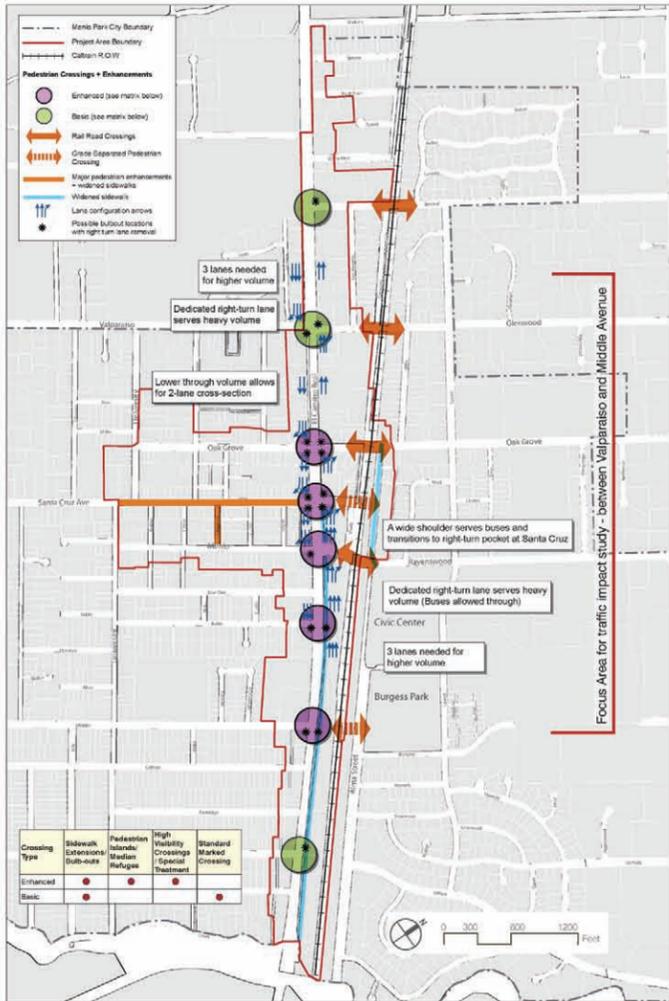


East-West Connectivity

Adding a typical 11-foot sidewalk extension on each side of a crossing of El Camino Real would reduce the pedestrian crossing time by about 25%. At a typical crossing speed of 3.5 feet per second, the crossing time would be reduced from 24 seconds (84-foot crossing) to 18 seconds (62-foot crossing). Specific improvements, such as sidewalk extensions, will be subject to detailed analysis as part of the Draft EIR, and could be removed or modified in response to findings.



Sidewalk Extensions



Class I Bike Path



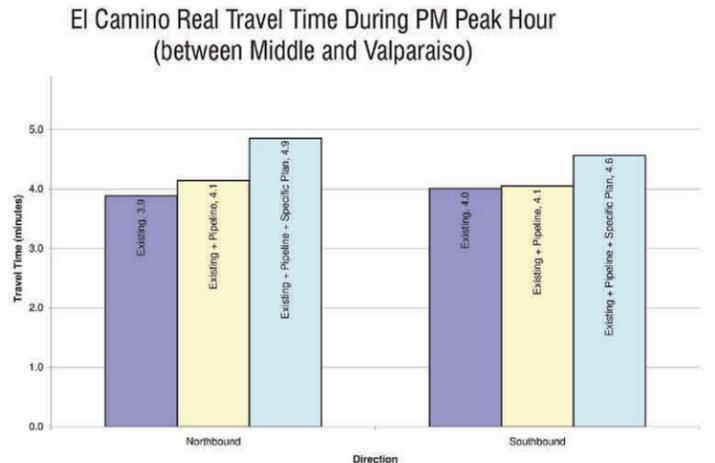
Class II Bike Path



Class III Bike Path

Traffic on El Camino Real

Assuming no roadway changes, traffic generated by the proposed land uses would increase travel time per vehicle on El Camino Real between Middle and Valparaiso by one minute or less during peak travel times

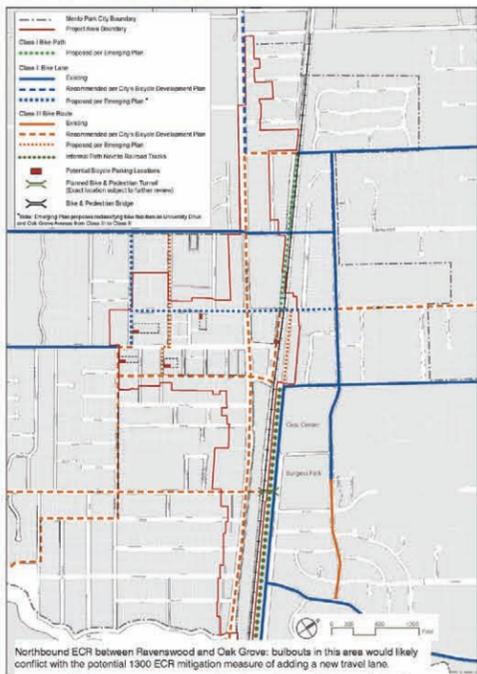


Source: Fehr and Peers, 2009.

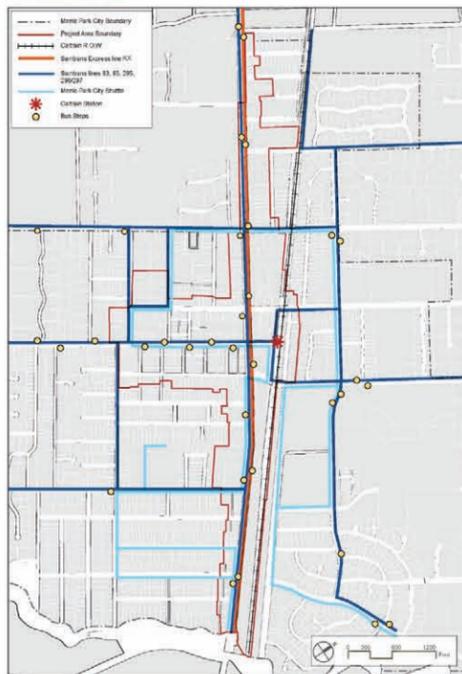
Effects from other potential changes to El Camino Real

- **Removal of Right turn lanes at Oak Grove and Santa Cruz Avenue and installation of sidewalk extensions**
Increase in average vehicle delay by about 8 to 12% (3 to 4 seconds) during the PM peak hour.
- **Changing lane configuration on El Camino Real to provide 3 through lanes in each direction**
Reduction in average vehicle delay by about 15% (8 seconds) at both Ravenswood and Valparaiso Avenues. No sidewalk extensions possible.
- **Implementing a pedestrian scramble phase at El Camino Real/Santa Cruz Avenue**
Increase in vehicle delay by about 88% (23 seconds) and increase in pedestrian wait times. Scramble phase means that all vehicles stop and pedestrians can cross in any direction.

Bike Network



Transit



Parking Standards

Recommended Parking Standards

The recommended parking rates account for the mixed use nature of the downtown area and reflect rates recommended by *Parking Generation* and *Shared Parking* manuals, two industry standard documents.

Land Use	City Requirements		Industry Sources		Recommended Rates	
	Zoning Code	Mixed Use Reduction	ITE1	ULI	Downtown	SP Area outside of Downtown
Multi-Family Residential (R-4)						
Studio (per du)	1	-	1.68	1.85 / 1.85 ²	1.3	1.85
1 Bedroom (per du)	1.5	-				
2 Bedroom (per du)	2	-				
Other Residential (per du)	2	-				
General Office (per 1,000 sf gfa)	3.3 - 6.0	3.3	3.27	3.8 / 0.38 ²	3.0	3.8
Retail (per 1,000 sf gfa)	6	5	4.32 / 5.45 ²	3.6 / 4.0 ²	2.9	3.6
Restaurants (per 1,000 sf gfa)	6	6			6	8
Hotel (per room)						
Quality High Turnover With Lounge			17.7 / 19.78 ²	18 / 20 ²		
			11.6 / 15.53 ²	10.5 / 15 ²		
			15.3 / 18.75 ²	10 / 10 ²		
			1.05	1.25 / 1.18 ²	1.25	1.25

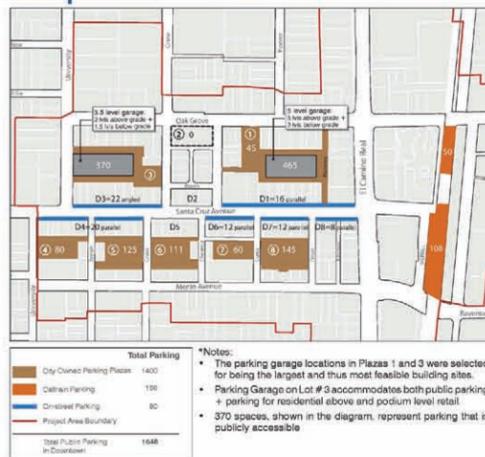
Notes: du = dwelling unit, sf = square feet, gfa = gross floor area.
 1 ITE parking supply rates derived from parking demand rates in *Parking Generation*, plus a 15% vehicle circulation factor.
 2 Weekday/weekend parking rates. Weekend data shown where available.
 Sources: City of Menlo Park Municipal Code, Title 16 Zoning, Chapter 16.72. City of Menlo Park Parking Reduction Policy, <http://www.menlopark.org/departments/pln/parkedpolicy.pdf>. Institute of Transportation Engineers Parking Generation (3rd Edition, 2004). Urban Land Institute Shared Parking (2nd Edition, 2005).

Downtown Public Parking

Existing



Proposed



Charging and Time Restrictions

Charging for parking can be used to manage the parking supply by encouraging turnover in highly desirable spaces or short term spaces (e.g., in front of dry cleaners so that patrons can drop off or pick up their cleaning)

- Price the most convenient/desirable spaces (typically curb side spaces) at a higher rate than less convenient spaces (such as within structures)
- Set and manage the parking price to encourage turnover of the most convenient/desirable spaces. A typical rule of thumb is to price curb side parking so that 85 % of spaces are occupied during peak periods. This helps businesses by increasing the availability of the most convenient parking spaces.
- Implement time restrictions based on the desired use of the spaces. Retail employees should not park in the best curb spaces, for example.

El Camino Real - On Street Parking

- The Emerging Plan retains most existing on-street parking on El Camino Real. In some instances, on-street parking may be removed for sidewalk extensions at crosswalks and for landscape improvements.