

**MINUTES**  
**Transportation and Circulation Commission**  
**May 17, 2016**  
**7:00 PM**  
**City Council Chambers, 600 Elm Street, San Carlos, CA**

**1. Call to Order**

- a. **Present:** Sandy Hirschel (Chair), Suzanne Emerson (Vice-chair), Frank Addiego, and Rita Fusaro. Commissioner Tom Walker and Youth Advisory Council Representative Kyler Jerome were absent.

Staff: Grace Le, City Engineer. Jay Walter, Public Works Director was absent.

**2. Pledge of Allegiance**

**3. Approval of Minutes – From April 19, 2016**

- a. Commissioner Addiego announced that he would abstain from the vote as he was not present at the January 20, 2016 meeting.

Chair Hirschel motioned to approve the April 19, 2016 minutes as written.

Comm. Emerson seconded this motion and it was approved (3 yes, 0 no, 1, abstain, 1 absent).

**4. Changes to Order of the Agenda – None.**

**5. Public Comment – None.**

**6. Commission Communications and Announcements**

- a. Comm. Emerson noted the number of Next Door posts, specifically touching on topics of Bike/Ped safety on San Carlos Avenue and residential development impacts on traffic in the Four-corners region.

City Engineer Le announced that funding for a capital pedestrian safety improvements project that will look at several corridors in the City is in the queue to be approved on June 13, 2016. She also noted that the residential development is in its first plan review period, and Engineering staff will work with the engineer on the project to determine traffic control in the area during construction.

Chair Hirschel asked if the safety CIP project will only include a traffic study.

City Engineer Le said that the Council will appropriate \$150,000 in FY 16-17 for a traffic study, then another \$750,000 in FY 17-18 for implementation

Chair Hirschel asked if the Youth Advisory Council Representative position is still active.

City Engineer Le said she would check on it.

## **7. Presentations**

- a. Senior Planning Consultant Laura Russell and Consultant Frederik Venter gave a report on the Transportation Impact Analysis Prepared for the Meridian 25 Office Project.

Comm. Addiego asked about the current number of peak hour trips.

Frederik Venter responded that there are 173 am peak hour trips and 261 pm peak hour trips. There will be a net trip increase of 429 in the morning and 364 in the afternoon and evening.

Comm. Fusaro asked about the impacts on bikers and pedestrians.

Frederick responded that applicant is providing funding to support multimodal improvements.

Chair Hirschel asked about the offsite improvements. He wondered if the City is anticipating an increase in safety risk to pedestrians due to the project, and if that is why the project includes these improvements.

Frederick informed the Commission that the TDM plan encourages walking and biking, and since Industrial Road is a four-lane busy street, safety enhancements are needed.

Comm. Emerson asked if the safety improvements being done are in addition to the \$2.5 million Traffic Impact Fee (TIF) to be paid by the developer.

City Engineer Le confirmed that they are.

Comm. Emerson asked if this project location will eventually be included in the future East Side Shuttle.

City Engineer Le noted that it would be a good location to include as a shuttle stop, so long as the shuttle program remains functional when Windy Hill is fully developed.

Comm. Emerson asked if the project's parking area will include electric vehicle charging stations.

Frederik Venter said that there will be four electric vehicle charging stations.

Comm. Addiego inquired about the strategy behind spending TIF revenues. He wanted to confirm that TIF revenues were earmarked for specific projects and spent accordingly.

City Engineer Le assured the Commissioner that collected TIF revenue is collected to fund improvements included in the City of San Carlos TIF Plan – a report created by Hexagon Transportation Consultants. She noted that the report is posted on the City’s website and was last updated in March, 2015.

Comm. Addiego strongly recommended that City staff carefully review and analyze the City’s transportation network, especially at intersections, main roads, and routes to and from the freeways. He warned against continuing with the status quo created by former City staff, and encouraged current staff to take a closer look at traffic impacts created by the introduction of commercial spaces before they are approved.

Comm. Fusaro noted that even though the Traffic Impact Analysis called out several impacts as “significant and unavoidable,” staff is continuing with the project. She encouraged staff to set the bar higher.

Chair Hirschel summarized the lot of suggestions and complaints from the Commission during the presentation as frustration due to significant foreseeable impacts from this project, and likely future commercial projects in the area.

#### Public Comment

Susan P., a Hall St. resident, expressed concern about traffic down Hall St. due to the upcoming projects. She called for and inquired about traffic mitigation measures that the City will be instituting along with the project.

Comm. Emerson suggested cross barriers that prohibit people from turning on certain streets, as seen in some neighborhoods of Berkeley. These cross barriers make the area a maze, and if used on some of the GESC streets near Industrial Road, they might reduce through traffic by forcing people to alter their normal travel routes through the neighborhood.

Dimitri Vandellos, San Carlos resident, expressed disagreement with the Traffic Impact Analysis model. He perceives that the model greatly underestimates the negative impact, especially since most relevant intersections are already rated at C or D, and expected to drop to D and mid-D with cumulative project impacts. He also brought the unprecedented level of pressure on Holly Street to the

Commission's attention, and noted that the development impacting Holly has been done with seemingly no comprehensive plan, but rather in a "piecemeal" fashion.

Paul Maggini, President of the GESC Neighborhood, expressed confusion over whether the Meridian 25 project location is or is not currently in compliance with General Plan zoning. He also noted that he disagrees with the Traffic Impact Analysis report and expects significant increases in traffic and congestion.

Angela F., resident on Sylvan, asked that City staff not to get lost in the benefits of the development. She conjectured that safety and beauty benefits brought to the roads and neighborhoods will be minimal, and are not actually what the area needs. She stated that incoming companies are going to impact the neighborhood, as an increased number of people is going to be bad for traffic, transportation, and parking. She also inquired about the City's follow-up on the 380 Industrial project, as there has been no communication with the neighborhood in over 10 weeks.

Patty Marsters, San Carlos resident, expressed disagreement with Traffic Impact Analysis numbers, specifically Table 43. She also warned against placement of commercial developments so close to each other. She questioned whether or not the City is complying with the General Plan zoning standards.

Laura Russell noted that while the full neighborhood update promised is still being prepared, she will encourage the 380 Industrial Road project applicant to communicate with the neighborhood sooner than later.

#### Closing comments

Comm. Fusaro asked how this meeting's contents would be shared with Council and the Planning Commission.

Laura Russell replied that minutes, comments, and packets would be compiled and provided the Planning Commission and Council.

Comm. Addiego reiterated his former statement that City staff carefully review and analyze the City's transportation network. He warned against continuing with the status quo created by former City staff, and encouraged current staff to aim for maximum capacity at intersections and on roads. He warned that former staff has not focused on increasing capacity, and that it is up to current staff to make the differences.

Comm. Emerson called for a reality check on Traffic Impact Analysis data, including a physical counting of cars to create the trip generation table, instead

of using the handbook. She also expressed concern about pedestrian safety and the potential to enhance it at the project location.

Chair Hirschel asked for a deeper understanding of the trip generation methods and amount of people working at the site.

Mike Field (Meridian 25 applicant) provided clarification on the conditions of the commercial building. He noted that the buildings will be occupied by 5-8 year old companies ranging from 50,000-100,000 SF, therefore housing 5-8 tenants. The person per square foot ratio is not 1:300, but larger as the buildings themselves, consistent with current trends in the commercial industry, are not designed to occupy at that ratio.

- 8. Unfinished Business** – None.
- 9. New Business** – None.
- 10. Study Session** – None.
- 11. Information and Reports** – None.
- 12. Adjourned** – 9:00 PM