are meant to keep the current & planned improvements attractive, nor the community safe. In the portion of Laurel Street walled off from cars, bikes zip up and down the street, doing wheelies at high speeds almost knocking over pedestrians, smoke and vape is present in violation of the related ordinance, and dogs are doing their business with only the occasional upkeep by owners. Of note, in Japan, dog owners carry water bottles to rinse off the places where their dogs urinate, which tones down the unpleasant smell - a practice we would do well to adopt. The issues I bring to your attention in this regard do not make for "Good Living," as "Good Living," unfortunately, requires enforcement.

In short, to meet our goals, we would do well to aim for the bar set by downtown Burlingame in terms of street materials and application, Walnut Creek in terms of attractive sculptures, geometric seating, and enforcement, Palo Alto in terms of murals, Vancouver in terms of attractive street light plants, and I implore you to review the document I sent in to the AdvancePlanning email address for a whole host of references to improve San Carlos in ways that better meet the objectives. And I implore you to not go with your own senses, but to hire exceptional artists that have been involved with great works to help finalize decisions. As it was said "we can't go back and make a new start, but we can start now to make a brand new ending."

MATERIAL PALETTE

1. CIP Smooth Concrete

Functional but boring. Reference downtown Burlingame to make attractive.



2. Permeable Concrete Paver

This is currently used in Redwood City to poor effect. **Do Not Use (not attractive).**

Attractive Examples:

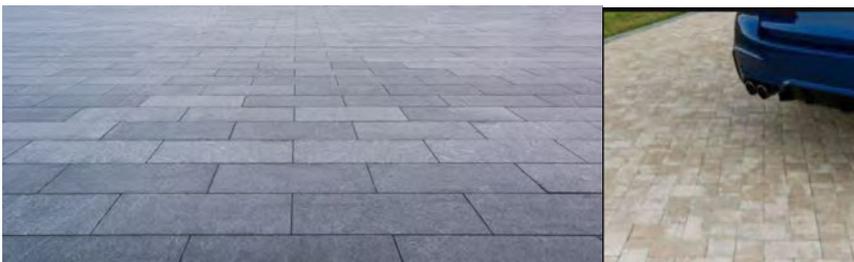


MATERIAL PALETTE: Pedestrian Promenade Character

2. Stone Bricks

These look terrible. Reference how bad these look in Redwood City. **Do Not Use (not attractive).**

Attractive Examples:



3. Permeable Concrete Paver

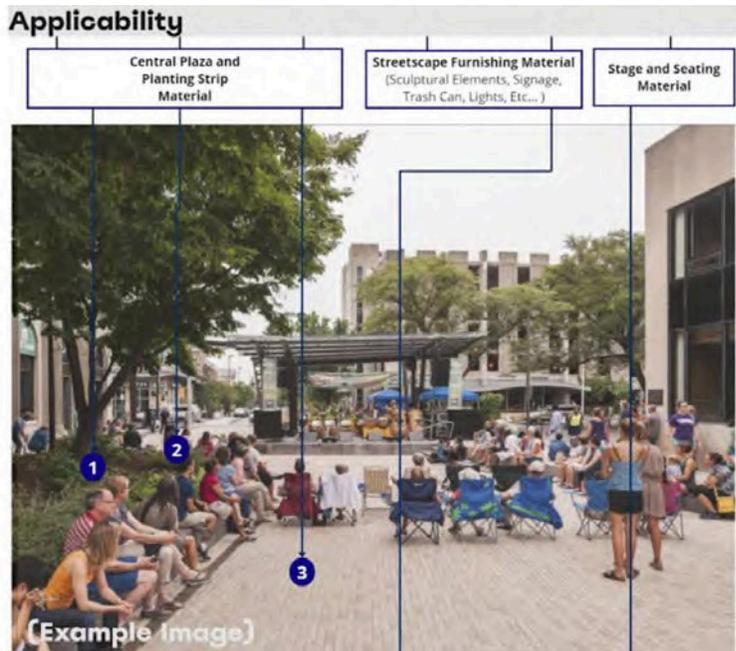
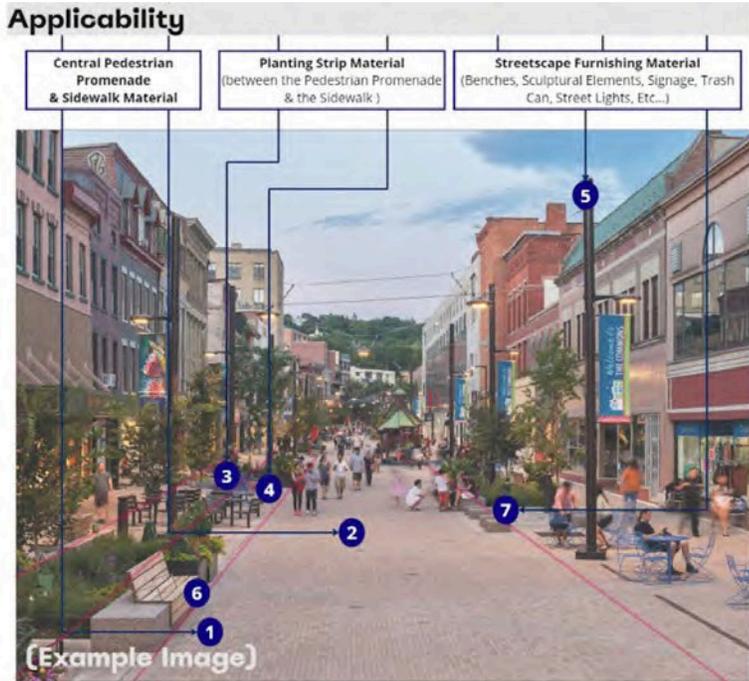
Extremely ugly. This is currently used in Redwood City to poor effect. **Do Not Use (not attractive).**

See Examples Above

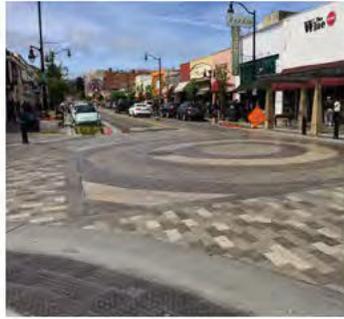
Applicability

Hire professional artists to assist in making decisions that result in being distinctive & **attractive**.

Example provided is extremely ugly and poorly designed.



Attractive Examples:



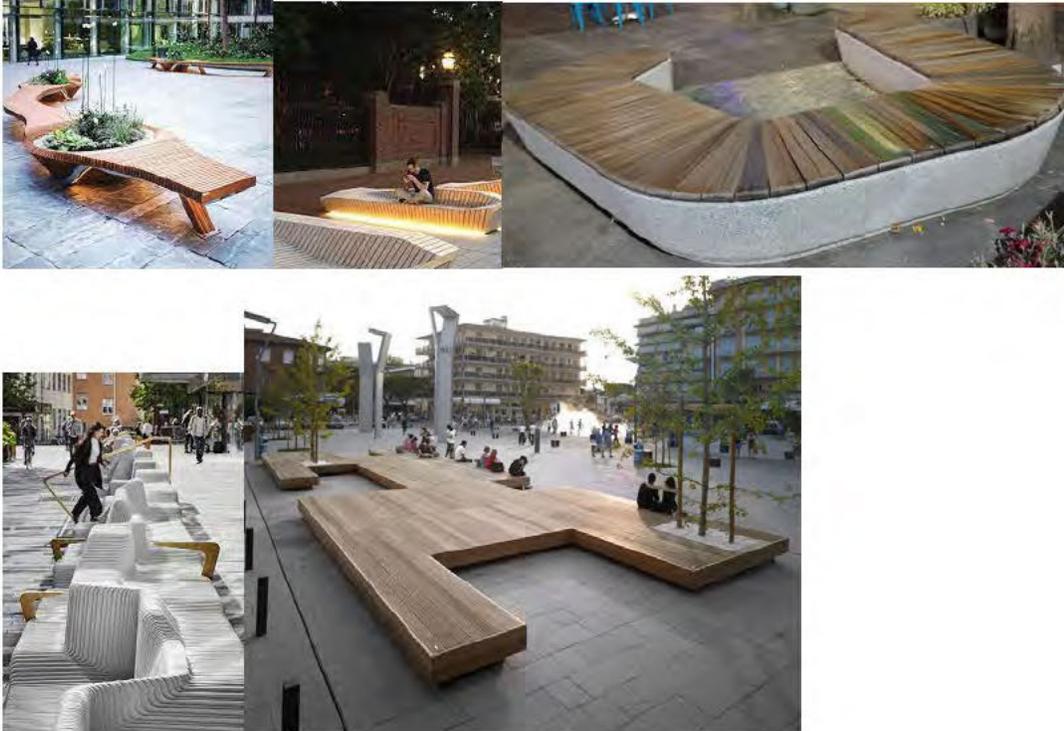
MATERIAL PALETTE: Street Furnishings

Wood Seating

Current examples are unattractive.



Attractive Examples:



Art Crossing (Creek Motif)

The idea is fine, but the proposed art looks like it was made by a beginner (**Do Not Use**):



Also, what, if anything, does it have to do with San Carlos?

The reference art in your survey is much better:



Tree Lighting

As shown in survey, it's not "peaceful," rather, it's quite loud:



Tone down by 90% to achieve the desired result.

Add additional White Light Strings that flicker on/off - looks less "stiff."

Attractive Examples: *spot lights to project on trees (sophisticated) instead of string lights (tacky)*



Street Pole Light

The throwback / iron work look is nice in concept, but needs to be more ornate to be **attractive & distinctive**.

Attractive Examples: *not only is this more classy (below) and helps continue the more natural color tones, but also better to hide bird poop*

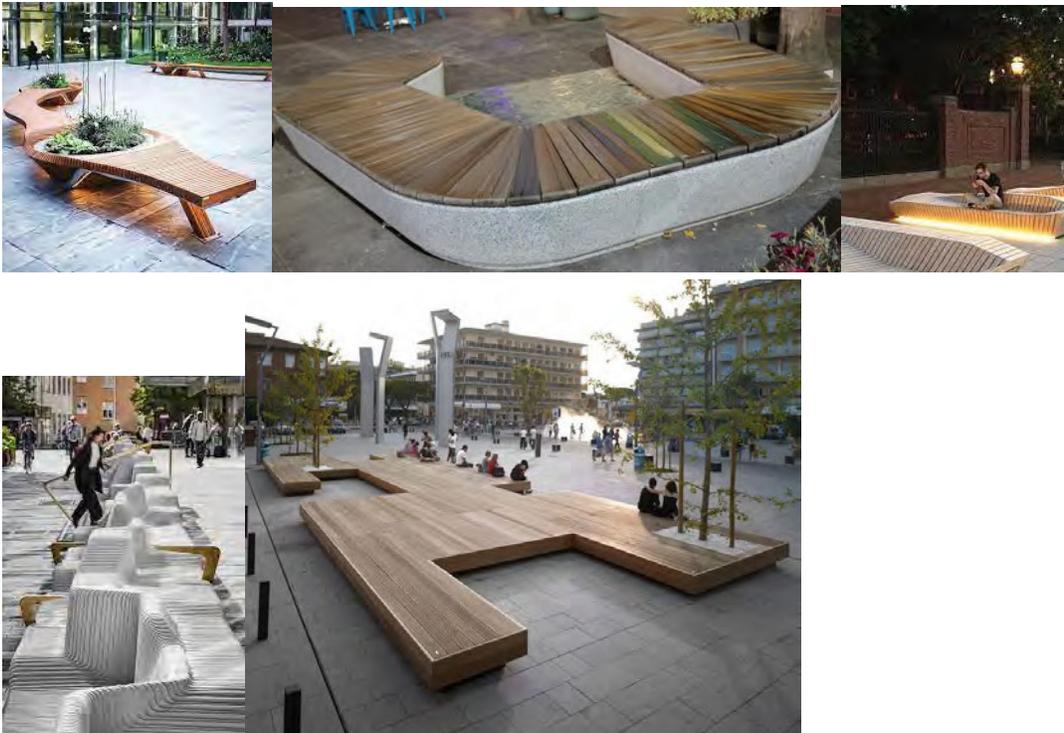


Geometric Seating

Example provided is messy and not safe (e.g. bikes and skateboards ramping on to benches):



Attractive Examples:



Sculptural Bollards

Examples provided are boring and garish.



Hire professional artists to assist in making decisions that result in being **distinctive** & **attractive**

Attractive Examples: Reference Walnut Creek:



Mural Art

Current Mural Art in town is bold & loud (*great fit for SF Mission, not San Carlos*):



Hire professional artists to assist in making decisions that result in being **distinctive** & **attractive**.

Reference (Greg Brown - artist) Palo Alto Mural Art and/or interactive art to look more upscale / avoid looking tacky:



MUST HAVE

A Mural Dedicated to the Chickens Ball

(most unique & historical San Carlos iconic event)

9/9/24, 11:41 AM

Materials for tonight's meeting re: street designs - Linnet Kwok - Outlook

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Re: Take Survey - San Carlos Downtown Streetscape

Mark Savage <[REDACTED]>

Mon 8/5/2024 2:36 PM

To: AdvancePlanning <advanceplanning@cityofsancarlos.org>

External Sender - From: (Mark Savage

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[REDACTED]
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Hi,

I have been trying to figure out when the plans will be put into effect. Seems to be taking ages. Enough with the surveys and let's actually get something done.

When is the work due to start?

Mark Savage

On Mon, Aug 5, 2024 at 11:55 AM San Carlos Advance Planning <advanceplanning@cityofsancarlos.org> wrote:

Appoloigies for the technical error. We now have an updated link to the Downtown Streetscsape Survey.

Scan the QR Code or click the link: <https://www.sancarlosdowntownplan.com/>

DOWNTOWN TOGETHER SAN CARLOS DOWNTOWN SPECIFIC PLAN

WE NEED YOUR HELP

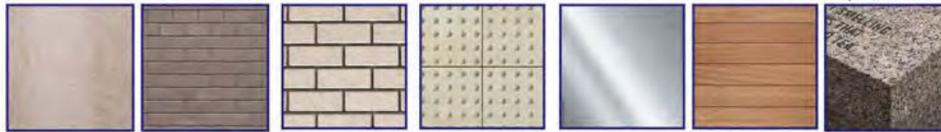
DESIGN THE LOOK AND FEEL OF SAN CARLOS' DOWNTOWN STREETS

TAKE THE SURVEY !

Available July 31, 2024 - August 31, 2024



SCAN ME



Survey Link:
www.sancarlosedowntownplan.com
 Questions? AdvancePlanning@cityofsancarlos.org





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Re: work start and complete dates?

Kathleen Gallagher [REDACTED]

Thu 7/11/2024 6:59 AM

To: AdvancePlanning <AdvancePlanning@cityofsancarlos.org>

External Sender - From: ([REDACTED])

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On Thu, Jul 11, 2024 at 6:55 AM Kathleen Gallagher <[REDACTED]> wrote:

When will the downtown streetscape/centennial park work begin and when will it be completed?

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Sidewalks on elkon El Camino

Daniel Zizmor [REDACTED]

Sun 8/11/2024 8:27 PM

To: AdvancePlanning <advanceplanning@cityofsancarlos.org>

External Sender - From: (Daniel Zizmor

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<[REDACTED]>

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Hi Lisa,

I was rummaging through the downtown plan after taking the streetscape survey and wanted to make a comment regarding the general plan. Generally I like the plan a lot. The one item that irked me a bit was seeing that the sidewalk on El Camino is just 6 feet wide. I realize there are additional buffers, such as the bike path and trees, but I keep thinking that El Camino should have the biggest buildings in the community and will also have moderate to small sized sidewalks. Something feels amiss about that. Maybe all the other buffer areas mitigate that problem but I suspect the sidewalk itself is too small for a GRAND boulevard with grand buildings.

Thanks,
Daniel

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Thank you and two questions re: Streetscape Survey

EcoGardenista [REDACTED]

Tue 8/13/2024 7:43 AM

To:AdvancePlanning <advanceplanning@cityofsancarlos.org>

External Sender - From: (EcoGardenista

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[REDACTED]
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Dear Ms. Porras,

Thank you so much for all of your work on this Streetscape project for the City of San Carlos. Our family has lived here since 2007 and are excited to see these improvements on the horizon.

I had two quick questions:

1) About the survey: Is it intentional to not allow thumbs up / down for people leaving comments?

In most surveys, you can give a thumbs up / thumbs down *plus* add comments. In your survey you can't do both, and this could skew your "quantitative" data when you do your analysis. For instance, there were some areas where I would have given a thumbs up, but felt that one element of the question was important to comment on. So I chose to comment (providing more "qualitative data"). But I didn't want to not have any thumbs up or down, so left comments off some areas to 'balance it out' overall.

2) About signing up for updates - were you aware that it is not allowing sign ups, saying that "ReCaptcha verification failed. Try again later"

Anyway, if there is a way to sign up for updates, I'd love to!

Thanks again for your work on this.

Jennifer Dirking
[REDACTED]

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Tree Species Selection for City Downtown Plan

James Biddle [REDACTED]

Fri 8/23/2024 4:17 PM

To: AdvancePlanning <AdvancePlanning@cityofsancarlos.org>

External Sender - From: (James Biddle
[REDACTED] >)

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Good Afternoon,

My name is James Biddle, I am an Urban Forester for Stanford and serve on the board of CityTrees in Redwood City. I would like to provide feedback on the selected tree species for downtown San Carlos. As the climate changes with more aggressive swings between hot and cold, wet and dry, we must select trees which can tolerate this projected environment. In addition, there is an extensive body of knowledge amongst Urban Foresters about the resilience and maintenance needs of different trees. After reviewing the proposed trees for the downtown plan, San Carlos must do more to ensure its future trees are climate resilient and low maintenance.

For the SOLA area, the inclusion of coast live oak is excellent for open spaces but problematic for streetscapes. Native plants are a welcome addition to our streets, but they must be suitably selected and sited for longevity and resilience to human activity.

Coast live oak grows excellently in this climate, but it has serious structural issues which leave entire sections of tree prone to failing even in perfect conditions. Take it from me, someone who manages a tree canopy consisting of 60% coast live oak. These trees also need significant undisturbed root area in order to thrive, and are intolerant of compacted soils or trenching anywhere roots exist. It also grows much wider than a typical urban tree, so there will be increased maintenance costs. There are other options out there which "tick the same boxes" as coast live oak. Island oak, tanoak, and engelmann oak all are California native evergreen oaks with far superior tree structure for an urban tree. They have a single stem where all other stems are smaller and radiate out at evenly spaced intervals. The trees also tolerate summer watering and root impacts to a higher degree than coast live oak.

California buckeye could be a suitable addition to a setback area as long as no structures are nearby which require certain clearances, and the tree does not need to be pruned for any clearance underneath.

All selected trees outside of the SOLA plaza (crape myrtle, Kentucky coffeetree, chinese pistache, zelkova, chinese elm) are deciduous. With winter rains overwhelming low-lying areas like San Carlos, these trees will provide a fraction of the potential benefit evergreen trees provide in slowing rainfall. Evergreen trees also provide lower peak loads of leaf litter and use less supplemental irrigation. Palo Alto has successfully reimaged California Avenue to include evergreen Southern live oaks which are low water use, long living, and climate adapted.

I urge you to consider substituting zelkova, chinese elm, and kentucky coffeetree for more appropriate climate-forward species.

Chinese elm in particular creates increased tree maintenance issues compared to trees of a similar size and stature. Young elms hang low to sidewalks and buildings, requiring constant pruning. Limbs also grow in structurally suboptimal shapes, creating the increased potential for limb breakout. Despite its name as an "evergreen elm", it does drop its leaves in the fall in the Bay Area. Alternative trees like *Quercus canbyi*, lemon-scented gum, and tanoak would provide a stronger structural resilience to storms, reduce maintenance costs and pruning frequency, use less water, and provide better rain interception in the winter.

Kentucky coffeetree is a fantastic urban tree for inland environments and places which receive increased summer rainfall. It has shown to be a poor performer at growing and establishing in the Bay Area where there are less temperature extremes. I fear that when planted, these trees will grow slowly and not provide benefits in 10-15 years after installation. Other trees such as *Quercus tomentella*, *Quercus comptoniae*, *Platanus racemosa* 'Roberts', and *Acer macrophyllum* 'Las Trampas' will provide better performance and increased resilience.

Zelkova is the only tree on the list which is rated as a "moderate" water user by WUCOLS, the UC plant water use database. It also has a slow growth rate in the Bay Area climate, and often fails to establish. A similar stature tree such as *Quercus rugosa*, *Quercus suber*, and *Quercus gravesii* will use less water and establish with less codominant limbs, prone to breakage.

The overall Downtwon Plan is strong, and I support San Carlos in its efforts to be more walkable and sustainable. Key choices can be made now to further that goal with respect to landscaping, and I hope this effort is willing to engage with alternative tree species selection ideas.

Sincerely,

James Biddle
Certified Arborst and Tree Risk Assessor

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Trees replacements along San Carlos Ave and in Burton Park

Shaun Lippow <[REDACTED]>

Thu 8/29/2024 2:18 PM

To: AdvancePlanning <advanceplanning@cityofsancarlos.org>

External Sender - From: (Shaun Lippow
[REDACTED])

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This message came from outside your organization.

Hello Advance Planning,

If I am not writing to the correct group, please forgive me and help redirect to whom I should contact.

I have two questions about city tree replacements. First, I remember several years back when many eucalyptus trees along San Carlos Ave were deemed a hazard and were removed. My recollection is that some money was set aside to replant trees (of a different, more-appropriate species) at some point after the work. In my mind that was to happen a year or two later, but I don't recall. However, in my observation, there hasn't been any significant new tree planting in the areas where the trees had been removed. Could you please inform me as to whether I'm remembering this correctly or not, and if there are still plans for new trees?

Second, I'd like to please ask about the northwest portion of Burton Park, where several large trees were removed. I see at least one new oak tree planted, which I think is an exciting investment. However, it appears that there's still a fairly large portion of the wood-chip covered area between the road and grassy area where trees were removed but none new yet planted. Could you please inform me as to whether I'm observing this correctly or not, and if there are plans for more new trees?

Thanks,
Shaun Lippow
[REDACTED]

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Fw: Downtown Specific Plan

Lisa Porras <LPorras@cityofsancarlos.org>

Tue 9/10/2024 3:17 PM

To: Linnet Kwok <LKwok@cityofsancarlos.org>

From: James Iacoponi <jiacoponi@icloud.com>

Sent: Thursday, September 5, 2024 1:50 PM

To: John Dugan <jdugan@cityofsancarlos.org>; smcdowell@cityofsancarlos <smcdowell@cityofsancarlos>; Pranita Venkatesh <pballback@cityofsancarlos.org>; Ron Collins <rcollins@cityofsancarlos.org>; Adam Rak <arak@cityofsancarlos.org>

Cc: Al Savay <asavay@cityofsancarlos.org>; Lisa Porras <lporras@cityofsancarlos.org>

Subject: Downtown Specific Plan

External Sender - From: (James Iacoponi

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This message came from outside your organization.

Dear Mayor Dugan, Vice Mayor McDowell, Council-members Venkatesh, Collins and Rak:

I joined this Tuesday's All-Commissions meeting regarding the Downtown Plan set up by our City's great Advance Planning Team. You'll be receiving a presentation on the topic from the consultant group and members of Staff later this month.

I'd offer three comments as you guide the project. Maybe you'll find a nugget:

1) Parking in the downtown area (and the lack thereof) has been high on the public's list of comments for years. The data provided by our consultant team WRT suggests that there is an overabundance of parking near the downtown core. Thus offsetting the impact of removing 47 spaces during the project. And further suggests that at peak parking demand times Wheeler Plaza parking is only 30% utilized (~168/274 spaces available).

This is counter to feedback we've heard from residents who live in this vicinity, and from personal use of Wheeler Parking multiple times per month.

I'd take a gut check on the data. I think folks will find 'all is/will be hunky dory' as less than credible. And even if the top level data is directionally correct, insist on an extremely robust plan to make parking options and availability abundantly clear to those driving downtown.

Removing the spaces as projected, ok. 47 is not that many. They are however in really important places. Let's make sure to set out how the plan supports (makes easier) different types of trips downtown and makes parking more readily accessible.

2) I strongly encourage you to begin public discussion around the financial scale of this work as a whole, and the timeline to complete the work. At different funding levels. And the funding sources to be drawn on. It would be disappointing to start with a big vision and then underdeliver. This conversation so far is lacking and public buy-in on these points, key.

I would suggest that by the end of 2024 you require the project team to present to you two options, linking cost and pace, to help put into perspective the trade-offs needed to execute the proposed vision. There is enough design detail available to produce a +/- 30% estimate of both. Good to end the year knowing what we're talking about here.

3) When implemented, this vision will be transformational for the residents and businesses of San Carlos. It will add to the charm and hometown feel of our community. It will add to our City's vibrancy and draw many people. It will be a model for other cities on the Peninsula and a source of pride for all who contributed to its execution. In a word, amazing.

Don't slow-play the execution. Set an aggressive timeline (supported by the funding) for completion once funds are secured. People will lose patience if the work drags on. And will lose enthusiasm for dealing with the change the plan requires. Consider setting a goal of 60% completion in three years from funding, 90% at five years and 100% in six years. Or faster.

It is complex. And, not rocket science. Money will be the throttle, not construction time. The purpose of the project is to reap the benefits of the effort. To live in the change, not wait for it. Get the effort done, sooner, so all can enjoy the benefits longer. It'll be worth it.

Sincerely,

Jim Iaconi
Planning & Transportation Commission (emeritus)

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Downtown Plan Comments - September 11, 2024

General comment

This is a very long project, estimated at 20 years. The expectations from the business community, and the residents may not be aligned with this timeline. The City Council may want to consider accelerating this project by frontloading funding through grants, development fees, or a voter measure. If most of the work in the immediate downtown can be completed in less than 10 years, this would be a big plus.

Specific comments

1. Aspects of the project I really like include:
 - a. Utilizing/leveraging the Caltrain station as a part of our downtown. With the upcoming electrification of Caltrain, the increased schedules and faster service will make it easier for visitors to come to San Carlos and connect to our downtown.
 - b. Expanded sidewalk zones- 20 feet allows for dining, strolling, and gathering
 - c. Retaining parking on the west side of El Camino - this allows patrons to easily access the businesses on el Camino
 - d. We will have a more balanced circulation system downtown with several modes to choose from including biking, walking, taking the train or bus, and driving. People like options and this plan provides lots of good options, and this plan aligns nicely with the City's bike and pedestrian plan.
2. Items for continued discussion:
 - a. Parking - the loss of 47 downtown parking spaces will be felt, in my opinion, as these are prime location spaces. I think it may be especially hard for those who want to quickly park, pick up dinner, and drive home. One idea is to retain some of the parking in the lot next to Paris Baguette for this purpose, and, for some of the handicapped spaces that will be needed for that section of Laurel. The expanded public and event spaces on the 700 block of Laurel may be sufficient to handle public gathering needs.
 - b. Alleyways - the Alleys will serve multiple purposes. They have to accommodate delivery trucks on the 700 block, offer some public parking, and be ready to accommodate ingress/egress from any new housing that may be built per RHNA allocation and new zoning. How these outdated alleyways are transformed will be challenging, and important. One idea is to strongly encourage employees to use Wheeler Plaza for work parking, leaving alley spaces available for delivery trucks and public parking.

The closure of the 700 block of Laurel was a good idea, and shows us that we can all adapt to new traffic and parking patterns. This proposed Plan will be transformative to our community. The renderings of the downtown area are beautiful! I appreciate the work staff is doing to make this a reality.

Thanks for the opportunity to comment.

Ellen Garvey

Re: Please join us at the September 23, 2024, City Council meeting

barbara vanosky anderson [REDACTED]

Wed 9/11/2024 2:14 PM

To: AdvancePlanning <AdvancePlanning@cityofsancarlos.org>

External Sender - From: (barbara vanosky anderson [REDACTED])

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This message came from outside your organization.

I cannot attend at that time though I have been actively participating.

At the last meeting I was terribly worried about a few items. I spoke about one item -- the idea of reducing San Carlos avenue in the downtown area into two one lanes instead of its current four lanes. I think this is a bizarre and ridiculous idea. The mayor said that no one can drive in the outside lanes because of the parked trucks. I said I always drive in the left lanes. I began noticing that not only do people drive in the left lanes, we (illegally I assume) turn into the left lanes so we do not get stuck behind cars turning left. The street would be backed up into el camino if this road was reduced to one lane. I obviously drive a more compact car than the mayor.

I also heard that the tables assigned to individual restaurants were being eliminated in favor of "public" tables. We **LIKE** going to restaurants with outdoor tables and being served by waiters at those tables. Eliminating those seems like the opposite of what everyone currently likes about San Carlos.

Also please do not think that people bike or walk from three blocks away. The city still needs to finish making the walking safe from Dartmouth down San Carlos Avenue and do some research on right turns on red before someone (maybe me) gets killed. Both for me but also you have school kids in that area.

I said it fifty times in the survey but think about what the design will look like in 15 years and what kind of maintenance will be required.

Thank you

Barbara Anderson

Barbara Anderson

San Carlos CA

[REDACTED]
[REDACTED]

Author of "Letters from the Way, A Walking Journey"

Playwright "Fugitive Colors"

On Wed, Sep 11, 2024 at 1:23 PM AdvancePlanning <AdvancePlanning@cityofsancarlos.org> wrote:

The meeting is 7pm at the City Hall, 600 Elm Street. We were pointed out that the time was not specified. We will fix that in the next batch of emails.

Regards,
Advance Planning

From: barbara anderson [REDACTED]
Sent: Wednesday, September 11, 2024 10:37 AM
To: AdvancePlanning <advanceplanning@cityofsancarlos.org>
Subject: Re: Please join us at the September 23, 2024, City Council meeting

What time is the meeting?

Barbara Anderson
PO 7198
San Carlos CA 94070
[REDACTED]

Author "Letters from the Way"

On Sep 11, 2024, at 10:26 AM, Advance Planning <advanceplanning@cityofsancarlos.org> wrote:

September 23, 2024 – San Carlos City Council to consider adopting a resolution approving refined street designs for downtown San Carlos

The City Council is scheduled to receive presentation on refined street designs and key findings from the traffic operations and parking demand studies as part of the Downtown Specific Plan + Streetscape Master Plan project at its next meeting on September 23, 2024. The Council will consider adopting a Resolution endorsing the refined street designs and directing staff to continue preparing the Downtown Specific Plan + Streetscape Master Plan.

The purpose of the September 23, 2024, City Council meeting is to present refined street designs (based on community input and Council direction from their June 10, 2024 meeting) and their effects on traffic and parking.

Staff is asking the Council to consider adopting a resolution to endorse these refined street designs so that the project team can continue drafting the Downtown Specific Plan and accompanying Downtown Streetscape Master Plan. Although no final decision will be made, should the Council adopt the Resolution and approve the refined street designs, these drawings will serve as an imprint and influence the policies, standards, and specifications of the Specific Plan and Streetscape Master Plan as they continue to evolve and eventually be released for public review and ultimately, considered by the Council for formal adoption.

Summary of Street Design Changes:

- Significantly widened sidewalks (sidewalks proposed to be 20 feet wide on San Carlos Avenue and Laurel Street)
- Protected bike lanes (on San Carlos Avenue and El Camino Real)
- Improved outdoor dining space
- Urban greening: i.e. consistent street trees, tree "groves" (for shade) and rain gardens (for stormwater management)
- Other amenities such as outdoor seating, event and festival space accommodations, pavilions, opportunities for public art, drinking fountains, power outlets and charging stations
- Connectivity between Downtown, Caltrain, and East San Carlos for all modes of travel (enhancing the experience pedestrians and bicyclists, and Caltrain riders)

Summary of Outcomes as a Result of Street Design Changes:

- Added downtown vitality, vibrancy
- Improved shopping and dining experience
- Enhanced pedestrian experience
- Safer bike routes
- Increase in visitors
- More space for downtown programming, and activities

- Resulting in people spending more time in downtown San Carlos

Please join us at the September 23, 2024, City Council meeting.

A good plan involves everyone!

Learn more at www.sancarlosdowntownplan.com

Questions? AdvancePlanning@cityofsancarlos.org

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Re: Please join us at the September 23, 2024, City Council meeting

Nancy Oliver [REDACTED]

Thu 9/12/2024 9:32 AM

To: AdvancePlanning <advanceplanning@cityofsancarlos.org>

External Sender - From: (Nancy Oliver [REDACTED])

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You will all do what you want to do.
 Whatever it is, it won't fit my needs.
 I do not like the fact that Laurel St. is closed.
 I have mobility issues so it's hard to get to that block.
 Right now, I couldn't even tell you what businesses are there, except for the Bank of America (which has a parking lot) and the Hallmark Store, which is hard to get to.—can't drive there to see the stores.
 —Nancy Oliver

On Sep 11, 2024, at 10:26 AM, Advance Planning
 <advanceplanning@cityofsancarlos.org> wrote:

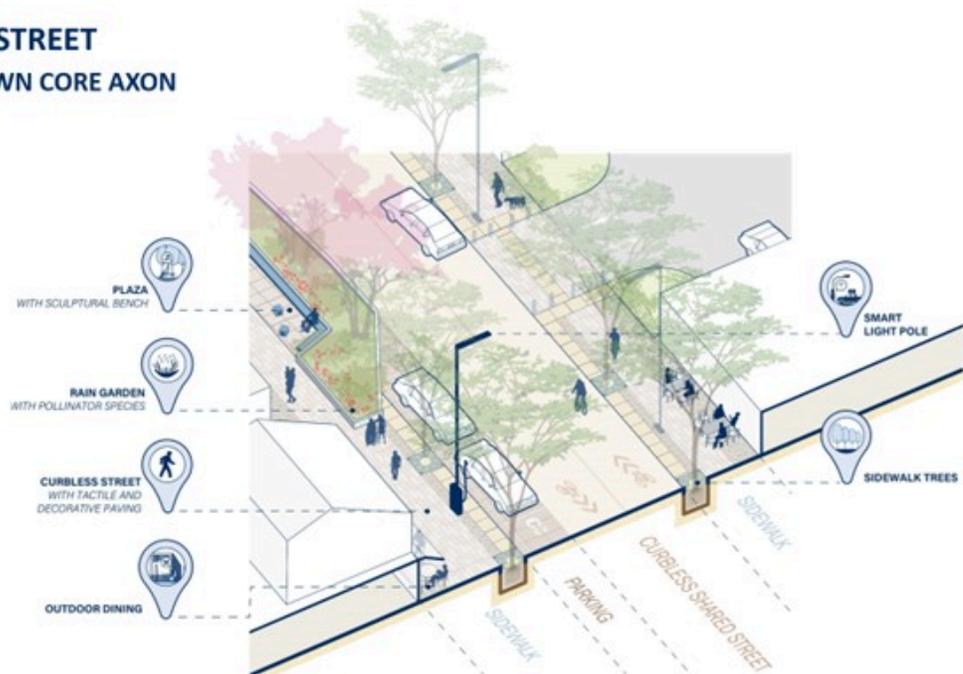


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LAUREL STREET DOWNTOWN CORE AXON



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Please join us at the September 23, 2024, City Council meeting.

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Questions? AdvancePlanning@cityofsancarlos.org



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