

Special Joint Meeting

**Downtown Advisory Committee (DTAC)
Economic Development Advisory Commission (EDAC)
Parks, Recreation and Culture Commission (PRCC)
Planning & Transportation Commission (PTC)
Youth Advisory Council (YAC)**

Special Joint Meeting Agenda

The meeting agenda included a presentation from Lisa Porras, Planning Manager, and the consultant team WRT and W-Trans. The presentation focused on refined street designs, traffic and parking key findings, and tradeoffs as part of the Downtown Specific Plan + Streetscape Master Plan project. The meeting also included public comment and comments and feedback from the Planning and Transportation Commission (PTC), Economic Development Advisory Commission (EDAC), Parks, Recreation and Culture Commission (PRCC), Youth Advisory Council (YAC), and the Downtown Advisory Committee (DTAC). The input from the community, City commissions and committees are summarized below.

Community and City Committee/Commission Input

Youth Advisory Council

1. Consider requiring installation of solar panels on buildings in the Downtown if the Specific Plan is looking 20 years into the future.
2. There will be a lot of trees. How can we avoid root overgrowth that would break up sidewalks?
3. Will the plants be more native and drought-tolerant?
4. How many EV charging stations will there be?
5. Elm St. can feel like a one-way street when cars are parked on both sides of the street and will become more crowded as the Downtown becomes a greater attraction. How do we deal with so many cars parked on narrow streets such as Elm St. or Walnut St.?
6. How will parking change in the Downtown over the next 20 years? We have a surplus now but will we need to expand parking in the future?
7. How long will the installation of the improvements take, and what impact will it have on traffic and on small businesses?
8. Are you taking into account pedestrian accessibility into all of the parking?
9. Are the spaces on San Carlos Ave. going to be parallel parking, as well?
10. It would be a good idea to have lights and sensors showing availability of on-street and off-street parking.
11. Mode shift could change the worst-case traffic conditions. Will the mode shifts increase over time? How would congestion look?
12. Solar panels should be installed and not just solar-ready.

Downtown Advisory Committee

1. Laurel Street did change from parallel parking to angled parking 25 years ago.
2. The 700 block is a nightmare currently. Please use the alleys to get around. It's a challenge to get out of the employee parking areas.

3. How many accessible parking spaces will there be if the street parking is switching to parallel parking?
4. The presentation discussed vehicle queues, but Cherry St. felt short in the reporting. People may end up defaulting to other streets, such as Cherry St., Olive St., or Holly St., with the road diets on San Carlos Ave.
5. What is the number of accidents that have occurred this year on the intersection of Cherry St. and Walnut St.?
6. I don't know how reflective the peak hour numbers are for parking particularly on Walnut St. and Cherry St. I don't believe the peak times are 12-1 pm on Thursdays and 7-8 pm on Saturdays. I'd like to survey where there 41 spaces on Walnut Ave. between Cherry and Olive. People don't like to park in garages or underground so people are driving around residential streets to find parking.
7. Will the phasing plan consider doing the improvements to San Carlos Ave. in a later phase to see what happens with the earlier phases?
8. I suggest putting something out to the public to show what could be constructed in the next 2-3 years.
9. Will there be cutouts for bus stops southbound on El Camino Real?
10. We discussed the possibility of public restrooms for events to avoid overwhelming businesses. Will they be at Wheeler Plaza, Harrington Park, or somewhere else?
11. Will the dedications and plaques throughout the downtown be repurposed or relocated?
12. The interaction between pedestrians and cyclists is concerning. The sooner a dismount zone is created, the better, to avoid accidents.

Economic Development Advisory Commission

1. The alleys are an untapped resource but were not discussed. People are looking for ways to utilize alleys.
2. Not every business is a restaurant, so how will businesses transition to the wider sidewalks? As things change, how will the 8-foot space be used?
3. How will we accommodate short-term loading (food delivery) with changes to parallel parking?
4. Where will the bike parking go?
5. What are the number of remaining spaces on the 600 and 800 blocks?
6. Will the funding be phased? What will happen if there is a broken funding chain?
7. The data shows about 30 sec. delay on San Carlos Ave. toward El Camino Real. I would want this double checked.
8. Have you considered one-way travel on San Carlos Ave. and Holly St.?

Parks, Recreation and Culture Commission

1. How many total spaces does Wheeler Plaza have now?
2. It was mentioned that 25 spots will be lost on the 600 block. Does that include the parking on the exterior Wheeler Plaza lot?
3. Is there any part of an existing Wheeler Plaza Plan that would guide what would happen there?
4. Do the bike lanes on El Camino Real only go from San Carlos Ave. to Greenwood? Or is it from Holly to Eaton? Would they have to maneuver until they reach the new bike lane?
5. In the 700 block, could restaurants, such as Town, encroach beyond the 20-foot setback along other frontages?
6. Is there a plan for cohesive outdoor dining furniture, and who owns it?
7. Will the City pay businesses a fee to offset the loss of business during construction?
8. What is the turning radius/distance from the 800 block into the alley?
9. We need enhanced parking enforcement now and not wait until the improvements are complete.

10. Can you confirm Wheeler Plaza will be an open recreational area?
11. The delays on San Carlos Ave. toward El Camino Real concern me, especially if it is one of the first phases to be done.

Planning & Transportation Commission

1. We should present the trade-offs more to the public as we go forward. Approximately 70% of the survey indicated they had not participated in other surveys. We have to be realistic that there are many who don't know what we are doing. Going forward, I would like to see the trade-offs shown.
2. Did the 3,100 identified parking spaces include any parking in the alleys?
3. Are there plans to allow public parking in alleys, particularly behind the 700 block?
4. I question whether the parking noted as 'nearby' is close enough for folks who go to shops that need to carry things.
5. At the Brittan merging lane on the east side of El Camino Real, there may be back up. Having bikes come west seems to make sense but perhaps avoid losing merging lane on west side. Would it be possible to retain the merge lane?
6. What would be the safety measures on the 600 and 800 blocks due to the loss of curbs?
7. Do the existing traffic conditions shown in the presentation assume that the RHNA is met?
8. Where will the Harrington Park stage be placed?
9. Consider shade structures in the Wheeler Plaza area because it can get warm there.
10. I am skeptical of the number of available parking spaces noted in Wheeler Garage. It is difficult to find a parking space. Double check that it wasn't during the time improvements were being made in 2023.
11. When implemented, this plan will be transformational for our community and will draw families and individuals to use our City. A 20- or 10-year plan will be too long. If it's not substantially done soon, momentum will be lost.

Public Comments

1. This looks better than what I saw on the survey. There are still some issues I see. The mural next to Bianchini's is bold but is not a good fit for San Carlos. We should consider murals in keeping with the historic and uniqueness of San Carlos. There is no enforcement for issues such as unsafe bicyclists, smoking, vaping, or dog-walking. To meet our goals, we should look to Burlingame (street materials), Walnut Creek (sculptures, seating, and enforcement), Palo Alto (murals), and Vancouver (streetlight plants).
2. How will dismount zones be introduced into the plan? How will they impact the people that use the 600 and 800 blocks. How do we balance the use of bicycles, scooters, and skateboards with safety of others. Regarding the murals, the YAC's goal was to brighten the Downtown during the pandemic and to promote diversity and the youth perspective.