

Menlo Park El Camino Real and Downtown Specific Plan
Community Workshop #3
17 September 2009

Public Comments:
Completed Questionnaires



El Camino Real/Downtown Specific Plan Workshop #3

We welcome your comments! Before considering the questions below, please review all the boards first. Please keep in mind that the elements of the Emerging Plan are interrelated. For example, the heights of buildings (Board 3) have a relationship with City revenues (Board 4).

PUBLIC SPACE (BOARDS 2A AND 2B)

1. Does the Emerging Plan have an adequate diversity of public spaces?

- Yes
 For the Most Part
 Not really
 No

2. Regarding Santa Cruz Avenue, do you prefer:

- Option 1 (varied/wider sidewalks; retain median trees)
 Option 2 (widest sidewalks; remove median trees)

3. What additions or changes to public space improvements should be considered?

CENTRALIZED RESTAURANT ZONING TO 3 BLOCK AREA

BUILDING CHARACTER (BOARD 3)

4. Does the Emerging Plan reflect an appropriate building character and massing for:

- a. Downtown? Yes For the Most Part Not really No
 b. El Camino Real? Yes For the Most Part Not really No

5. What changes should be considered?

LAND USE ECONOMICS (BOARD 4)

6. Based on the findings from the fiscal impact and financial feasibility studies, is additional building height on El Camino Real (as shown - up to five stories) an acceptable tradeoff for increased City revenues and vibrancy and a greater likelihood of redevelopment?

- Yes No

(continued on reverse)

El Camino Real/Downtown Specific Plan Workshop #3



(continued from front)

CONNECTIVITY AND TRAFFIC (BOARD 5)

7. Does the Emerging Plan provide for adequate enhancements to east-west pedestrian and bicycle connectivity?

Yes

→ For the Most Part

Not really

No

8. Based on the findings from the traffic study, is the increase in travel time an acceptable tradeoff for increased vibrancy and development of vacant parcels?

Yes

No

9. Is the change in distribution of parking downtown acceptable?

Yes

For the Most Part

Not really

No

10. What additions or changes regarding pedestrian connectivity, traffic, parking, bicycle circulation and/or transit should be considered?

BIKE TUNNEL NOT BRIDGE

MORE CLASS 2 OUTSIDE EL CAMINO

OTHER COMMENTS:

How many/which activities have you previously attended during the Vision Plan (2007-2008) and Specific Plan (2009) processes? FIRST TIME

Name MATT FOLEY

Address 144 HEDGE RD.

Phone _____

E-mail 144HEDGE@GMAIL.COM

Affiliation:

Resident Business Owner Property Owner Other _____

Submit comments by mail, fax, or e-mail to:

Mr. Thomas Rogers
City of Menlo Park, Planning Division
701 Laurel Street
Menlo Park, CA 94025

Fax: (650) 327-1653 | THRogers@menlopark.org

All comments on the Emerging Plan Workshop 3 Boards are due by end of the day Monday, September 28



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3. What additions or changes to public space improvements should be considered?

As much planting as possible - Public Rest Room

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- Yes No *not sure about 5 - would see a 4 limit. Like w lower than East.*

(continued on reverse)

El Camino Real/Downtown Specific Plan Workshop #3



(continued from front)

CONNECTIVITY AND TRAFFIC (BOARD 5)

7. Does the Emerging Plan provide for adequate enhancements to east-west pedestrian and bicycle connectivity?
 Yes For the Most Part Not really No
8. Based on the findings from the traffic study, is the increase in travel time an acceptable tradeoff for increased vibrancy and development of vacant parcels? *? validity of time given. At 5-6 pm traffic is u slow & increased would slow even more*
 Yes ? No ?
9. Is the change in distribution of parking downtown acceptable?
 Yes For the Most Part Not really No
10. What additions or changes regarding pedestrian connectivity, traffic, parking, bicycle circulation and/or transit should be considered?

OTHER COMMENTS:

How many/which activities have you previously attended during the Vision Plan (2007-2008) and Specific Plan (2009) processes?

2 prev. meetings / heard City Council discussions

Name Anne Moser

Address 176 Spruce MP

Phone 650 324 1718

E-mail _____

Affiliation:

- Resident Business Owner Property Owner Other _____

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 Yes No

(continued on reverse)

El Camino Real/Downtown Specific Plan Workshop #3



(continued from front)

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OTHER COMMENTS:

How many/which activities have you previously attended during the Vision Plan (2007-2008) and Specific Plan (2009) processes?

Name Pat Farris

Address _____

Phone _____

E-mail pd.farris@menlopark.org

Affiliation:

- Resident Business Owner Property Owner Other _____

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3. What additions or changes to public space improvements should be considered?

*Choose drought-tolerant w/ or native trees.
 Bicyclists don't want bulb-outs or whatever they are called.
 Parallel parking is very difficult for lots of drivers.*

BUILDING CHARACTER (BOARD 3)

4. Does the Emerging Plan reflect an appropriate building character and massing for:
- | | | | | |
|--------------------|---|--|-------------------------------------|-----------------------------|
| a. Downtown? | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> For the Most Part | <input type="checkbox"/> Not really | <input type="checkbox"/> No |
| b. El Camino Real? | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> For the Most Part | <input type="checkbox"/> Not really | <input type="checkbox"/> No |

5. What changes should be considered?

See comment on back about hotel space.

LAND USE ECONOMICS (BOARD 4)

6. Based on the findings from the fiscal impact and financial feasibility studies, is additional building height on El Camino Real (as shown - up to five stories) an acceptable tradeoff for increased City revenues and vibrancy and a greater likelihood of redevelopment?
 Yes No

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(continued from front)

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- Yes No

9. Is the change in distribution of parking downtown acceptable?

- Yes For the Most Part Not really No

10. What additions or changes regarding pedestrian connectivity, traffic, parking, bicycle circulation and/or transit should be considered?

If you take out the median strips on Santa Cruz - what will be done to help pedestrians cross the street safely?

OTHER COMMENTS:

We have too much hotel space on the boards - I don't think we can support so many.

How many/which activities have you previously attended during the Vision Plan (2007-2008) and Specific Plan (2009) processes?

Am a member of the OCC - I've been to all mtgs.

Name Elizabeth Lasensky

Address Green house

Phone ↓

E-mail _____

Affiliation:

- Resident Business Owner Property Owner Other _____

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2. Regarding Santa Cruz Avenue, do you prefer:
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 Option 2 (widest sidewalks; remove median trees)

3. What additions or changes to public space improvements should be considered?

- a) re #2, we suggest that restaurants are able to extend seating + tables out into parking spots.
- b) wider sidewalks should not be used by bikes.
- c) public spaces must be attractive to teenagers. They are the ones who will help revitalize the town.

BUILDING CHARACTER (BOARD 3)

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 Yes No

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(continued from front)

CONNECTIVITY AND TRAFFIC (BOARD 5)

7. Does the Emerging Plan provide for adequate enhancements to east-west pedestrian and bicycle connectivity?

- Yes
- For the Most Part
- Not really
- No

but what can realistically be done given the constraints

8. Based on the findings from the traffic study, is the increase in travel time an acceptable tradeoff for increased vibrancy and development of vacant parcels?

- Yes
- No

9. Is the change in distribution of parking downtown acceptable?

- Yes
- For the Most Part
- Not really
- No

10. What additions or changes regarding pedestrian connectivity, traffic, parking, bicycle circulation and/or transit should be considered?

- maximizing train station area use is most important
- consider pedestrian overpasses for El Camino
- trying to improve access to Buzens etc is a pipe dream - it can't be done effectively & should not impede on the vision for downtown

OTHER COMMENTS:

- get on with it!!
- Buzens needs its own revitalization plan
- can't go on debating forever
- have to spend money to earn/reap the rewards.

How many/which activities have you previously attended during the Vision Plan (2007-2008) and Specific Plan (2009) processes?

five community meetings

Name Neil & Julie Scott

Address 4 Stow Court
Menlo Park

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E-mail NSCOTT54@MAC.COM

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 Menlo Park, CA 94025

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Affiliation:

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- Business Owner
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2. Regarding Santa Cruz Avenue, do you prefer:

- Option 1 (varied/wider sidewalks; retain median trees)
 Option 2 (widest sidewalks; remove median trees)

} Leave Santa Cruz Ave. as it is

3. What additions or changes to public space improvements should be considered?

Please allow the heritage oak in Plaza 6 - the location of the Menlo Park Farmers Market - to remain. The area around this tree is the focal point of the Farmers Market where entertainment takes place - i.e. youngsters from local community play. Please also consider removing the retail development in Plaza 6. ~~The market~~ The farmers market needs access from Chestnut Street - closing Chestnut to ~~the~~ traffic would have an adverse impact on the Farmers market.

BUILDING CHARACTER (BOARD 3)

4. Does the Emerging Plan reflect an appropriate building character and massing for:

- a. Downtown? Yes For the Most Part Not really No
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5. What changes should be considered?

One to two-story buildings are appropriate on Santa Cruz. Three-story buildings will be too high and create a tunnel effect.

LAND USE ECONOMICS (BOARD 4)

6. Based on the findings from the fiscal impact and financial feasibility studies, is additional building height on El Camino Real (as shown - up to five stories) an acceptable tradeoff for increased City revenues and vibrancy and a greater likelihood of redevelopment?

- Yes
 No

More intensive development along El Camino is acceptable if parking is provided.

(continued on reverse)

El Camino Real/Downtown Specific Plan Workshop #3



(continued from front)

CONNECTIVITY AND TRAFFIC (BOARD 5)

7. Does the Emerging Plan provide for adequate enhancements to east-west pedestrian and bicycle connectivity?
- Yes For the Most Part Not really No
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- Yes No
9. Is the change in distribution of parking downtown acceptable?
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10. What additions or changes regarding pedestrian connectivity, traffic, parking, bicycle circulation and/or transit should be considered?

OTHER COMMENTS:

Mixed-use buildings in Plaza 4 and 5 will have a negative impact on the businesses during construction. Construction could kill off a number of these businesses which rely on each other to operate.

A parking structure in Plaza 3 may be okay.

A parking structure in Plaza 1 will create a highly congested plaza that will back traffic up on El Camino

How many/which activities have you previously attended during the Vision Plan (2007-2008) and Specific Plan (2009) processes?

Name Nancy Couperus

Address 13680 Page Mill Rd LATH 94022

Phone _____

E-mail couperus@mindspring.com

Affiliation:

Resident Business Owner Property Owner Other _____

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3. What additions or changes to public space improvements should be considered?

Capturing light (in winter) + shade (in summer) in public seating.

Having Menlo Ave (currently) function as the major route from ECR up to University/Santa Cruz/Sand Hill creates a nightmare around Ortega. Any way to encourage Valparaiso use to cross town E/W?

BUILDING CHARACTER (BOARD 3)

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5. What changes should be considered?

Shorter buildings are preferable to keep things on a human scale. We pay \$\$ to live here because of the climate. When you propose tall buildings we lose light + air. If I wanted to live in SF (or Redwood City!) I'd have that, but I choose to live here because it is NOT currently overbuilt.

LAND USE ECONOMICS (BOARD 4)

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 Yes No

El Camino Real/Downtown Specific Plan Workshop #3



(continued from front)

CONNECTIVITY AND TRAFFIC (BOARD 5)

7. Does the Emerging Plan provide for adequate enhancements to east-west pedestrian and bicycle connectivity?

- Yes
 For the Most Part *people*
 Not really *Bikes*
 No

8. Based on the findings from the traffic study, is the increase in travel time an acceptable tradeoff for increased vibrancy and development of vacant parcels?

- Yes
 No

9. Is the change in distribution of parking downtown acceptable?

- Yes
 For the Most Part
 Not really
 No

10. What additions or changes regarding pedestrian connectivity, traffic, parking, bicycle circulation and/or transit should be considered?

A more protected series of bike lanes (at least class 2) are really needed here. It could be a great biking town (so many families/kids here) but there aren't safe routes. We need the tunnel under the train (at Middle, as proposed is very busy - maybe 1 block south or north would be better?).

OTHER COMMENTS:

I care about the "village" character that has been mentioned. Height (a cookie cutter "stacks") of buildings is one of my biggest concerns + fears. I like the wider sidewalks for pedestrians - but there are a lot of seniors here + they will probably have a difficult time with parallel parking (hard enough now). If parking were eliminated in Santa Cruz + moved it all to the back, it might be better (+ have bike lanes instead of parking).

How many/which activities have you previously attended during the Vision Plan (2007-2008) and Specific Plan (2009) processes? *0*

Name Tyra Gib

Address 947 Menlo Ave

Phone _____

E-mail _____

Affiliation:

- Resident
 Business Owner
 Property Owner
 Other _____

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<input type="checkbox"/> Yes	<input type="checkbox"/> For the Most Part	<input type="checkbox"/> Not really	<input type="checkbox"/> No
------------------------------	--	-------------------------------------	-----------------------------
- Regarding Santa Cruz Avenue, do you prefer:

<input type="checkbox"/> Option 1 (varied/wider sidewalks; retain median trees)
<input type="checkbox"/> Option 2 (widest sidewalks; remove median trees)

3. What additions or changes to public space improvements should be considered?

Why are you even considering keeping El Camino as 4 lane - The consultant's comment on the drive from Valparaiso to Middle was unrealistic obviously he has not driven during peak traffic -

BUILDING CHARACTER (BOARD 3)

- Does the Emerging Plan reflect an appropriate building character and massing for:

a. Downtown?	<input type="checkbox"/> Yes	<input type="checkbox"/> For the Most Part	<input type="checkbox"/> Not really	<input type="checkbox"/> No
b. El Camino Real?	<input type="checkbox"/> Yes	<input type="checkbox"/> For the Most Part	<input type="checkbox"/> Not really	<input type="checkbox"/> No

5. What changes should be considered?

LAND USE ECONOMICS (BOARD 4)

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<input type="checkbox"/> Yes	<input type="checkbox"/> No
------------------------------	-----------------------------

(continued on reverse)

El Camino Real/Downtown Specific Plan Workshop #3



(continued from front)

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OTHER COMMENTS: *Pretty pictures, lots of detail - BUT remember, MP's downtown is small - you still have to worry about traffic E/W, N/S - closing off streets adds ~~more~~ more stress elsewhere -*

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Name _____

Address _____

Phone _____

E-mail _____

Affiliation:

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- What changes should be considered?

lets quit studying this and get going -

The city council should stop paying for more studies and adopt a plan and move ahead.

LAND USE ECONOMICS (BOARD 4)

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 - Yes
 - No

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(continued from front)

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Be sure to adjust traffic lights so that traffic on El Camino keep moving thru.

OTHER COMMENTS:

Put a stop to the ~~the~~ do nothing group — you can't stop progress and growth manage it !!

How many/which activities have you previously attended during the Vision Plan (2007-2008) and Specific Plan (2009) processes?

As a 33 year resident, this is the 3rd set of planning activities.

Name _____

Address _____

Phone _____

E-mail _____

Affiliation:

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(continued on reverse)

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(continued from front)

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TEAR DOWN SOME HOUSES ON OAK GROVE AV
& PUT PARKING PLAZAS ON THEM.
PERIPHERAL PARKING IS PREFERABLE TO
HIGH RISE PARKING GARAGES

OTHER COMMENTS: THIS IS MY FIRST ATTENDANCE AT A WORKSHOP.
MY IMPRESSIONS: NO WAY WILL THESE COMPLEX PLANS RETAIN THE
VILLAGE ATMOSPHERE I ENJOY IN DOWNTOWN MENLO PARK. THE PLANS
MAKE A CITY OUT OF A RELAXED, COMFORTABLE VILLAGE. IF
THE PLAN FINALLY HAPPENS, THE TRAFFIC IN EVERY DIRECTION
WILL BE HORRENDOUS, PARKING GARAGES WARE AGLY.
THE PLAN WILL OVERCROWD THE SCHOOLS, THE
STREETS & THE TOWN.

How many/which activities have you previously attended during the Vision Plan (2007-2008) and Specific Plan (2009) processes? NONE PRIOR TO TONIGHT.

Name LEE BOLLER

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Phone 650 857 3174

E-mail _____

Affiliation:

Resident Business Owner Property Owner

Other _____

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Fax: (650) 327-1653 | THRogers@menlopark.org

All comments on the Emerging Plan Workshop 3 Boards are due by end of the day Monday, September 28



El Camino Real/Downtown Specific Plan Workshop #3

We welcome your comments! Before considering the questions below, please review all the boards first. Please keep in mind that the elements of the Emerging Plan are interrelated. For example, the heights of buildings (Board 3) have a relationship with City revenues (Board 4).

PUBLIC SPACE (BOARDS 2A AND 2B)

1. Does the Emerging Plan have an adequate diversity of public spaces?

Yes

For the Most Part

Not really

No

2. Regarding Santa Cruz Avenue, do you prefer:

Option 1 (varied/wider sidewalks; retain median trees)

Option 2 (widest sidewalks; remove median trees)

3. What additions or changes to public space improvements should be considered?

*Removing some of the trees from Santa Cruz not all.
Eliminate parking on Santa Cruz.
Wider sidewalks
updated street furniture, new light fixtures
Brick sidewalks should be replaced with another
type of surface that is easier to keep clean.*

BUILDING CHARACTER (BOARD 3)

4. Does the Emerging Plan reflect an appropriate building character and massing for:

a. Downtown? Yes For the Most Part Not really No

b. El Camino Real? Yes For the Most Part Not really No

5. What changes should be considered?

*The plan is varied enough to add vitality with
additional greenery with the pocket parks, under
sidewalks, additional parking.*

LAND USE ECONOMICS (BOARD 4)

6. Based on the findings from the fiscal impact and financial feasibility studies, is additional building height on El Camino Real (as shown - up to five stories) an acceptable tradeoff for increased City revenues and vibrancy and a greater likelihood of redevelopment?

Yes

No

(continued on reverse)

El Camino Real/Downtown Specific Plan Workshop #3



(continued from front)

CONNECTIVITY AND TRAFFIC (BOARD 5)

7. Does the Emerging Plan provide for adequate enhancements to east-west pedestrian and bicycle connectivity?
 Yes For the Most Part Not really No
8. Based on the findings from the traffic study, is the increase in travel time an acceptable tradeoff for increased vibrancy and development of vacant parcels?
 Yes No
9. Is the change in distribution of parking downtown acceptable?
 Yes For the Most Part Not really No
10. What additions or changes regarding pedestrian connectivity, traffic, parking, bicycle circulation and/or transit should be considered?
Rauenswood and Alma needs a better (safer) ^{ped} crossing with flashing lights (more visible.)

OTHER COMMENTS:

I have appreciated the well organized structure of these meetings. Everyone has been very professional and knowledgeable. Thanks to everyone for trying to move this process forward.

How many/which activities have you previously attended during the Vision Plan (2007-2008) and Specific Plan (2009) processes? *I have attended the vision workshops (2) and (3) of the planning meetings.*

Name *Bettie Nicomogon*

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Menlo Park CA 94025

Phone *650-324-4275*

E-mail *BNICC33@SBCGLOBAL.NET*

Affiliation:

Resident Business Owner Property Owner Other _____

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PUBLIC SPACE (BOARDS 2A AND 2B)

- Does the Emerging Plan have an adequate diversity of public spaces?
 - Yes
 - For the Most Part
 - Not really
 - No
- Regarding Santa Cruz Avenue, do you prefer:
 - Option 1 (varied/wider sidewalks; retain median trees)
 - Option 2 (widest sidewalks; remove median trees)
- What additions or changes to public space improvements should be considered?

BUILDING CHARACTER (BOARD 3)

- Does the Emerging Plan reflect an appropriate building character and massing for:
 - a. Downtown? Yes For the Most Part Not really No
 - b. El Camino Real? Yes For the Most Part Not really No

- What changes should be considered?

Building height should not exceed 3 stories. Including upper level setbacks will help keep an open feeling

LAND USE ECONOMICS (BOARD 4)

- Based on the findings from the fiscal impact and financial feasibility studies, is additional building height on El Camino Real (as shown - up to five stories) an acceptable tradeoff for increased City revenues and vibrancy and a greater likelihood of redevelopment?
 - Yes
 - No

El Camino Real/Downtown Specific Plan Workshop #3



(continued from front)

CONNECTIVITY AND TRAFFIC (BOARD 5)

7. Does the Emerging Plan provide for adequate enhancements to east-west pedestrian and bicycle connectivity?
 Yes For the Most Part Not really No
8. Based on the findings from the traffic study, is the increase in travel time an acceptable tradeoff for increased vibrancy and development of vacant parcels?
 Yes No
9. Is the change in distribution of parking downtown acceptable?
 Yes For the Most Part Not really No
10. What additions or changes regarding pedestrian connectivity, traffic, parking, bicycle circulation and/or transit should be considered?

OTHER COMMENTS:

How many/which activities have you previously attended during the Vision Plan (2007-2008) and Specific Plan (2009) processes?

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Address _____

Phone _____

E-mail _____

Affiliation:

- Resident Business Owner Property Owner Other _____

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 Option 2 (widest sidewalks; remove median trees)

3. What additions or changes to public space improvements should be considered?

There needs to be a reason - what will Menlo Park offer shoppers/walkers that is unique? Barroni's, Kepler's so far have attracted people to come to M.P. What else? Another Plaza? I like the idea of wider sidewalks. A long time ago there was a proposal to block off Santa Cruz Ave for a plaza.

BUILDING CHARACTER (BOARD 3)

4. Does the Emerging Plan reflect an appropriate building character and massing for:
a. Downtown? Yes For the Most Part Not really No
b. El Camino Real? Yes For the Most Part Not really No

5. What changes should be considered?

Do
Let's do this "first things first." Do something about the ugly eyesore of the old Park Theater.
What would make Menlo Park a "destination place." Redwood City has its movie theater, the Fox and the History Museum/Plaza. Los Altos has country character and great places to buy produce.

LAND USE ECONOMICS (BOARD 4)

6. Based on the findings from the fiscal impact and financial feasibility studies, is additional building height on El Camino Real (as shown - up to five stories) an acceptable tradeoff for increased City revenues and vibrancy and a greater likelihood of redevelopment?
 Yes No *Undecided.* *Other side →*

El Camino Real/Downtown Specific Plan Workshop #3



(continued from front)

CONNECTIVITY AND TRAFFIC (BOARD 5)

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 Yes For the Most Part Not really No
8. Based on the findings from the traffic study, is the increase in travel time an acceptable tradeoff for increased vibrancy and development of vacant parcels?
 Yes No
9. Is the change in distribution of parking downtown acceptable?
 Yes For the Most Part Not really No
10. What additions or changes regarding pedestrian connectivity, traffic, parking, bicycle circulation and/or transit should be considered?

OTHER COMMENTS:

*Please keep in mind our wonderful library + its parking area - we need to consider this as part of the E-W corridor. We MUST NOT impact its parking area.
 And also the Farmers Market which*

How many/which activities have you previously attended during the Vision Plan (2007-2008) and Specific Plan (2009) processes?

at a large flat area or plaza area on Sundays

Name _____

Address _____

Phone _____

E-mail _____

Affiliation:

- Resident Business Owner Property Owner Other _____

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PUBLIC SPACE (BOARDS 2A AND 2B)

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- Yes
- For the Most Part
- Not really
- No

2. Regarding Santa Cruz Avenue, do you prefer:

- Option 1 (varied/wider sidewalks; retain median trees)
- Option 2 (widest sidewalks; remove median trees)

3. What additions or changes to public space improvements should be considered?

Chestnut St. could be designed to allow traffic during the week. Consider extending a roof across Chestnut between the new "Market Place" buildings. Use the "new" Chestnut for Sunday am 's Farmers' Market.

BUILDING CHARACTER (BOARD 3)

4. Does the Emerging Plan reflect an appropriate building character and massing for:

- a. Downtown? Yes For the Most Part Not really No
- b. El Camino Real? Yes For the Most Part Not really No

5. What changes should be considered?

Consider a parking structure between Chestnut + Curtis combined with a new TJ bldg: to include parking on TJ roof TJ entrance facing Chestnut + complimentary to the "Market Place" idea. One motivation: TJ pay a substantial fraction of cost of parking structure since they are the principal beneficiary.

*3 above
2 below*

LAND USE ECONOMICS (BOARD 4)

6. Based on the findings from the fiscal impact and financial feasibility studies, is additional building height on El Camino Real (as shown - up to five stories) an acceptable tradeoff for increased City revenues and vibrancy and a greater likelihood of redevelopment?

- Yes
- No

El Camino Real/Downtown Specific Plan Workshop #3



(continued from front)

CONNECTIVITY AND TRAFFIC (BOARD 5)

7. Does the Emerging Plan provide for adequate enhancements to east-west pedestrian and bicycle connectivity?
- Yes For the Most Part Not really No
8. Based on the findings from the traffic study, is the increase in travel time an acceptable tradeoff for increased vibrancy and development of vacant parcels?
- Yes No
9. Is the change in distribution of parking downtown acceptable?
- Yes For the Most Part Not really No
10. What additions or changes regarding pedestrian connectivity, traffic, parking, bicycle circulation and/or transit should be considered?

OTHER COMMENTS:

How many/which activities have you previously attended during the Vision Plan (2007-2008) and Specific Plan (2009) processes? *Most of the public meetings.*

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MP

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E-mail *ja@jelen.net*

Affiliation:

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PUBLIC SPACE (BOARDS 2A AND 2B)

1. Does the Emerging Plan have an adequate diversity of public spaces?

- Yes
 For the Most Part
 Not really
 No

2. Regarding Santa Cruz Avenue, do you prefer:

- Option 1 (varied/wider sidewalks; retain median trees)
- Option 2 (widest sidewalks; remove median trees)
- more redewalk will enable more trees and much better pedestrian experience*

3. What additions or changes to public space improvements should be considered?

Extend & improve sidewalks all the way up Santa Cruz Ave

I'm guessing there are more pedestrians on the upper part of Santa Cruz than there ever will be on El Camino including school kids, church goers, festival goers, etc.

BUILDING CHARACTER (BOARD 3)

4. Does the Emerging Plan reflect an appropriate building character and massing for:

- a. Downtown?
 Yes
 For the Most Part
 Not really
 No
- b. El Camino Real?
 Yes
 For the Most Part
 Not really
 No

5. What changes should be considered?

Try changing the orientation of the buildings so they're angled. Similar to the buildings across from Keplers (Schwab Bldg)

LAND USE ECONOMICS (BOARD 4)

6. Based on the findings from the fiscal impact and financial feasibility studies, is additional building height on El Camino Real (as shown - up to five stories) an acceptable tradeoff for increased City revenues and vibrancy and a greater likelihood of redevelopment?

- Yes
 No
- I'm fine with development but we need to get much more than 4% net increase in revenue*

(continued on reverse)

El Camino Real/Downtown Specific Plan Workshop #3



(continued from front)

CONNECTIVITY AND TRAFFIC (BOARD 5)

7. Does the Emerging Plan provide for adequate enhancements to east-west pedestrian and bicycle connectivity?

- Yes For the Most Part Not really No

8. Based on the findings from the traffic study, is the increase in travel time an acceptable tradeoff for increased vibrancy and development of vacant parcels?

- Yes No *But I don't believe the low estimates for increase in travel time*

9. Is the change in distribution of parking downtown acceptable?

- Yes For the Most Part Not really? No *net*

It appears we're only getting a few hundred more spaces off from all the

10. What additions or changes regarding pedestrian connectivity, traffic, parking, bicycle circulation and/or transit should be considered?

changes?

OTHER COMMENTS:

How many/which activities have you previously attended during the Vision Plan (2007-2008) and Specific Plan (2009) processes?

Name PEN EIRBF

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Phone _____

E-mail beirbf@gmail.com

Affiliation:

- Resident Business Owner Property Owner Other _____

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- Yes
 For the Most Part
 Not really
 No

2. Regarding Santa Cruz Avenue, do you prefer:

- Option 1 (varied/wider sidewalks; retain median trees)
 Option 2 (widest sidewalks; remove median trees)
- } advantage to both

3. What additions or changes to public space improvements should be considered?

- Maybe one more pocket park downtown
- We need some small, lower cost housing in the TOD
- What is the space (alley?) between parking structures and adjacent buildings?
- If the train goes underground, how do we use the found space?

BUILDING CHARACTER (BOARD 3)

4. Does the Emerging Plan reflect an appropriate building character and massing for:

- a. Downtown? Yes For the Most Part Not really No
 b. El Camino Real? Yes For the Most Part Not really No

5. What changes should be considered?

consider architectural guidelines: some modernist styles run counter to village character

LAND USE ECONOMICS (BOARD 4)

6. Based on the findings from the fiscal impact and financial feasibility studies, is additional building height on El Camino Real (as shown - up to five stories) an acceptable tradeoff for increased City revenues and vibrancy and a greater likelihood of redevelopment?

- Yes
 No

El Camino Real/Downtown Specific Plan Workshop #3



(continued from front)

CONNECTIVITY AND TRAFFIC (BOARD 5)

7. Does the Emerging Plan provide for adequate enhancements to east-west pedestrian and bicycle connectivity?
 Yes For the Most Part Not really No
8. Based on the findings from the traffic study, is the increase in travel time an acceptable tradeoff for increased vibrancy and development of vacant parcels?
 Yes No
9. Is the change in distribution of parking downtown acceptable?
 Yes For the Most Part Not really No
10. What additions or changes regarding pedestrian connectivity, traffic, parking, bicycle circulation and/or transit should be considered?

- don't let sidewalks get too wide. bulb outs for cafe seating better than continuous wide walk which will ~~reflect~~ seem "vacant"
- need GCR bikes to support local shuttle service
- GCR is not going to be good parking or good bike use - let it be open to cars

OTHER COMMENTS:

- quality of new buildings, especially facade materials, is key to success especially for larger buildings
- might note the proposed parking structures on south corner for small gathering place / landscape

How many/which activities have you previously attended during the Vision Plan (2007-2008) and Specific Plan (2009) processes? All

Name Henry Riggs

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Affiliation:

- Resident Business Owner Property Owner Other _____

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El Camino Real/Downtown Specific Plan Workshop #3 - Comments (continued)

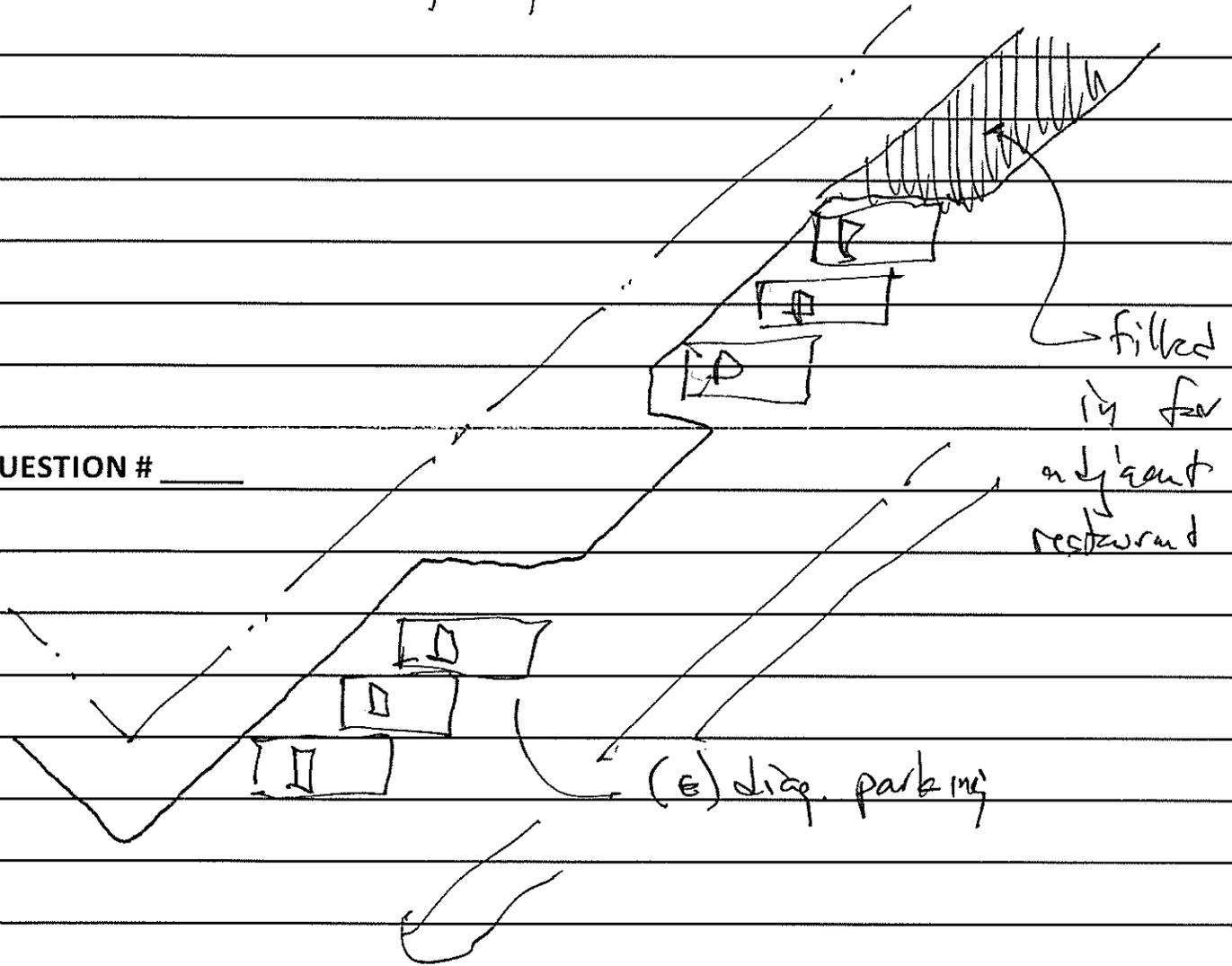
Henry Rigg's
9.17.09



QUESTION # 2

The S. Cruz sidewalks benefit from localized widening. I propose the widened areas require a retail (restaurant) sponsor who will commit to using it, then we build it.

QUESTION # _____





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PUBLIC SPACE (BOARDS 2A AND 2B)

1. Does the Emerging Plan have an adequate diversity of public spaces?
- Yes For the Most Part Not really No

2. Regarding Santa Cruz Avenue, do you prefer:
- Option 1 (varied/wider sidewalks; retain median trees)
- Option 2 (widest sidewalks; remove median trees)

3. What additions or changes to public space improvements should be considered?

→ CLOSING COURSEMENT TO CARS = GREAT IDEA!

BUILDING CHARACTER (BOARD 3)

4. Does the Emerging Plan reflect an appropriate building character and massing for:
- a. Downtown? Yes For the Most Part Not really No
- b. El Camino Real? Yes For the Most Part Not really No

5. What changes should be considered?

LAND USE ECONOMICS (BOARD 4)

6. Based on the findings from the fiscal impact and financial feasibility studies, is additional building height on El Camino Real (as shown - up to five stories) an acceptable tradeoff for increased City revenues and vibrancy and a greater likelihood of redevelopment?
- Yes No

El Camino Real/Downtown Specific Plan Workshop #3



(continued from front)

CONNECTIVITY AND TRAFFIC (BOARD 5)

7. Does the Emerging Plan provide for adequate enhancements to east-west pedestrian and bicycle connectivity?
 Yes For the Most Part Not really No
8. Based on the findings from the traffic study, is the increase in travel time an acceptable tradeoff for increased vibrancy and development of vacant parcels?
 Yes No
9. Is the change in distribution of parking downtown acceptable?
 Yes For the Most Part Not really No
10. What additions or changes regarding pedestrian connectivity, traffic, parking, bicycle circulation and/or transit should be considered?

▶ WIDER SIDEWALKS THAT WILL ACCOMMODATE OUTDOOR DINING, VENDOR CARTS, PUBLIC ART, SEATING, FOUNTAINS - HUMAN SCALE WALKABILITY

▶ ENCOURAGE BUSINESSES (OTHER THAN JUST REPLENISH & CARE BARBER) TO STAY OPEN LATER TO PROVIDE VIBRANCY IN OUR CITY

OTHER COMMENTS:

- ▶ MORE GREEN SPACE / OPEN SPACE / FLEXIBLE USE SPACE
- ▶ LOVE ALL THE GREAT, CREATIVE, BOLD IDEAS LIKE THE COVERED MARKET, POCKET PARKS, PLAZAS
- ▶

How many/which activities have you previously attended during the Vision Plan (2007-2008) and Specific Plan (2009) processes?

Name SKIP HILTON

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MENLO PARK, CA 94025

Phone 650-473-6968

E-mail SHILTON@TIPDOT.COM

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PUBLIC SPACE (BOARDS 2A AND 2B)

1. Does the Emerging Plan have an adequate diversity of public spaces?

- Yes
- For the Most Part
- Not really
- No

Need public art! Murals like Palo Alto downtown

2. Regarding Santa Cruz Avenue, do you prefer:

- Option 1 (varied/wider sidewalks; retain median trees)
- Option 2 (widest sidewalks; remove median trees)

I love them, fought hard for them

3. What additions or changes to public space improvements should be considered?

- Like wider sidewalks on ECR w/ set backs
- Can we do Class I bike lanes here too?
- Need cultural places - *theater* - *improve Fremont Park?*
- Like the wider sidewalks on Santa Cruz -
- Love the closing of Chestnut for a Paseo - really make it

purpose was to narrow street - but wide sidewalks w/ trees lining street is better to have cafe spill over sidewalks w/ medians? = e.g. elim. parking on street

BUILDING CHARACTER (BOARD 3)

4. Does the Emerging Plan reflect an appropriate building character and massing for:

- a. Downtown? Yes For the Most Part Not really No
- b. El Camino Real? Yes For the Most Part Not really No

Integrate w/ shops - more park - like "street" like

5. What changes should be considered?

- Mostly 2 story, a little 3 off Santa Cruz
- 3-4 stories on corner of ECR + Ravenswood is too much at "key gateway" intersection.
- 3-4 stories along ECR D line. Don't like 5 story, even with set back, for 2 blocks.
- Need more parking required around train station embedded into buildings as a public benefit, esp. to make sure
- Need more housing + office. *Transit-oriented housing* Train is heavily used by housing + retail is key, esp. w/ Bohannon going in.

LAND USE ECONOMICS (BOARD 4)

6. Based on the findings from the fiscal impact and financial feasibility studies, is additional building height on El Camino Real (as shown - up to five stories) an acceptable tradeoff for increased City revenues and vibrancy and a greater likelihood of redevelopment?

- Yes
- No

see 2d sheet - 40% net ben seems modest + doesn't include schools + fire (continued on reverse)

El Camino Real/Downtown Specific Plan Workshop #3



(continued from front)

CONNECTIVITY AND TRAFFIC (BOARD 5)

7. Does the Emerging Plan provide for adequate enhancements to east-west pedestrian and bicycle connectivity?
 Yes For the Most Part Not really No
Love the bike/red connection at Burgess
8. Based on the findings from the traffic study, is the increase in travel time an acceptable tradeoff for increased vibrancy and development of vacant parcels?
 Yes No
9. Is the change in distribution of parking downtown acceptable?
 Yes For the Most Part Not really No
not enough parking, very near train station
10. What additions or changes regarding pedestrian connectivity, traffic, parking, bicycle circulation and/or transit should be considered?
 - Class III on ECR is too dangerous for bikes, (esp. for kids). Need better North/South on east side of tracks to (Alma)
 - ★ Make Middle's ^{Aves} bike path a Class II to facilitate safe east/west movement by kids (all)
 - Bike/red passage behind south side sta cruz retail is great

OTHER COMMENTS:

- Want an under-crossing at ECR + Sta Cruz for peds (to for a 2d story connector).
- Must offset all net Greenhouse Gas impacts that can't be reduced on site through green building requirements.
- Like curb extensions

How many/which activities have you previously attended during the Vision Plan (2007-2008) and Specific Plan (2009) processes? *2d "table" activity in early summer + a few prior meetings*

Name Gail Slocum
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 Phone 650 325-4367
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Submit comments by mail, fax, or e-mail to:

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Affiliation:

- Resident Business Owner Property Owner Other _____

Ei Camino Real/Downtown Specific Plan Workshop #3 - Comments (continued)

from
Gail
Stocum



QUESTION # _____

Shouldn't school, and fire dept. impacts be solicited now and included in full economic analysis? Can't myopically focus on General Fund and know how that pencils out / how sustainable it is.

But
Need more housing, so if we need developer fees to compensate so be it.
(for schools, city + fire impact)

QUESTION # _____

Concerned about the reduction in the parking ratio downtown - We need more intensive parking in the 2-3 blocks radius around the train station and require increased parking as a public benefit.

Need to be concerned about the greenhouse gas emission increases' impact on climate change. Require green building minimum thresholds and/or offsets for all net remaining increase in CO2e.

El Camino Real/Downtown Specific Plan
Workshop #3 - Comments (continued)



QUESTION # _____

~~XXXXXXXXXXXXXXXXXXXX~~
Like the separation of the 2
Parking structures - ^{but} need to be
attractive w/ a park on the
top. Design standards are needed for
+ Building them w/ low GHG materials ^{all new structures}
(Cement is a hugely CO₂
intensive material - what low
CO₂ alternatives are there that
we can require ??
Can we do some "basement" parking too?

QUESTION # _____

Want a hotel in heart of Downtown
Very near Train station.
Don't put all hotels south on ECR

• Need all parking to include
EV + PHEV charging stations throughout,
"cool roofs", "light pavements", "green/living
roofs", solar on roofs.
PV + solar water heating

Can't we require leadership levels if we
rezone these districts.



El Camino Real/Downtown Specific Plan Workshop #3

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 Option 2 (widest sidewalks; remove median trees)

3. What additions or changes to public space improvements should be considered?

A. CENTRAL PLAZA - ADD SITE-SPECIFIC SCULPTURAL/ARCHITECTURAL "FOCUS" ELEMENTS; SUCH AS A THEMATIC-RELATED SCULPTURE/WATER FEATURE (?) ON ALL FOUR CORNERS, LIGHTLY "BUBBED-OUT," CREATING A "QUADRANGLE" EFFECT AS AN ARTISTIC "CENTER-OF-FOCUS" AROUND WHICH THE PULSE/RHYTHM OF THE CIVIC EXPERIENCE CAN REVOLVE & EVOLVE. B. TIE THIS INTO/IN-WITH THE CIVIC PLAZA IN THEME & POTENCY. ALL EUROPEAN "PLAZAS" ARE POWERFULLY 'GROUNDED' BY CENTRAL SCULPTURE/FOUNTAIN/GARDEN-LEVEL (CASCADED) PUBLIC SEATING WITH BEAUTIFUL (MANICURED) HARDSCAPE & FLORAL SOFTSCAPE/LANDSCAPE.

BUILDING CHARACTER (BOARD 3)

4. Does the Emerging Plan reflect an appropriate building character and massing for:
a. Downtown? Yes For the Most Part Not really No
b. El Camino Real? Yes For the Most Part Not really No

5. What changes should be considered?

SPECIFICS:

A. DRAGERS: WE DO NOT READILY AGREE WITH/SUPPORT CLOSING THE N/E TERMINUS OF THEIR PARKING LOT. IT SERVES A CRUCIAL ROLE IN THEIR TRAFFIC CIRCULATION FLOW!!
N-W CORNER OF MENLO & EVELYN: WHY NOT PLACE THE 2-STORY MIXED-USE HERE?!

B. WE ARE CONCERNED ABOUT THE 2-STORY STRUCTURE ACROSS THE STREET (N-E SIDE OF EVELYN) AND HOW NEAR THE RESIDENTS WOULD PARK.

LAND USE ECONOMICS (BOARD 4)

6. Based on the findings from the fiscal impact and financial feasibility studies, is additional building height on El Camino Real (as shown - up to five stories) an acceptable tradeoff for increased City revenues and vibrancy and a greater likelihood of redevelopment?
 Yes No

(continued on reverse)

El Camino Real/Downtown Specific Plan Workshop #3



(continued from front)

CONNECTIVITY AND TRAFFIC (BOARD 5)

7. Does the Emerging Plan provide for adequate enhancements to east-west pedestrian and bicycle connectivity?
 Yes For the Most Part Not really No
8. Based on the findings from the traffic study, is the increase in travel time an acceptable tradeoff for increased vibrancy and development of vacant parcels?
 Yes No
9. Is the change in distribution of parking downtown acceptable?
 Yes For the Most Part Not really No
10. What additions or changes regarding pedestrian connectivity, traffic, parking, bicycle circulation and/or transit should be considered?
ONLY IF DONE RIGHT. USE WATERY DESIGN; PROVIDE EASY ACCESS (INGRESS & EGRESS) FROM MULTIPLE SIDES, TRY NOT TO CHARGE FOR THE FIRST 2-3 HOURS, WITH FAIR & REASONABLE MONTHLY FEES FOR DEDICATED USERS.

OTHER COMMENTS:

THANK YOU FOR ALL YOUR DEDICATION IN STEWARDING THIS COMPLEX PROCESS INTO ITS CURRENT PHASE OF EVOLUTION.

How many/which activities have you previously attended during the Vision Plan (2007-2008) and Specific Plan (2009) processes?

NONE - WAS IN EUROPE, AND CAUGHT UP "LATE."

Name ROGER BURWELL

Address 111 MAIN STREET LOS ALTOS

(800-830 MENLO AVENUE - OWNER AND 3 RESIDENCES IN THE VISION AREA)

Phone 650 941-3500

E-mail rburwell@arnellent.com

Affiliation:

- Resident Business Owner MULTIPLE Property Owner Other _____

Submit comments by mail, fax, or e-mail to:

Mr. Thomas Rogers
City of Menlo Park, Planning Division
701 Laurel Street
Menlo Park, CA 94025

Fax: (650) 327-1653 | THRogers@menlopark.org

All comments on the Emerging Plan Workshop 3 Boards are due by end of the day Monday, September 28



El Camino Real/Downtown Specific Plan Workshop #3

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PUBLIC SPACE (BOARDS 2A AND 2B)

1. Does the Emerging Plan have an adequate diversity of public spaces?

- Yes For the Most Part Not really No

2. Regarding Santa Cruz Avenue, do you prefer:

- Option 1 (varied/wider sidewalks; retain median trees)
 Option 2 (widest sidewalks; remove median trees)

3. What additions or changes to public space improvements should be considered?

CONSIDER PROVIDING FREE INTERNET (WI-FI) IN ALL THE OPEN PUBLIC SPACES. SEE <http://www.svunwired.org/> FOR WHAT THEY'VE DONE IN MILPITAS & MOUNTAIN VIEW. THEY PUT WI-FI ANTENNAS ON LIGHT POLES, SO THE CITY & STATE (FOR SR-82) NEED TO BE INVOLVED. FREE WI-FI WILL DRAW PEOPLE & CREATE VIBRANT OUTDOOR AREAS.

BUILDING CHARACTER (BOARD 3)

4. Does the Emerging Plan reflect an appropriate building character and massing for:

- a. Downtown? Yes For the Most Part Not really No
b. El Camino Real? Yes For the Most Part Not really No

5. What changes should be considered?

LAND USE ECONOMICS (BOARD 4)

6. Based on the findings from the fiscal impact and financial feasibility studies, is additional building height on El Camino Real (as shown - up to five stories) an acceptable tradeoff for increased City revenues and vibrancy and a greater likelihood of redevelopment?

- Yes No

(continued on reverse)

El Camino Real/Downtown Specific Plan Workshop #3



(continued from front)

CONNECTIVITY AND TRAFFIC (BOARD 5)

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OTHER COMMENTS:

How many/which activities have you previously attended during the Vision Plan (2007-2008) and Specific Plan (2009) processes? 0

Name BILL MOORE

Address 1100 BROOKS RANGE LN DG
SAN JOSE, CA 95131

Phone 408-390-4608

E-mail WLMOORE@AOL.COM

Affiliation:

- Resident Business Owner Property Owner Other VISITOR

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 Yes No

(continued on reverse)

El Camino Real/Downtown Specific Plan Workshop #3



(continued from front)

CONNECTIVITY AND TRAFFIC (BOARD 5)

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 Yes No
9. Is the change in distribution of parking downtown acceptable?
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10. What additions or changes regarding pedestrian connectivity, traffic, parking, bicycle circulation and/or transit should be considered?

OTHER COMMENTS:

380 hotel rooms, and specifically, 300 on ECR in 2014 is not realistic,

How many/which activities have you previously attended during the Vision Plan (2007-2008) and Specific Plan (2009) processes?

Name _____

Address _____

Phone _____

E-mail _____

Affiliation:

- Resident Business Owner Property Owner Other _____

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PUBLIC SPACE (BOARDS 2A AND 2B)

- Does the Emerging Plan have an adequate diversity of public spaces?
 Yes For the Most Part Not really No
- Regarding Santa Cruz Avenue, do you prefer:
 Option 1 (varied/wider sidewalks; retain median trees) *maybe*
 Option 2 (widest sidewalks; remove median trees) *→ ok if increase trees on sidewalks*
- What additions or changes to public space improvements should be considered?
Transition between parking structure & retail/other needs careful consideration - ease to go to shops, but w/ room for loading trucks, garbage, etc. loading zones?

BUILDING CHARACTER (BOARD 3)

- Does the Emerging Plan reflect an appropriate building character and massing for:
 - Downtown? Yes For the Most Part Not really No
 - El Camino Real? Yes For the Most Part Not really No
- What changes should be considered?
Make sure ^{new} Enough retail ^{development} to support this? → overall nationwide reduction in amount of retail & want to make sure small businesses can still exist dtown. Move office/commercial rather than retail?

LAND USE ECONOMICS (BOARD 4)

- Based on the findings from the fiscal impact and financial feasibility studies, is additional building height on El Camino Real (as shown - up to five stories) an acceptable tradeoff for increased City revenues and vibrancy and a greater likelihood of redevelopment?
 Yes No

El Camino Real/Downtown Specific Plan Workshop #3



(continued from front)

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9. Is the change in distribution of parking downtown acceptable?
 Yes For the Most Part Not really No
10. What additions or changes regarding pedestrian connectivity, traffic, parking, bicycle circulation and/or transit should be considered?

More stop signs + pedestrian crossings along Santa Cruz dtown
 ⇒ Possible ^{to} improve traffic flow along Oak Grove/Menlo parallel to SC? ⇒ divert EW traffic to those streets?
 North-South on ECR needs improvement somehow

OTHER COMMENTS:

I like the suggestion for the 5 story parking structure to have ground floor be some community friendly space, at least partially - would help open the "back" entrance + make less imposing.

OR ⇒ some parking structure (on ECR?) for workers to free up existing parking
 Elevator for parking structure | or [↓] underground for long term

How many/which activities have you previously attended during the Vision Plan (2007-2008) and Specific Plan (2009) processes?

Visioning 1 & 2

Name Dexter Chow

Address 640 Santa Cruz MP

Phone 650-328-7975

E-mail dchow@cheekyart.com

Affiliation:

- Resident Business Owner Property Owner Other _____

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- What additions or changes to public space improvements should be considered?

No housing over parking structures

BUILDING CHARACTER (BOARD 3)

- Does the Emerging Plan reflect an appropriate building character and massing for:
 - Downtown? Yes For the Most Part Not really No
 - El Camino Real? Yes For the Most Part Not really No
- What changes should be considered?

*3 story max
~~the~~ Only 1 hotel - not on Santa Cruz*

LAND USE ECONOMICS (BOARD 4)

- Based on the findings from the fiscal impact and financial feasibility studies, is additional building height on El Camino Real (as shown - up to five stories) an acceptable tradeoff for increased City revenues and vibrancy and a greater likelihood of redevelopment?
 Yes No

(continued on reverse)

El Camino Real/Downtown Specific Plan Workshop #3



(continued from front)

CONNECTIVITY AND TRAFFIC (BOARD 5)

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 Yes No
9. Is the change in distribution of parking downtown acceptable?
 Yes For the Most Part Not really No
10. What additions or changes regarding pedestrian connectivity, traffic, parking, bicycle circulation and/or transit should be considered?

No bulbouts

OTHER COMMENTS:

Financial impact analysis should show how the hotels incrementally impact the bottom line (both revenue & cost)
Similarly the housing.

How many/which activities have you previously attended during the Vision Plan (2007-2008) and Specific Plan (2009) processes?

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Phone _____

E-mail _____

Affiliation:

- Resident Business Owner Property Owner Other _____

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 - b. El Camino Real? Yes For the Most Part Not really No
5. What changes should be considered?

LAND USE ECONOMICS (BOARD 4)

6. Based on the findings from the fiscal impact and financial feasibility studies, is additional building height on El Camino Real (as shown - up to five stories) an acceptable tradeoff for increased City revenues and vibrancy and a greater likelihood of redevelopment?

Yes

No

2-3 stories on west side

3-4 stories on east side OK, but not 5 stories

(continued on reverse)

El Camino Real/Downtown Specific Plan Workshop #3



(continued from front)

CONNECTIVITY AND TRAFFIC (BOARD 5)

7. Does the Emerging Plan provide for adequate enhancements to east-west pedestrian and bicycle connectivity?
 Yes For the Most Part Not really No
Must get the rail underpass
8. Based on the findings from the traffic study, is the increase in travel time an acceptable tradeoff for increased vibrancy and development of vacant parcels?
 Yes No
9. Is the change in distribution of parking downtown acceptable?
 Yes For the Most Part Not really No
10. What additions or changes regarding pedestrian connectivity, traffic, parking, bicycle circulation and/or transit should be considered?
*North-south biking ~~at~~ and pedestrian traffic along El Camino is awful. NEED wider sidewalks, etc.
Pedestrian crossing at Ravenswood + Alma is dangerous. NEEDS improvement.*

OTHER COMMENTS:

Walkability (& cycling-ability to a lesser extent) are key to a village/community feel. These are acceptable along Santa Cruz but NOT along or across El Camino.

How many/which activities have you previously attended during the Vision Plan (2007-2008) and Specific Plan (2009) processes? *none, just became a resident 2 months ago.*

Name David Geraghty
Address 641 College Ave
Phone 650-391-9799
E-mail ivan492000@yahoo.com

Affiliation:

Resident Business Owner Property Owner Other _____

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PUBLIC SPACE (BOARDS 2A AND 2B)

- Does the Emerging Plan have an adequate diversity of public spaces?
 - Yes
 - For the Most Part
 - Not really
 - No
- Regarding Santa Cruz Avenue, do you prefer:
 - Option 1 (varied/wider sidewalks; retain median trees)
 - Option 2 (widest sidewalks; remove median trees)
- What additions or changes to public space improvements should be considered?

*Not ECP
across from
Menlo College
area*

BUILDING CHARACTER (BOARD 3)

- Does the Emerging Plan reflect an appropriate building character and massing for:
 - a. Downtown?
 - Yes
 - For the Most Part
 - Not really
 - No
 - b. El Camino Real?
 - Yes
 - For the Most Part
 - Not really
 - No
- What changes should be considered?

LAND USE ECONOMICS (BOARD 4)

- Based on the findings from the fiscal impact and financial feasibility studies, is additional building height on El Camino Real (as shown - up to five stories) an acceptable tradeoff for increased City revenues and vibrancy and a greater likelihood of redevelopment?
 - Yes
 - No

Handwritten signature/initials

(continued on reverse)

El Camino Real/Downtown Specific Plan Workshop #3



(continued from front)

CONNECTIVITY AND TRAFFIC (BOARD 5)

7. Does the Emerging Plan provide for adequate enhancements to east-west pedestrian and bicycle connectivity?
 Yes For the Most Part Not really No
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 Yes No
9. Is the change in distribution of parking downtown acceptable?
 Yes For the Most Part Not really No
10. What additions or changes regarding pedestrian connectivity, traffic, parking, bicycle circulation and/or transit should be considered?

OTHER COMMENTS:

How many/which activities have you previously attended during the Vision Plan (2007-2008) and Specific Plan (2009) processes?

Name Kristi Breisch

Address MP

Phone _____

E-mail breischkristi@gmail.com

Affiliation:
 Resident Business Owner Property Owner Other _____

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PUBLIC SPACE (BOARDS 2A AND 2B)

1. Does the Emerging Plan have an adequate diversity of public spaces?

- Yes
 For the Most Part
 Not really
 No

Hard to see from boards

2. Regarding Santa Cruz Avenue, do you prefer:

- Option 1 (varied/wider sidewalks; retain median trees)
 Option 2 (widest sidewalks; remove median trees)

what interests me more is bike travel along Santa Cruz Ave. I'd trade off wider sidewalks for safer bike lanes.

3. What additions or changes to public space improvements should be considered?

Or more parking off street for wide sidewalks & bike lanes.

BUILDING CHARACTER (BOARD 3)

4. Does the Emerging Plan reflect an appropriate building character and massing for:

- a. Downtown? Yes For the Most Part Not really No
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LAND USE ECONOMICS (BOARD 4)

6. Based on the findings from the fiscal impact and financial feasibility studies, is additional building height on El Camino Real (as shown - up to five stories) an acceptable tradeoff for increased City revenues and vibrancy and a greater likelihood of redevelopment?

- Yes No

(continued on reverse)

El Camino Real/Downtown Specific Plan Workshop #3



(continued from front)

CONNECTIVITY AND TRAFFIC (BOARD 5)

7. Does the Emerging Plan provide for adequate enhancements to east-west pedestrian and bicycle connectivity? *too hard to interpret from plans with mixed type*
 Yes For the Most Part Not really No *and confusing keys.*
8. Based on the findings from the traffic study, is the increase in travel time an acceptable tradeoff for increased vibrancy and development of vacant parcels?
 Yes No
9. Is the change in distribution of parking downtown acceptable?
 Yes For the Most Part Not really No
10. What additions or changes regarding pedestrian connectivity, traffic, parking, bicycle circulation and/or transit should be considered?

I'm a good reader & student of maps and design educational material. But the boards are simply too busy, complex, & non-user friendly to comment on with intelligence & thoughtful contemplation.

OTHER COMMENTS:

How many/which activities have you previously attended during the Vision Plan (2007-2008) and Specific Plan (2009) processes? *2*

Name _____

Address _____

Phone _____

E-mail _____

Affiliation:

Resident Business Owner Property Owner Other _____

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 Yes No

(continued on reverse)

El Camino Real/Downtown Specific Plan Workshop #3



(continued from front)

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 Yes No

9. Is the change in distribution of parking downtown acceptable?

 Yes For the Most Part Not really No

10. What additions or changes regarding pedestrian connectivity, traffic, parking, bicycle circulation and/or transit should be considered?

Traffic

OTHER COMMENTS:

General comment -

Pretty pictures - lots of detail - BUT Remember M.D.'s is downtown is small - ~~creating~~ you still have to work about traffic east & west, Nend S-, closing off streets pushes traffic to other streets

How many/which activities have you previously attended during the Vision Plan (2007-2008) and Specific Plan (2009) processes?

Name _____

Address _____

Phone _____

E-mail _____

Affiliation:

- Resident
 Business Owner
 Property Owner
 Other _____

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 Option 2 (widest sidewalks; remove median trees)
3. What additions or changes to public space improvements should be considered?

Change parking on Santa Cruz

BUILDING CHARACTER (BOARD 3)

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 - b. El Camino Real? Yes For the Most Part Not really No
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 Yes No

(continued on reverse)

El Camino Real/Downtown Specific Plan Workshop #3



(continued from front)

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- Yes No

9. Is the change in distribution of parking downtown acceptable?

- Yes For the Most Part Not really No

10. What additions or changes regarding pedestrian connectivity, traffic, parking, bicycle circulation and/or transit should be considered?

- ① Let's start by cleaning up Park Theatre,
- ② Parking garage must have entrance off street
- ③ No 3 story bid on Santa Cruz

OTHER COMMENTS:

How many/which activities have you previously attended during the Vision Plan (2007-2008) and Specific Plan (2009) processes?

Name _____

Address _____

Phone _____

E-mail _____

Affiliation:

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PUBLIC SPACE (BOARDS 2A AND 2B)

- Does the Emerging Plan have an adequate diversity of public spaces?
 Yes For the Most Part Not really No
- Regarding Santa Cruz Avenue, do you prefer:
 Option 1 (varied/wider sidewalks; retain median trees) *Please keep the median trees!*
 Option 2 (widest sidewalks; remove median trees) *These are ideal in front of our store.*
- What additions or changes to public space improvements should be considered?

* Please be sensitive to all existing trees.

BUILDING CHARACTER (BOARD 3)

- Does the Emerging Plan reflect an appropriate building character and massing for:
 - Downtown? Yes For the Most Part Not really No
 - El Camino Real? Yes For the Most Part Not really No
- What changes should be considered?

*if going to 5 stories, MUST create setbacks.
As a business owner, my worry about the mixed residential/retail space in our back parking lot will create too much of an obstacle for customers.*

LAND USE ECONOMICS (BOARD 4)

- Based on the findings from the fiscal impact and financial feasibility studies, is additional building height on El Camino Real (as shown - up to five stories) an acceptable tradeoff for increased City revenues and vibrancy and a greater likelihood of redevelopment?

Yes No

Both However there must be strict Guidelines for Design of Building to ensure the Village feel - ie setbacks, plantings, plazas! (continued on reverse)

El Camino Real/Downtown Specific Plan Workshop #3



(continued from front)

CONNECTIVITY AND TRAFFIC (BOARD 5)

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 Yes No
9. Is the change in distribution of parking downtown acceptable?
 Yes For the Most Part Not really No
10. What additions or changes regarding pedestrian connectivity, traffic, parking, bicycle circulation and/or transit should be considered?

OTHER COMMENTS:

I am all for larger sidewalks on Santa Cruz Avenue, but we need to create more parking if we do so.

* The parking between S.C. Ave and Menlo is ugly and crowded. ~~It~~ A central structure for cardboard and garbage would be nice.

How many/which activities have you previously attended during the Vision Plan (2007-2008) and Specific Plan (2009) processes?

Name Jan Gothas

Address 859 Santa Cruz Ave
Menlo Park

Phone 650.325.9432

E-mail jgothas@runnershigh.com

Affiliation:

Resident Business Owner Property Owner Other _____

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El Camino Real/Downtown Specific Plan Workshop #3

We welcome your comments! Before considering the questions below, please review all the boards first. Please keep in mind that the elements of the Emerging Plan are interrelated. For example, the heights of buildings (Board 3) have a relationship with City revenues (Board 4).

PUBLIC SPACE (BOARDS 2A AND 2B)

1. Does the Emerging Plan have an adequate diversity of public spaces?
 Yes For the Most Part Not really No
2. Regarding Santa Cruz Avenue, do you prefer:
 Option 1 (varied/wider sidewalks; retain median trees)
 Option 2 (widest sidewalks; remove median trees)
3. What additions or changes to public space improvements should be considered?

BUILDING CHARACTER (BOARD 3)

4. Does the Emerging Plan reflect an appropriate building character and massing for:
 - a. Downtown? Yes For the Most Part Not really No
 - b. El Camino Real? Yes For the Most Part Not really No
5. What changes should be considered?

LAND USE ECONOMICS (BOARD 4)

6. Based on the findings from the fiscal impact and financial feasibility studies, is additional building height on El Camino Real (as shown - up to five stories) an acceptable tradeoff for increased City revenues and vibrancy and a greater likelihood of redevelopment?
 Yes No

(continued on reverse)

El Camino Real/Downtown Specific Plan Workshop #3



(continued from front)

CONNECTIVITY AND TRAFFIC (BOARD 5)

7. Does the Emerging Plan provide for adequate enhancements to east-west pedestrian and bicycle connectivity?

- Yes For the Most Part Not really No

8. Based on the findings from the traffic study, is the increase in travel time an acceptable tradeoff for increased vibrancy and development of vacant parcels?

- Yes No

9. Is the change in distribution of parking downtown acceptable?

- Yes For the Most Part Not really No

10. What additions or changes regarding pedestrian connectivity, traffic, parking, bicycle circulation and/or transit should be considered?

The most important change requested for El Camino in the city-wide poll was to improve traffic flow by re-capturing 6 lanes, enforcing no-parking on El Camino.

OTHER COMMENTS:

How many/which activities have you previously attended during the Vision Plan (2007-2008) and Specific Plan (2009) processes? *all of them.*

Name Reg Rice

Address 2250 Tioga Dr

Phone _____

E-mail _____

Affiliation:

- Resident Business Owner Property Owner Other _____

Submit comments by mail, fax, or e-mail to:

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City of Menlo Park, Planning Division
701 Laurel Street
Menlo Park, CA 94025

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- Option 1 (varied/wider sidewalks; retain median trees)
 Option 2 (widest sidewalks; remove median trees)

3. What additions or changes to public space improvements should be considered?

The name for the healthy campaign
to encourage parking in the lots/structures
Menlo Park and walk!

BUILDING CHARACTER (BOARD 3)

4. Does the Emerging Plan reflect an appropriate building character and massing for:

- a. Downtown? Yes For the Most Part Not really No
b. El Camino Real? Yes For the Most Part Not really No

5. What changes should be considered?

LAND USE ECONOMICS (BOARD 4)

6. Based on the findings from the fiscal impact and financial feasibility studies, is additional building height on El Camino Real (as shown - up to five stories) an acceptable tradeoff for increased City revenues and vibrancy and a greater likelihood of redevelopment?

- Yes No

(continued on reverse)

El Camino Real/Downtown Specific Plan Workshop #3



(continued from front)

CONNECTIVITY AND TRAFFIC (BOARD 5)

7. Does the Emerging Plan provide for adequate enhancements to east-west pedestrian and bicycle connectivity?
 Yes For the Most Part Not really No
8. Based on the findings from the traffic study, is the increase in travel time an acceptable tradeoff for increased vibrancy and development of vacant parcels?
 Yes No
9. Is the change in distribution of parking downtown acceptable?
 Yes For the Most Part Not really No
10. What additions or changes regarding pedestrian connectivity, traffic, parking, bicycle circulation and/or transit should be considered?

OTHER COMMENTS:

How many/which activities have you previously attended during the Vision Plan (2007-2008) and Specific Plan (2009) processes?

Name Betty Messner
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Menlo Park
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 Yes For the Most Part Not really No

2. Regarding Santa Cruz Avenue, do you prefer:
 Option 1 (varied/wider sidewalks; retain median trees)
 Option 2 (widest sidewalks; remove median trees)

3. What additions or changes to public space improvements should be considered?

I am interested in a third option to question #2 where the center median is maintained, street side parking removed and the sidewalks widened. It seems that there will be more than enough parking provided in the parking structures to load handle demand and, the considering the relatively small number of spaces provided street side, their removal shouldn't negatively impact the down town. I completely disagree with the opinion of current retail owners that keeping street side parking is necessary. In fact I feel the opposite will be true.
- Big fan of the parking garage options

BUILDING CHARACTER (BOARD 3)

4. Does the Emerging Plan reflect an appropriate building character and massing for:
a. Downtown? Yes For the Most Part Not really No
b. El Camino Real? Yes For the Most Part Not really No

5. What changes should be considered?

- Maintain a strong architectural/design theme so that future and existing buildings blend well.
- Consider charging stations in parking facilities for plug-in vehicles
- design consider planning designing in a way the ability for regular street closing to accommodate community events. The Thursday night Farmers Market in San Luis Obispo is the beating heart of the town, downtown business. (which love it!) and the out of town visitors. Consider replicating all or parts of SLO's success here in Menlo Park!

LAND USE ECONOMICS (BOARD 4)

6. Based on the findings from the fiscal impact and financial feasibility studies, is additional building height on El Camino Real (as shown - up to five stories) an acceptable tradeoff for increased City revenues and vibrancy and a greater likelihood of redevelopment?

Yes No
↳ no opinion

El Camino Real/Downtown Specific Plan Workshop #3



(continued from front)

CONNECTIVITY AND TRAFFIC (BOARD 5)

7. Does the Emerging Plan provide for adequate enhancements to east-west pedestrian and bicycle connectivity?
 Yes For the Most Part Not really No
only if Middle features a connected or better bike path connected to existing bike paths near library/civic center
8. Based on the findings from the traffic study, is the increase in travel time an acceptable tradeoff for increased vibrancy and development of vacant parcels?
 Yes No
9. Is the change in distribution of parking downtown acceptable?
 Yes For the Most Part Not really No
scaled back or sufficiently to allow for the middle median + wider sidewalks
↳ "Yes" if street side parking do on Santa Cruz is eliminated
10. What additions or changes regarding pedestrian connectivity, traffic, parking, bicycle circulation and/or transit should be considered?

OTHER COMMENTS:

- ① Many people head to Palo Alto in the evenings because the majority of businesses are open late, where Menlo Park stores close up early. The city should explore options for and incentives to influence Menlo Park businesses to stay open later. This could be tax incentives, preferred permitting for new businesses, etc.
- ② Encourage more arts / entertainment / community centers as part of the planned retail mix downtown. It would be a shame if after all of the planned investment in downtown, we end up with boutiques.

How many/which activities have you previously attended during the Vision Plan (2007-2008) and Specific Plan (2009) processes? *0, first one*

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PUBLIC SPACE (BOARDS 2A AND 2B)

1. Does the Emerging Plan have an adequate diversity of public spaces?

- Yes
- For the Most Part
- Not really
- No

2. Regarding Santa Cruz Avenue, do you prefer: *I would like to see a pocket park on or closer to ECR + Santa Cruz intersection on the downtown side. If you want me to walk downtown, as an older person I need a place or two to take a break that is not the outside chair/table of a restaurant.*

- Option 1 (varied/wider sidewalks; retain median trees)
- Option 2 (widest sidewalks; remove median trees)

3. What additions or changes to public space improvements should be considered? *please see "other comments" section on back*

My final plea for sidewalks - when we have nice ones, will the MP business community pay for frequent high pressure sidewalk cleans. Our sidewalks are depressingly dirty while much of PN cleans University with some frequency.

BUILDING CHARACTER (BOARD 3)

4. Does the Emerging Plan reflect an appropriate building character and massing for:

- a. Downtown? Yes For the Most Part Not really No
- b. El Camino Real? Yes For the Most Part Not really No

5. What changes should be considered? *I don't like the up to 5 story bldgs towering over the ECR + Santa Cruz intersection*

LAND USE ECONOMICS (BOARD 4)

6. Based on the findings from the fiscal impact and financial feasibility studies, is additional building height on El Camino Real (as shown - up to five stories) an acceptable tradeoff for increased City revenues and vibrancy and a greater likelihood of redevelopment?

- Yes
- No *So long as the architectural style of the 4-5 story buildings is diverse, and not solid dark lumps like the building where the Peudletro store is. But a series of big block buildings is not conducive to even walking (by choice) in that section ECR.* (continued on reverse)

El Camino Real/Downtown Specific Plan Workshop #3



(continued from front)

CONNECTIVITY AND TRAFFIC (BOARD 5)

7. Does the Emerging Plan provide for adequate enhancements to east-west pedestrian and bicycle connectivity?
 Yes For the Most Part Not really No
8. Based on the findings from the traffic study, is the increase in travel time an acceptable tradeoff for increased vibrancy and development of vacant parcels?
 Yes No *I think you have underestimated the additional time that will be incurred during busy times. I opt for NO parking on El Camino*
9. Is the change in distribution of parking downtown acceptable?
 Yes For the Most Part Not really No
10. What additions or changes regarding pedestrian connectivity, traffic, parking, bicycle circulation and/or transit should be considered?

I think reducing my crossing time by a certain number of seconds begs the question. I still have to travel the exact same total distance (sidewalk + street). There should be no reduction in parking space requirements for new commercial/residential buildings.

OTHER COMMENTS:

suggestion for Santa Cruz re sidewalks, parking and existing trees: I suggest a combination of wider sidewalk (same width both sides of street), trees on sidewalks replacing trees in mid-street, and continuing diagonal parking as now. Rationale - it takes the average person a lot longer to get into & out of a parallel space than a diagonal one, & therefore ties up other drivers a lot longer. Current sidewalks are too narrow so a balance of wider with easy diagonal parking would be great.

How many/which activities have you previously attended during the Vision Plan (2007-2008) and Specific Plan (2009) processes?

Unfortunately, I have missed most of them.

Name Nancy Borgeson

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Phone _____

E-mail nborgeson@pacbell.net

Affiliation: _____

Resident Business Owner Property Owner Other _____

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5. What changes should be considered?

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 Yes No

(continued on reverse)

El Camino Real/Downtown Specific Plan Workshop #3



(continued from front)

CONNECTIVITY AND TRAFFIC (BOARD 5)

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 Yes No
9. Is the change in distribution of parking downtown acceptable?
 Yes For the Most Part Not really No
10. What additions or changes regarding pedestrian connectivity, traffic, parking, bicycle circulation and/or transit should be considered?

Just have one bulbout on El Camino at Santa Cruz - that's where most pedestrian traffic is (2nd is at Menlo Ave).

OTHER COMMENTS:

The most important aspect is to construct parking garages before calling spaces out elsewhere

How many/which activities have you previously attended during the Vision Plan (2007-2008) and Specific Plan (2009) processes?

All three public meetings

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E-mail Scott.2032@Sbcglobal.net

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5. What changes should be considered?

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 Yes No

(continued on reverse)

El Camino Real/Downtown Specific Plan Workshop #3



(continued from front)

CONNECTIVITY AND TRAFFIC (BOARD 5)

7. Does the Emerging Plan provide for adequate enhancements to east-west pedestrian and bicycle connectivity?

- Yes For the Most Part Not really No

8. Based on the findings from the traffic study, is the increase in travel time an acceptable tradeoff for increased vibrancy and development of vacant parcels?

- Yes No

9. Is the change in distribution of parking downtown acceptable?

- Yes For the Most Part Not really No

10. What additions or changes regarding pedestrian connectivity, traffic, parking, bicycle circulation and/or transit should be considered?

By keeping the median trees and eliminating parking on Santa Cruz Ave, there would be space for a wider sidewalk and possible bike lane. To encourage people to park in the lots or parking structures, the city could launch a campaign

OTHER COMMENTS:

to promote healthy daily habits such as walking (to/from parking), statistics on time spent walking, calories used, carbon emissions lessened when one doesn't drive about seeking parking. These can all be "sales points" to get the public to Park and Walk's Good for You and

How many/which activities have you previously attended during the Vision Plan (2007-2008) and Specific Plan (2009) processes?

All

Name Betty Meissner

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Affiliation:

- Resident Business Owner Property Owner Other _____

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2. Regarding Santa Cruz Avenue, do you prefer:
 Option 1 (varied/wider sidewalks; retain median trees)
 Option 2 (widest sidewalks; remove median trees)

3. What additions or changes to public space improvements should be considered?

*the area around the train station needs to be expanded as public space in conjunction to transit oriented housing - move McDonald's to another location
We need parking structures - partially underground*

BUILDING CHARACTER (BOARD 3)

4. Does the Emerging Plan reflect an appropriate building character and massing for:
a. Downtown? Yes For the Most Part Not really No
b. El Camino Real? Yes For the Most Part Not really No

5. What changes should be considered?

*need for connectivity - walking trails between commercial areas - backdoors of business concerns
need cosmetic adjustment (garbage enclosures)
the intersection of Ravenswood - Menlo needs total redesign
- Business on Menlo Corner (Strycker etc.) is poorly designed
needs total redevelopment*

LAND USE ECONOMICS (BOARD 4)

6. Based on the findings from the fiscal impact and financial feasibility studies, is additional building height on El Camino Real (as shown - up to five stories) an acceptable tradeoff for increased City revenues and vibrancy and a greater likelihood of redevelopment?

Yes No

*Need to prezone for housing
update General Plan*

(continued on reverse)

El Camino Real/Downtown Specific Plan Workshop #3



(continued from front)

CONNECTIVITY AND TRAFFIC (BOARD 5)

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 Yes For the Most Part Not really No
8. Based on the findings from the traffic study, is the increase in travel time an acceptable tradeoff for increased vibrancy and development of vacant parcels?
 Yes No
9. Is the change in distribution of parking downtown acceptable?
 Yes For the Most Part Not really No
10. What additions or changes regarding pedestrian connectivity, traffic, parking, bicycle circulation and/or transit should be considered?

suggest a business funded shuttle system which would connect areas surrounding downtown east-west connectivity up Willow Rd. shuttle services to office sites - reduce VMT

OTHER COMMENTS:

hold off on building more office space - need for a variety of housing options which are affordable - moderate to low - smaller units for singles, seniors avoid parking "heat islands"

How many/which activities have you previously attended during the Vision Plan (2007-2008) and Specific Plan (2009) processes?

3

Name P. Boyle

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PUBLIC SPACE (BOARDS 2A AND 2B)

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- Yes
- For the Most Part
- Not really
- No

2. Regarding Santa Cruz Avenue, do you prefer:

- Option 1 (varied/wider sidewalks; retain median trees)
- Option 2 (widest sidewalks; remove median trees)

3. What additions or changes to public space improvements should be considered?

None. what is proposed is well thought out.

BUILDING CHARACTER (BOARD 3)

4. Does the Emerging Plan reflect an appropriate building character and massing for:

- a. Downtown? Yes For the Most Part Not really No
- b. El Camino Real? Yes For the Most Part Not really No

5. What changes should be considered?

Taller buildings can still be village and provide density/vitality. Setting back upper floors may not be necessary. Menlo Park is ready for change. I have lived here 57 years and alot has changed. Planned change is better than unplanned change.

LAND USE ECONOMICS (BOARD 4)

6. Based on the findings from the fiscal impact and financial feasibility studies, is additional building height on El Camino Real (as shown - up to five stories) an acceptable tradeoff for increased City revenues and vibrancy and a greater likelihood of redevelopment?

- Yes
- No

absolutely

(continued on reverse)

El Camino Real/Downtown Specific Plan Workshop #3



(continued from front)

CONNECTIVITY AND TRAFFIC (BOARD 5)

7. Does the Emerging Plan provide for adequate enhancements to east-west pedestrian and bicycle connectivity?

- Yes For the Most Part Not really No

8. Based on the findings from the traffic study, is the increase in travel time an acceptable tradeoff for increased vibrancy and development of vacant parcels?

- Yes No

9. Is the change in distribution of parking downtown acceptable?

- Yes For the Most Part Not really No

multity level is critical

10. What additions or changes regarding pedestrian connectivity, traffic, parking, bicycle circulation and/or transit should be considered?

I walk elcamino regularly. The wait to cross street is not as important as vehicle traffic. I am willing to wait to cross the street while walking but not willing to wait in my car.

OTHER COMMENTS:

Dont bulb out right turn lanes for pedestrian

How many/which activities have you previously attended during the Vision Plan (2007-2008) and Specific Plan (2009) processes?

all but one

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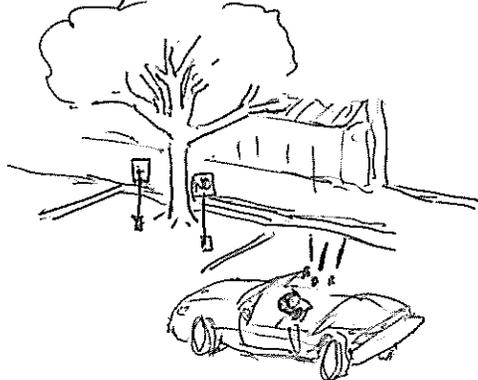
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 Yes For the Most Part Not really No

2. Regarding Santa Cruz Avenue, do you prefer:
 Option 1 (varied/wider sidewalks; retain median trees)
 Option 2 (widest sidewalks; remove median trees) ← DON'T DO THAT! ☹️

3. What additions or changes to public space improvements should be considered?

LESS PARKING, MORE TREES



BUILDING CHARACTER (BOARD 3)

4. Does the Emerging Plan reflect an appropriate building character and massing for:
a. Downtown? Yes For the Most Part Not really No
b. El Camino Real? Yes For the Most Part Not really No

5. What changes should be considered?

- ROOFS CAUSE URBAN HEAT ISLAND EFFECT AND INCREASED STORMWATER RUN OFF
- NEW DEVELOPMENT SHOULD REQUIRE AT LEAST 50% COVERAGE BY FOLIAGE AND LANDSCAPING FOR ALL AREAS EXPOSED TO THE SUN, ESPECIALLY ROOFS
- GREEN ROOFS LOWER TEMPS AND STORM SURGES WHILE INCREASING OPPORTUNITIES FOR BIRDS

LAND USE ECONOMICS (BOARD 4)

6. Based on the findings from the fiscal impact and financial feasibility studies, is additional building height on El Camino Real (as shown - up to five stories) an acceptable tradeoff for increased City revenues and vibrancy and a greater likelihood of redevelopment?
 Yes No

(continued on reverse)

El Camino Real/Downtown Specific Plan Workshop #3



(continued from front)

CONNECTIVITY AND TRAFFIC (BOARD 5)

- 7. Does the Emerging Plan provide for adequate enhancements to east-west pedestrian and bicycle connectivity?
 Yes For the Most Part Not really No
- 8. Based on the findings from the traffic study, is the increase in travel time an acceptable tradeoff for increased vibrancy and development of vacant parcels?
 Yes No
- 9. Is the change in distribution of parking downtown acceptable?
 Yes For the Most Part Not really No

10. What additions or changes regarding pedestrian connectivity, traffic, parking, bicycle circulation and/or transit should be considered?

ALL PARKING REQUIREMENTS SHOULD BE DROPPED TO PROVIDE DEVELOPERS WITH THE MOST FLEXIBLE RANGE OF OPTIONS

OTHER COMMENTS:

How many/which activities have you previously attended during the Vision Plan (2007-2008) and Specific Plan (2009) processes?

NONE, BUT I HAD SPIES AT ALLEVENTS, MUHAHA! ☺☺

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PUBLIC SPACE (BOARDS 2A AND 2B)

- Does the Emerging Plan have an adequate diversity of public spaces?
 Yes For the Most Part Not really No
- Regarding Santa Cruz Avenue, do you prefer:
 Option 1 (varied/wider sidewalks; retain median trees) *Hard to say.*
 Option 2 (widest sidewalks; remove median trees)
- What additions or changes to public space improvements should be considered?

BUILDING CHARACTER (BOARD 3)

- Does the Emerging Plan reflect an appropriate building character and massing for:
 - Downtown? Yes For the Most Part Not really No
 - El Camino Real? Yes For the Most Part Not really No
- What changes should be considered?

LAND USE ECONOMICS (BOARD 4)

- Based on the findings from the fiscal impact and financial feasibility studies, is additional building height on El Camino Real (as shown - up to five stories) an acceptable tradeoff for increased City revenues and vibrancy and a greater likelihood of redevelopment?
 Yes No
Yes, and I think it's aesthetically good in its own right. (continued on reverse)

El Camino Real/Downtown Specific Plan Workshop #3



(continued from front)

CONNECTIVITY AND TRAFFIC (BOARD 5)

7. Does the Emerging Plan provide for adequate enhancements to east-west pedestrian and bicycle connectivity?

Yes For the Most Part Not really No

More, such as a bike/ped underpass, would be really nice.

8. Based on the findings from the traffic study, is the increase in travel time an acceptable tradeoff for increased vibrancy and development of vacant parcels?

Yes No

9. Is the change in distribution of parking downtown acceptable?

Yes For the Most Part Not really No

10. What additions or changes regarding pedestrian connectivity, traffic, parking, bicycle circulation and/or transit should be considered?

I strongly approve of the parking requirement reductions.

Also: This might be the "third rail" in Menlo Park, but I suggest removing the overnight parking ban, at least in the downtown area. This would allow for higher densities w/o excessive parking. Indeed, the new apartments could perhaps charge for

OTHER COMMENTS: reserved parking.

I think the area on the NE side of the station is a bit dead and could stand to be substantially redeveloped.

I think overall the plan is excellent; thanks for the hard work! Surely there will be some criticism - you will of course pay attention but I hope you push through something close to the proposed plan.

How many/which activities have you previously attended during the Vision Plan (2007-2008) and Specific Plan (2009) processes? The previous two community workshops, and the first meeting w/ the city council.

Name Frank Thorne

Address 835 Fremont St. #1
MP 94025

Phone 608 335 4436

E-mail fthorne@math.stanford.edu

Affiliation:

Resident Business Owner Property Owner Other _____

Submit comments by mail, fax, or e-mail to:

Mr. Thomas Rogers
City of Menlo Park, Planning Division
701 Laurel Street
Menlo Park, CA 94025

Fax: (650) 327-1653 | THRogers@menlopark.org

All comments on the Emerging Plan Workshop 3 Boards are due by end of the day Monday, September 28



El Camino Real/Downtown Specific Plan Workshop #3

4/10

We welcome your comments! Before considering the questions below, please review all the boards first. Please keep in mind that the elements of the Emerging Plan are interrelated. For example, the heights of buildings (Board 3) have a relationship with City revenues (Board 4).

PUBLIC SPACE (BOARDS 2A AND 2B)

- Does the Emerging Plan have an adequate diversity of public spaces?
 Yes For the Most Part Not really No
- Regarding Santa Cruz Avenue, do you prefer:
 Option 1 (varied/wider sidewalks; retain median trees)
 Option 2 (widest sidewalks; remove median trees)
- What additions or changes to public space improvements should be considered?

As much public/gathering space as poss.

BUILDING CHARACTER (BOARD 3)

- Does the Emerging Plan reflect an appropriate building character and massing for:
 - Downtown? Yes For the Most Part Not really No
 - El Camino Real? Yes For the Most Part Not really No
- What changes should be considered?

LAND USE ECONOMICS (BOARD 4)

- Based on the findings from the fiscal impact and financial feasibility studies, is additional building height on El Camino Real (as shown - up to five stories) an acceptable tradeoff for increased City revenues and vibrancy and a greater likelihood of redevelopment?
 Yes No

(continued on reverse)

El Camino Real/Downtown Specific Plan Workshop #3



(continued from front)

CONNECTIVITY AND TRAFFIC (BOARD 5)

7. Does the Emerging Plan provide for adequate enhancements to east-west pedestrian and bicycle connectivity?
 Yes For the Most Part Not really No
8. Based on the findings from the traffic study, is the increase in travel time an acceptable tradeoff for increased vibrancy and development of vacant parcels?
 Yes No
9. Is the change in distribution of parking downtown acceptable?
 Yes For the Most Part Not really No
10. What additions or changes regarding pedestrian connectivity, traffic, parking, bicycle circulation and/or transit should be considered?

OTHER COMMENTS:

I think the Emerging Plan strikes a good "reasonable" balance between character and progress and by that I mean the financial possibility M.P. could realize new development by allowing reasonable dev.

How many/which activities have you previously attended during the Vision Plan (2007-2008) and Specific Plan (2009) processes? *Council Mtgs.*

*Attended previous community work shops / *worked on statement/proposal to Council w/ from chair M.P. Chamber Visioning Committee*

Name Robert Carter
 Address 715 West California Way
Woodside
 Phone (650) 743-3655
 E-mail rcarter@smcu.org

Submit comments by mail, fax, or e-mail to:
 Mr. Thomas Rogers
 City of Menlo Park, Planning Division
 701 Laurel Street
 Menlo Park, CA 94025

Fax: (650) 327-1653 | THRogers@menlopark.org
 All comments on the Emerging Plan Workshop 3 Boards are due by end of the day Monday, September 28

Affiliation:
 Resident Business Owner Property Owner Other *M.P. Chamber / former resident - Laurel Pk.*



El Camino Real/Downtown Specific Plan Workshop #3

5/1

We welcome your comments! Before considering the questions below, please review all the boards first. Please keep in mind that the elements of the Emerging Plan are interrelated. For example, the heights of buildings (Board 3) have a relationship with City revenues (Board 4).

PUBLIC SPACE (BOARDS 2A AND 2B)

- Does the Emerging Plan have an adequate diversity of public spaces?
 Yes For the Most Part Not really No
- Regarding Santa Cruz Avenue, do you prefer:
 Option 1 (varied/wider sidewalks; retain median trees)
 Option 2 (widest sidewalks; remove median trees)
- What additions or changes to public space improvements should be considered?

Bike-ability - Safety
permeable pavements
Green Roofs

BUILDING CHARACTER (BOARD 3)

- Does the Emerging Plan reflect an appropriate building character and massing for:
 - Downtown? Yes For the Most Part Not really No
 - El Camino Real? Yes For the Most Part Not really No
- What changes should be considered?

3 story max height - mixed use

LAND USE ECONOMICS (BOARD 4)

- Based on the findings from the fiscal impact and financial feasibility studies, is additional building height on El Camino Real (as shown - up to five stories) an acceptable tradeoff for increased City revenues and vibrancy and a greater likelihood of redevelopment?
 Yes No

(continued on reverse)

El Camino Real/Downtown Specific Plan Workshop #3



(continued from front)

CONNECTIVITY AND TRAFFIC (BOARD 5)

7. Does the Emerging Plan provide for adequate enhancements to east-west pedestrian and bicycle connectivity?
 Yes For the Most Part Not really No
8. Based on the findings from the traffic study, is the increase in travel time an acceptable tradeoff for increased vibrancy and development of vacant parcels?
 Yes No
9. Is the change in distribution of parking downtown acceptable?
 Yes For the Most Part Not really No
10. What additions or changes regarding pedestrian connectivity, traffic, parking, bicycle circulation and/or transit should be considered?

Smaller streets, underground parking plazas to offset loss of parking; green roofs & increased vegetation. Trees are a major focal point of Menlo Park - Lets keep it that way and not reduce them.

OTHER COMMENTS:

How many/which activities have you previously attended during the Vision Plan (2007-2008) and Specific Plan (2009) processes?

all 3

Name Michelle Daher

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Menlo Park CA 94025

Phone 650 327 2193

E-mail michelle@kopisch.com

Submit comments by mail, fax, or e-mail to:

Mr. Thomas Rogers
City of Menlo Park, Planning Division
701 Laurel Street
Menlo Park, CA 94025

Fax: (650) 327-1653 | THRogers@menlopark.org

Affiliation:

Resident Business Owner Property Owner

Other Parent of 6 kids

All comments on the Emerging Plan Workshop 3 Boards are due by end of the day Monday, September 28



El Camino Real/Downtown Specific Plan Workshop #3

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We welcome your comments! Before considering the questions below, please review all the boards first. Please keep in mind that the elements of the Emerging Plan are interrelated. For example, the heights of buildings (Board 3) have a relationship with City revenues (Board 4).

PUBLIC SPACE (BOARDS 2A AND 2B)

1. Does the Emerging Plan have an adequate diversity of public spaces?
 Yes For the Most Part Not really No

2. Regarding Santa Cruz Avenue, do you prefer:
 Option 1 (varied/wider sidewalks; retain median trees)
 Option 2 (widest sidewalks; remove median trees)

3. What additions or changes to public space improvements should be considered?

Handwritten notes:
...the plan should include...
...the plan should include...
...the plan should include...
...the plan should include...
...the plan should include...

BUILDING CHARACTER (BOARD 3)

4. Does the Emerging Plan reflect an appropriate building character and massing for:
a. Downtown? Yes For the Most Part Not really No
b. El Camino Real? Yes For the Most Part Not really No

5. What changes should be considered?

Handwritten notes:
...the plan should include...
...the plan should include...
...the plan should include...

LAND USE ECONOMICS (BOARD 4)

6. Based on the findings from the fiscal impact and financial feasibility studies, is additional building height on El Camino Real (as shown - up to five stories) an acceptable tradeoff for increased City revenues and vibrancy and a greater likelihood of redevelopment?
 Yes No

(continued on reverse)

El Camino Real/Downtown Specific Plan Workshop #3



(continued from front)

CONNECTIVITY AND TRAFFIC (BOARD 5)

7. Does the Emerging Plan provide for adequate enhancements to east-west pedestrian and bicycle connectivity?
 Yes For the Most Part Not really No
8. Based on the findings from the traffic study, is the increase in travel time an acceptable tradeoff for increased vibrancy and development of vacant parcels?
 Yes No
9. Is the change in distribution of parking downtown acceptable?
 Yes For the Most Part Not really No
10. What additions or changes regarding pedestrian connectivity, traffic, parking, bicycle circulation and/or transit should be considered?

Let's really plan for a 50 year - non-auto environment. European cities have spent centuries making human-scale urban life possible, and successful. What do we want to have on the Menlo Park post cards??

OTHER COMMENTS:

→ No great edifice was popular at its inception, but many have become icons of civil works.

How many/which activities have you previously attended during the Vision Plan (2007-2008) and Specific Plan (2009) processes?

3-4

Name ELIOTT JONES
Address 296 SANTA MONICA AVE
MD
Phone 650 328 5845
E-mail ELIOTT@JDMEDIA.COM

Submit comments by mail, fax, or e-mail to:

Mr. Thomas Rogers
City of Menlo Park, Planning Division
701 Laurel Street
Menlo Park, CA 94025

Fax: (650) 327-1653 | THRogers@menlopark.org

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Affiliation:

Resident Business Owner Property Owner Other _____



El Camino Real/Downtown Specific Plan Workshop #3

43

We welcome your comments! Before considering the questions below, please review all the boards first. Please keep in mind that the elements of the Emerging Plan are interrelated. For example, the heights of buildings (Board 3) have a relationship with City revenues (Board 4).

PUBLIC SPACE (BOARDS 2A AND 2B)

- Does the Emerging Plan have an adequate diversity of public spaces?
 Yes For the Most Part Not really No
- Regarding Santa Cruz Avenue, do you prefer:
 Option 1 (varied/wider sidewalks; retain median trees) *NO NEED TO CHANGE*
 Option 2 (widest sidewalks; remove median trees)
- What additions or changes to public space improvements should be considered?

DIAGONAL PARKING & ALL PARKING PLAZA - MAKE SPACES WIDER

BUILDING CHARACTER (BOARD 3)

- Does the Emerging Plan reflect an appropriate building character and massing for:
 - Downtown? Yes For the Most Part Not really No
 - El Camino Real? Yes For the Most Part Not really No
- What changes should be considered?

*DENSITY/HEIGHT/SET BACKS LOOKS FEELS TOO CROWDED
MORE SET BACKS STAGGERED 15/25/20/15 etc
LIMIT TO 3 STORY.*

LAND USE ECONOMICS (BOARD 4)

- Based on the findings from the fiscal impact and financial feasibility studies, is additional building height on El Camino Real (as shown - up to five stories) an acceptable tradeoff for increased City revenues and vibrancy and a greater likelihood of redevelopment?
 Yes No

(continued on reverse)

El Camino Real/Downtown Specific Plan Workshop #3



(continued from front)

CONNECTIVITY AND TRAFFIC (BOARD 5)

7. Does the Emerging Plan provide for adequate enhancements to east-west pedestrian and bicycle connectivity?
 Yes For the Most Part Not really No
8. Based on the findings from the traffic study, is the increase in travel time an acceptable tradeoff for increased vibrancy and development of vacant parcels?
 Yes No
9. Is the change in distribution of parking downtown acceptable?
 Yes For the Most Part Not really No
10. What additions or changes regarding pedestrian connectivity, traffic, parking, bicycle circulation and/or transit should be considered?

See below

OTHER COMMENTS:

1. MOVE PARKING STRUCTURES TO EL CAMINO OPPOSITE SAFETYWAY &/OR TO FREMONT PARK

How many/which activities have you previously attended during the Vision Plan (2007-2008) and Specific Plan (2009) processes? *3-4*

Name *BILL WESELOH*
Address *640 MENLO AVE*
MP
Phone *650-324 8100*
E-mail _____

Submit comments by mail, fax, or e-mail to:

Mr. Thomas Rogers
City of Menlo Park, Planning Division
701 Laurel Street
Menlo Park, CA 94025

Fax: (650) 327-1653 | THRogers@menlopark.org

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Affiliation:

- Resident Business Owner Property Owner Other _____



El Camino Real/Downtown Specific Plan Workshop #3

44

We welcome your comments! Before considering the questions below, please review all the boards first. Please keep in mind that the elements of the Emerging Plan are interrelated. For example, the heights of buildings (Board 3) have a relationship with City revenues (Board 4).

PUBLIC SPACE (BOARDS 2A AND 2B)

1. Does the Emerging Plan have an adequate diversity of public spaces?
 Yes For the Most Part Not really No

2. Regarding Santa Cruz Avenue, do you prefer:
 Option 1 (varied/wider sidewalks; retain median trees)
 Option 2 (widest sidewalks; remove median trees)

3. What additions or changes to public space improvements should be considered?

IF CHESTNUT IS CLOSE TO TRAFFIC THEN THE ALTERNATE NORTHWEST-BOUND ROUTES (CURTIS AND CRANE) REMAIN. HOWEVER, UNLIKE CHESTNUT, THESE STREETS DO NOT INTERSECT SANTA CRUZ AT A 3-WAY STOP. ENTRY TO OR "ACROSS" SANTA CRUZ FROM THESE STREETS IS ALREADY DIFFICULT. RECOMMEND ADDING STOP SIGNS AT CRANE (SOUTH) AND SANTA CRUZ

BUILDING CHARACTER (BOARD 3)

4. Does the Emerging Plan reflect an appropriate building character and massing for:
a. Downtown? Yes For the Most Part Not really No
b. El Camino Real? Yes For the Most Part Not really No

5. What changes should be considered?

LAND USE ECONOMICS (BOARD 4)

6. Based on the findings from the fiscal impact and financial feasibility studies, is additional building height on El Camino Real (as shown - up to five stories) an acceptable tradeoff for increased City revenues and vibrancy and a greater likelihood of redevelopment?
 Yes No

(continued on reverse)

El Camino Real/Downtown Specific Plan Workshop #3



(continued from front)

CONNECTIVITY AND TRAFFIC (BOARD 5)

7. Does the Emerging Plan provide for adequate enhancements to east-west pedestrian and bicycle connectivity?
 Yes For the Most Part Not really No
8. Based on the findings from the traffic study, is the increase in travel time an acceptable tradeoff for increased vibrancy and development of vacant parcels?
 Yes No
9. Is the change in distribution of parking downtown acceptable?
 Yes For the Most Part Not really No
10. What additions or changes regarding pedestrian connectivity, traffic, parking, bicycle circulation and/or transit should be considered?

OTHER COMMENTS:

How many/which activities have you previously attended during the Vision Plan (2007-2008) and Specific Plan (2009) processes? \emptyset .

Name RICH WIPFLER
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Phone 326 3178
E-mail ENGRWIP@AOL.COM

Submit comments by mail, fax, or e-mail to:

Mr. Thomas Rogers
City of Menlo Park, Planning Division
701 Laurel Street
Menlo Park, CA 94025

Fax: (650) 327-1653 | THRogers@menlopark.org

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Affiliation:

- Resident Business Owner Property Owner Other _____



El Camino Real/Downtown Specific Plan Workshop #3

45

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PUBLIC SPACE (BOARDS 2A AND 2B)

1. Does the Emerging Plan have an adequate diversity of public spaces?
 Yes For the Most Part Not really No
2. Regarding Santa Cruz Avenue, do you prefer:
 Option 1 (varied/wider sidewalks; retain median trees)
 Option 2 (widest sidewalks; remove median trees)
3. What additions or changes to public space improvements should be considered?

BUILDING CHARACTER (BOARD 3)

4. Does the Emerging Plan reflect an appropriate building character and massing for:
 - a. Downtown? Yes For the Most Part Not really No
 - b. El Camino Real? Yes For the Most Part Not really No
5. What changes should be considered?

LAND USE ECONOMICS (BOARD 4)

6. Based on the findings from the fiscal impact and financial feasibility studies, is additional building height on El Camino Real (as shown - up to five stories) an acceptable tradeoff for increased City revenues and vibrancy and a greater likelihood of redevelopment?
 Yes No

(continued on reverse)

El Camino Real/Downtown Specific Plan Workshop #3



(continued from front)

CONNECTIVITY AND TRAFFIC (BOARD 5)

7. Does the Emerging Plan provide for adequate enhancements to east-west pedestrian and bicycle connectivity?

Yes

For the Most Part

Not really

No

8. Based on the findings from the traffic study, is the increase in travel time an acceptable tradeoff for increased vibrancy and development of vacant parcels?

Yes

No

9. Is the change in distribution of parking downtown acceptable?

Yes

For the Most Part

Not really

No

10. What additions or changes regarding pedestrian connectivity, traffic, parking, bicycle circulation and/or transit should be considered?

OTHER COMMENTS:

How many/which activities have you previously attended during the Vision Plan (2007-2008) and Specific Plan (2009) processes?

Name _____

Address _____

Phone _____

E-mail _____

Affiliation:

Resident

Business Owner

Property Owner

Other _____

Submit comments by mail, fax, or e-mail to:

Mr. Thomas Rogers
City of Menlo Park, Planning Division
701 Laurel Street
Menlo Park, CA 94025

Fax: (650) 327-1653 | THRogers@menlopark.org

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El Camino Real/Downtown Specific Plan Workshop #3

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We welcome your comments! Before considering the questions below, please review all the boards first. Please keep in mind that the elements of the Emerging Plan are interrelated. For example, the heights of buildings (Board 3) have a relationship with City revenues (Board 4).

PUBLIC SPACE (BOARDS 2A AND 2B)

1. Does the Emerging Plan have an adequate diversity of public spaces?
 Yes For the Most Part Not really No
2. Regarding Santa Cruz Avenue, do you prefer:
 Option 1 (varied/wider sidewalks; retain median trees)
 Option 2 (widest sidewalks; remove median trees)
3. What additions or changes to public space improvements should be considered?

BUILDING CHARACTER (BOARD 3)

4. Does the Emerging Plan reflect an appropriate building character and massing for:
 - a. Downtown? Yes For the Most Part Not really No
 - b. El Camino Real? Yes For the Most Part Not really No
5. What changes should be considered?

LAND USE ECONOMICS (BOARD 4)

6. Based on the findings from the fiscal impact and financial feasibility studies, is additional building height on El Camino Real (as shown - up to five stories) an acceptable tradeoff for increased City revenues and vibrancy and a greater likelihood of redevelopment?
 Yes No

(continued on reverse)

El Camino Real/Downtown Specific Plan Workshop #3



(continued from front)

CONNECTIVITY AND TRAFFIC (BOARD 5)

7. Does the Emerging Plan provide for adequate enhancements to east-west pedestrian and bicycle connectivity?
 Yes For the Most Part Not really No
8. Based on the findings from the traffic study, is the increase in travel time an acceptable tradeoff for increased vibrancy and development of vacant parcels?
 Yes No
9. Is the change in distribution of parking downtown acceptable?
 Yes For the Most Part Not really No
10. What additions or changes regarding pedestrian connectivity, traffic, parking, bicycle circulation and/or transit should be considered?
- My main concern is parking for new buildings for retail, commercial & residential. Any new building should include new underground parking.
 - Example: The new buildings on Evelyn.

OTHER COMMENTS:

- Parking is key to our business. We are a Orthodontic office.

How many/which activities have you previously attended during the Vision Plan (2007-2008) and Specific Plan (2009) processes?

Name Ray Tavaraz
Address 1541 Laurel Pl MP Menlo
800 menlo Ave # 101 bus.
Phone 650-799-0536
E-mail ray@rtavaraz.com

Affiliation:

Resident Business Owner Property Owner Other _____

Submit comments by mail, fax, or e-mail to:

Mr. Thomas Rogers
City of Menlo Park, Planning Division
701 Laurel Street
Menlo Park, CA 94025

Fax: (650) 327-1653 | THROgers@menlopark.org

All comments on the Emerging Plan Workshop 3 Boards are due by end of the day Monday, September 28



El Camino Real/Downtown Specific Plan Workshop #3

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We welcome your comments! Before considering the questions below, please review all the boards first. Please keep in mind that the elements of the Emerging Plan are interrelated. For example, the heights of buildings (Board 3) have a relationship with City revenues (Board 4).

PUBLIC SPACE (BOARDS 2A AND 2B)

1. Does the Emerging Plan have an adequate diversity of public spaces?

- Yes
- For the Most Part
- Not really
- No

2. Regarding Santa Cruz Avenue, do you prefer:

- Option 1 (varied/wider sidewalks; retain median trees)
- Option 2 (widest sidewalks; remove median trees)

Can't decide

3. What additions or changes to public space improvements should be considered?

** IF median trees are removed, plant 2X trees elsewhere*

BUILDING CHARACTER (BOARD 3)

4. Does the Emerging Plan reflect an appropriate building character and massing for:

- a. Downtown? Yes For the Most Part Not really No
- b. El Camino Real? Yes For the Most Part Not really No

5. What changes should be considered?

LAND USE ECONOMICS (BOARD 4)

6. Based on the findings from the fiscal impact and financial feasibility studies, is additional building height on El Camino Real (as shown - up to five stories) an acceptable tradeoff for increased City revenues and vibrancy and a greater likelihood of redevelopment?

- Yes
- No

(continued on reverse)

El Camino Real/Downtown Specific Plan Workshop #3



(continued from front)

CONNECTIVITY AND TRAFFIC (BOARD 5)

7. Does the Emerging Plan provide for adequate enhancements to east-west pedestrian and bicycle connectivity?
 Yes For the Most Part Not really No
8. Based on the findings from the traffic study, is the increase in travel time an acceptable tradeoff for increased vibrancy and development of vacant parcels?
 Yes No
9. Is the change in distribution of parking downtown acceptable? Underground structures
 Yes For the Most Part Not really No
10. What additions or changes regarding pedestrian connectivity, traffic, parking, bicycle circulation and/or transit should be considered?

* El Camino needs much stronger bicycle marking to be at all safe

Disappointed that only 1 bike lane parallels Santa Cruz

OTHER COMMENTS:

we've got to get people out of their cars and on to bikes and on their feet.

How many/which activities have you previously attended during the Vision Plan (2007-2008) and Specific Plan (2009) processes? workshop #2

Name Mitch Slomiat

Address 205 Pope
MP

Phone 322-6349

E-mail msslomiat@comcast.net

Affiliation:

Resident Business Owner Property Owner

Other Environ. Qual. Commissioner

Submit comments by mail, fax, or e-mail to:

Mr. Thomas Rogers
City of Menlo Park, Planning Division
701 Laurel Street
Menlo Park, CA 94025

Fax: (650) 327-1653 | THRogers@menlopark.org

All comments on the Emerging Plan Workshop 3 Boards are due by end of the day Monday, September 28



El Camino Real/Downtown Specific Plan Workshop #3

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We welcome your comments! Before considering the questions below, please review all the boards first. Please keep in mind that the elements of the Emerging Plan are interrelated. For example, the heights of buildings (Board 3) have a relationship with City revenues (Board 4).

PUBLIC SPACE (BOARDS 2A AND 2B)

1. Does the Emerging Plan have an adequate diversity of public spaces?
 Yes For the Most Part Not really No
2. Regarding Santa Cruz Avenue, do you prefer:
 Option 1 (varied/wider sidewalks; retain median trees)
 Option 2 (widest sidewalks; remove median trees)
3. What additions or changes to public space improvements should be considered?

BUILDING CHARACTER (BOARD 3)

4. Does the Emerging Plan reflect an appropriate building character and massing for:
 - a. Downtown? Yes For the Most Part Not really No
 - b. El Camino Real? Yes For the Most Part Not really No
5. What changes should be considered?

Keep the Median Trees!

LAND USE ECONOMICS (BOARD 4)

6. Based on the findings from the fiscal impact and financial feasibility studies, is additional building height on El Camino Real (as shown - up to five stories) an acceptable tradeoff for increased City revenues and vibrancy and a greater likelihood of redevelopment?
 Yes No

(continued on reverse)

El Camino Real/Downtown Specific Plan Workshop #3



(continued from front)

CONNECTIVITY AND TRAFFIC (BOARD 5)

7. Does the Emerging Plan provide for adequate enhancements to east-west pedestrian and bicycle connectivity?
 Yes For the Most Part Not really No
8. Based on the findings from the traffic study, is the increase in travel time an acceptable tradeoff for increased vibrancy and development of vacant parcels?
 Yes No
9. Is the change in distribution of parking downtown acceptable?
 Yes For the Most Part Not really No
10. What additions or changes regarding pedestrian connectivity, traffic, parking, bicycle circulation and/or transit should be considered?

OTHER COMMENTS:

There is a lot of data and information to understand in a ~~too~~ too short time. These are my best answers. A understand is necessary but the village character must be preserved and not driven away.

How many/which activities have you previously attended during the Vision Plan (2007-2008) and Specific Plan (2009) processes? 2

Name LARRY ZARO
 Address 1415 GAULAN WAY
MILLBRAE, CA 94030
 Phone 650-692-4502
 E-mail _____

Submit comments by mail, fax, or e-mail to:

Mr. Thomas Rogers
 City of Menlo Park, Planning Division
 701 Laurel Street
 Menlo Park, CA 94025

Fax: (650) 327-1653 | THRogers@menlopark.org

All comments on the Emerging Plan Workshop 3 Boards are due by end of the day Monday, September 28

Affiliation:

Resident Business Owner Property Owner

Other PROPERTY MANAGER



El Camino Real/Downtown Specific Plan Workshop #3

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We welcome your comments! Before considering the questions below, please review all the boards first. Please keep in mind that the elements of the Emerging Plan are interrelated. For example, the heights of buildings (Board 3) have a relationship with City revenues (Board 4).

PUBLIC SPACE (BOARDS 2A AND 2B)

- Does the Emerging Plan have an adequate diversity of public spaces?

<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> For the Most Part	<input type="checkbox"/> Not really	<input type="checkbox"/> No
------------------------------	---	-------------------------------------	-----------------------------
- Regarding Santa Cruz Avenue, do you prefer:

<input type="checkbox"/> Option 1 (varied/wider sidewalks; retain median trees)
<input checked="" type="checkbox"/> Option 2 (widest sidewalks; remove median trees) * perhaps add more trees along the sidewalks
- What additions or changes to public space improvements should be considered?

BUILDING CHARACTER (BOARD 3)

- Does the Emerging Plan reflect an appropriate building character and massing for:

a. Downtown?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> For the Most Part	<input type="checkbox"/> Not really	<input type="checkbox"/> No
b. El Camino Real?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> For the Most Part	<input type="checkbox"/> Not really	<input type="checkbox"/> No
- What changes should be considered?

LAND USE ECONOMICS (BOARD 4)

- Based on the findings from the fiscal impact and financial feasibility studies, is additional building height on El Camino Real (as shown - up to five stories) an acceptable tradeoff for increased City revenues and vibrancy and a greater likelihood of redevelopment?

<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
---	-----------------------------

(continued on reverse)

El Camino Real/Downtown Specific Plan Workshop #3



(continued from front)

CONNECTIVITY AND TRAFFIC (BOARD 5)

7. Does the Emerging Plan provide for adequate enhancements to east-west pedestrian and bicycle connectivity?
 Yes For the Most Part Not really No
8. Based on the findings from the traffic study, is the increase in travel time an acceptable tradeoff for increased vibrancy and development of vacant parcels?
 Yes No
9. Is the change in distribution of parking downtown acceptable?
 Yes For the Most Part Not really No
10. What additions or changes regarding pedestrian connectivity, traffic, parking, bicycle circulation and/or transit should be considered?

What is the plan to get the proposed housing units the support needed to get built - ie - ~~how~~ how do we avoid the lawsuits that

OTHER COMMENTS:

* Who is responsible for the types of businesses that will be downtown? How will we achieve the right mix to draw more people to downtown MP?
 Follow high density housing projects in Menlo Park?

* Is Stanford participating in this process since they own a lot of the parcels?

How many/which activities have you previously attended during the Vision Plan (2007-2008) and Specific Plan (2009) processes? 0

Name Sheryl Bims
 Address 1314 Chilco St.
Menlo Park, CA 94025
 Phone 650-263-4173
 E-mail sherylbims@me.com

Submit comments by mail, fax, or e-mail to:

Mr. Thomas Rogers
 City of Menlo Park, Planning Division
 701 Laurel Street
 Menlo Park, CA 94025

Fax: (650) 327-1653 | THRogers@menlopark.org

All comments on the Emerging Plan Workshop 3 Boards are due by end of the day Monday, September 28

Affiliation:

- Resident Business Owner Property Owner Other _____



El Camino Real/Downtown Specific Plan Workshop #3

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We welcome your comments! Before considering the questions below, please review all the boards first. Please keep in mind that the elements of the Emerging Plan are interrelated. For example, the heights of buildings (Board 3) have a relationship with City revenues (Board 4).

PUBLIC SPACE (BOARDS 2A AND 2B)

- Does the Emerging Plan have an adequate diversity of public spaces?
 - Yes
 - For the Most Part
 - Not really
 - No
- Regarding Santa Cruz Avenue, do you prefer:
 - Option 1 (varied/wider sidewalks; retain median trees)
 - Option 2 (widest sidewalks; remove median trees)
- What additions or changes to public space improvements should be considered?

planters on sidewalks

BUILDING CHARACTER (BOARD 3)

- Does the Emerging Plan reflect an appropriate building character and massing for:
 - a. Downtown? Yes For the Most Part Not really No
 - b. El Camino Real? Yes For the Most Part Not really No
- What changes should be considered?

Since Zone 3 & 4 ~~will~~ have the tallest bldgs, their design will define the personality of the new downtown. Careful attention to the zoning is important since they will visually appear to be the gateway to downtown.

LAND USE ECONOMICS (BOARD 4)

- Based on the findings from the fiscal impact and financial feasibility studies, is additional building height on El Camino Real (as shown - up to five stories) an acceptable tradeoff for increased City revenues and vibrancy and a greater likelihood of redevelopment?
 - Yes
 - No

(continued on reverse)

El Camino Real/Downtown Specific Plan Workshop #3



(continued from front)

CONNECTIVITY AND TRAFFIC (BOARD 5)

7. Does the Emerging Plan provide for adequate enhancements to east-west pedestrian and bicycle connectivity?

- Yes For the Most Part Not really No

8. Based on the findings from the traffic study, is the increase in travel time an acceptable tradeoff for increased vibrancy and development of vacant parcels?

- Yes No

9. Is the change in distribution of parking downtown acceptable?

- Yes For the Most Part Not really No

10. What additions or changes regarding pedestrian connectivity, traffic, parking, bicycle circulation and/or transit should be considered?

no class 3 bike lanes on ECR.

OTHER COMMENTS:

traffic study & FIR for the Specific plan should exempt future development from studies & FIRs
there should be a jazz club downtown.
Please keep the sidewalk trees on ECR!

How many/which activities have you previously attended during the Vision Plan (2007-2008) and Specific Plan (2009) processes?

about 3-4 previous ones

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- Resident Business Owner Property Owner Other _____

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Fax: (650) 327-1653 | THRogers@menlopark.org

All comments on the Emerging Plan Workshop 3 Boards are due by end of the day Monday, September 28



El Camino Real/Downtown Specific Plan Workshop #3

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We welcome your comments! Before considering the questions below, please review all the boards first. Please keep in mind that the elements of the Emerging Plan are interrelated. For example, the heights of buildings (Board 3) have a relationship with City revenues (Board 4).

PUBLIC SPACE (BOARDS 2A AND 2B)

1. Does the Emerging Plan have an adequate diversity of public spaces?

- Yes
- For the Most Part
- Not really
- No

2. Regarding Santa Cruz Avenue, do you prefer:

- Option 1 (varied/wider sidewalks; retain median trees) **ABSOLUTELY!**
- Option 2 (widest sidewalks; remove median trees) **NO**

3. What additions or changes to public space improvements should be considered?

If wider sidewalks are a high priority-gain additional space by going back to parallel parking and give big-owners incentive to give up some prime ground floor space by gaining more space (multiple times the amount given up) on an upper floor. But the center trees MUST stay! They are what makes MP different. They give a special character to down-town MP. If adequate parking (structures) were provided parking on S.C. Ave could possibly be omitted entirely.

BUILDING CHARACTER (BOARD 3)

4. Does the Emerging Plan reflect an appropriate building character and massing for:

- a. Downtown? Yes ~~✗~~ For the Most Part Not really No
- b. El Camino Real? Yes For the Most Part Not really No

5. What changes should be considered?

** I would prefer more residential development on Santa Cruz ave.*

LAND USE ECONOMICS (BOARD 4)

6. Based on the findings from the fiscal impact and financial feasibility studies, is additional building height on El Camino Real (as shown - up to five stories) an acceptable tradeoff for increased City revenues and vibrancy and a greater likelihood of redevelopment?

- Yes
- No

(continued on reverse)

El Camino Real/Downtown Specific Plan Workshop #3



(continued from front)

CONNECTIVITY AND TRAFFIC (BOARD 5)

7. Does the Emerging Plan provide for adequate enhancements to east-west pedestrian and bicycle connectivity?
 Yes For the Most Part Not really No
8. Based on the findings from the traffic study, is the increase in travel time an acceptable tradeoff for increased vibrancy and development of vacant parcels?
 Yes No
9. Is the change in distribution of parking downtown acceptable?
 Yes For the Most Part Not really No
10. What additions or changes regarding pedestrian connectivity, traffic, parking, bicycle circulation and/or transit should be considered?

connection (across) RR tracks: Great idea! At Middle under

OTHER COMMENTS:

Much of the success will depend on well placed & well designed parking structures. Surface parking is simply too expensive. That space must be used more efficiently.

How many/which activities have you previously attended during the Vision Plan (2007-2008) and Specific Plan (2009) processes?

Name *Frank Meissner*

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Phone _____

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El Camino Real/Downtown Specific Plan Workshop #3

52

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PUBLIC SPACE (BOARDS 2A AND 2B)

- Does the Emerging Plan have an adequate diversity of public spaces? *hard to tell*
 Yes For the Most Part Not really No
- Regarding Santa Cruz Avenue, do you prefer:
 Option 1 (varied/wider sidewalks; retain median trees) *would be striped waste to cut them down/lose shade*
 Option 2 (widest sidewalks; remove median trees)
- What additions or changes to public space improvements should be considered?
 1. Remember that large public spaces with no trees are not good - no one wants to be there
 2. I see only one pocket park on the drawing. more would be better
 parking streetcars ugly ugly ugly
 OK to put them by the transit

BUILDING CHARACTER (BOARD 3) *hard to tell*

- Does the Emerging Plan reflect an appropriate building character and massing for:
 a. Downtown? Yes For the Most Part Not really No
 b. El Camino Real? Yes For the Most Part Not really No
- What changes should be considered? *no 5 story buildings
big setbacks*
 major problem: adding to jobs/housing unbalanced

LAND USE ECONOMICS (BOARD 4)

- Based on the findings from the fiscal impact and financial feasibility studies, is additional building height on El Camino Real (as shown - up to five stories) an acceptable tradeoff for increased City revenues and vibrancy and a greater likelihood of redevelopment?
 Yes No

KEDLERS PARKING OK
- REDWOOD CITY UNDERGROUND PARKING HORRIBLE
(continued on reverse)

El Camino Real/Downtown Specific Plan Workshop #3



(continued from front)

CONNECTIVITY AND TRAFFIC (BOARD 5)

7. Does the Emerging Plan provide for adequate enhancements to east-west pedestrian and bicycle connectivity?

- Yes For the Most Part Not really No

8. Based on the findings from the traffic study, is the increase in travel time an acceptable tradeoff for increased vibrancy and development of vacant parcels?

- Yes No

9. Is the change in distribution of parking downtown acceptable?

- Yes For the Most Part Not really No

10. What additions or changes regarding pedestrian connectivity, traffic, parking, bicycle circulation and/or transit should be considered?

Don't close Chestnut to traffic - bad for small business

Parking standards below industry standards. Unless we have convenient cheap or free frequent comfortable public transit this is bad

OTHER COMMENTS:

Emulate San Carlos, not Palo Alto or -
Get forbid - Redwood City
Downtown Palo Alto + Redwood City
don't offer basic services to
residents as well as San Carlos

How many/which activities have you previously attended during the Vision Plan (2007-2008) and Specific Plan (2009) processes? two

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E-mail certifiedhypnotist

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El Camino Real/Downtown Specific Plan Workshop #3

53

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PUBLIC SPACE (BOARDS 2A AND 2B)

1. Does the Emerging Plan have an adequate diversity of public spaces?

- Yes
- For the Most Part
- Not really
- No

2. Regarding Santa Cruz Avenue, do you prefer:

- Option 1 (varied/wider sidewalks; retain median trees)
 - Option 2 (widest sidewalks; remove median trees)
- I'm ok with either option, slight pref. for option 2, but would LOVE to close Santa Cruz to cars.*

3. What additions or changes to public space improvements should be considered?

In the downtown area I'd like to see wider sidewalks & more space for outdoor eating / cafes rather than grassy parks. We need more shade trees along sidewalks in downtown & on Middle / Santa Cruz / University so that it isn't too hot to walk in summer.

BUILDING CHARACTER (BOARD 3)

4. Does the Emerging Plan reflect an appropriate building character and massing for:

- a. Downtown? Yes For the Most Part Not really No
- b. El Camino Real? Yes For the Most Part Not really No

5. What changes should be considered?

I'm in favor of taller buildings (5-6 story) with larger set backs & articulated facades. Just don't put HVAC equip on roofs - it really increases ambient noise

LOVE the paseo idea!

LAND USE ECONOMICS (BOARD 4)

6. Based on the findings from the fiscal impact and financial feasibility studies, is additional building height on El Camino Real (as shown - up to five stories) an acceptable tradeoff for increased City revenues and vibrancy and a greater likelihood of redevelopment?

- Yes
- No

El Camino Real/Downtown Specific Plan Workshop #3



(continued from front)

CONNECTIVITY AND TRAFFIC (BOARD 5)

7. Does the Emerging Plan provide for adequate enhancements to east-west pedestrian and bicycle connectivity?
 Yes For the Most Part Not really No
8. Based on the findings from the traffic study, is the increase in travel time an acceptable tradeoff for increased vibrancy and development of vacant parcels?
 Yes No - it would help if M.P. provided bus services for schools (esp. MA & Hillview)
9. Is the change in distribution of parking downtown acceptable?
 Yes For the Most Part Not really No
10. What additions or changes regarding pedestrian connectivity, traffic, parking, bicycle circulation and/or transit should be considered?

I don't dare ride my bicycle around town anymore. It would help if we built parking garages & eliminated on street parking downtown so that true bike lanes could be included on all streets.

OTHER COMMENTS:

I think overall this has been a very constructive planning process!

I live close to downtown & I want to feel safe riding my bicycle. Right now, there's too much traffic, on street parking, ~~misaligned~~ misaligned streets for bike safety.

How many/which activities have you previously attended during the Vision Plan (2007-2008) and Specific Plan, (2009) processes? El Camino walking tours, a couple of the original visioning meetings, two of the specific plan workshops

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Affiliation:

Resident Business Owner Property Owner Other _____

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Fax: (650) 327-1653 | THRogers@menlopark.org

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El Camino Real/Downtown Specific Plan Workshop #3

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PUBLIC SPACE (BOARDS 2A AND 2B)

- Does the Emerging Plan have an adequate diversity of public spaces?
 Yes For the Most Part Not really No
- Regarding Santa Cruz Avenue, do you prefer:
 Option 1 (varied/wider sidewalks; retain median trees)
 Option 2 (widest sidewalks; remove median trees)
- What additions or changes to public space improvements should be considered?

1) Keep median trees!

BUILDING CHARACTER (BOARD 3)

- Does the Emerging Plan reflect an appropriate building character and massing for:
 - Downtown? Yes For the Most Part Not really No
 - El Camino Real? Yes For the Most Part Not really No
- What changes should be considered?

1) Tall townhomes overlooking shorter business buildings are unappealing.

2) Parking garages are too big; a bad experience for shoppers

3) Inappropriate streets proposed as closed (eg Chestnut)

LAND USE ECONOMICS (BOARD 4)

- Based on the findings from the fiscal impact and financial feasibility studies, is additional building height on El Camino Real (as shown - up to five stories) an acceptable tradeoff for increased City revenues and vibrancy and a greater likelihood of redevelopment?
 Yes No

(continued on reverse)

El Camino Real/Downtown Specific Plan Workshop #3



(continued from front)

CONNECTIVITY AND TRAFFIC (BOARD 5)

7. Does the Emerging Plan provide for adequate enhancements to east-west pedestrian and bicycle connectivity?

- Yes For the Most Part Not really No

8. Based on the findings from the traffic study, is the increase in travel time an acceptable tradeoff for increased vibrancy and development of vacant parcels?

- Yes No *I have sat & waited at these intersections.*

9. Is the change in distribution of parking downtown acceptable?

- Yes For the Most Part Not really No

10. What additions or changes regarding pedestrian connectivity, traffic, parking, bicycle circulation and/or transit should be considered?

- 1) It's "overdone," "too much,"
2) "Barnes Dance" (Scramble) would be appropriate at El C. & Santa Cruz and at El C. & Menlo Ave. The pedestrian wait times are too long.

OTHER COMMENTS:

- 1) Farmer market needs flexible space, as it has now.
- 2) Tree at Farmer market should be protected.
- 3) El Camino South needs development first.
- 4) Shoppers need on-grade, not parking structures

How many/which activities have you previously attended during the Vision Plan (2007-2008) and Specific Plan (2009) processes?

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El Camino Real/Downtown Specific Plan Workshop #3

55

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PUBLIC SPACE (BOARDS 2A AND 2B)

1. Does the Emerging Plan have an adequate diversity of public spaces?
 Yes For the Most Part Not really No
2. Regarding Santa Cruz Avenue, do you prefer:
 Option 1 (varied/wider sidewalks; retain median trees)
 Option 2 (widest sidewalks; remove median trees)
3. What additions or changes to public space improvements should be considered?

BUILDING CHARACTER (BOARD 3)

4. Does the Emerging Plan reflect an appropriate building character and massing for:
 - a. Downtown? Yes For the Most Part Not really No
 - b. El Camino Real? Yes For the Most Part Not really No
5. What changes should be considered?

LAND USE ECONOMICS (BOARD 4)

6. Based on the findings from the fiscal impact and financial feasibility studies, is additional building height on El Camino Real (as shown - up to five stories) an acceptable tradeoff for increased City revenues and vibrancy and a greater likelihood of redevelopment?
 Yes No

(continued on reverse)

El Camino Real/Downtown Specific Plan Workshop #3



(continued from front)

CONNECTIVITY AND TRAFFIC (BOARD 5)

7. Does the Emerging Plan provide for adequate enhancements to east-west pedestrian and bicycle connectivity?
 Yes For the Most Part Not really No
8. Based on the findings from the traffic study, is the increase in travel time an acceptable tradeoff for increased vibrancy and development of vacant parcels?
 Yes No
9. Is the change in distribution of parking downtown acceptable?
 Yes For the Most Part Not really No
10. What additions or changes regarding pedestrian connectivity, traffic, parking, bicycle circulation and/or transit should be considered?

THE MOST IMPORTANT TRAFFIC FEATURE SHOULD BE THE RESTORATION OF SIX LANES OF THROUGH-TRAFFIC ON EL CAMINO. IF NECESSARY, REMOVE PARKING ON ECR TO ACCOMPLISH THIS. THE BULBOOTS / "SIDEWALK EXTENSIONS" SHOULD BE DELETED FROM ALL PLANS, AS THESE ARE UNNECESSARY IMPEDIMENTS TO TRAFFIC.

OTHER COMMENTS: BULBOOTS / SIDEWALK EXTENSIONS DO NOT AFFECT SAFETY IN ANY WAY AT SIGNALLED INTERSECTIONS.

How many/which activities have you previously attended during the Vision Plan (2007-2008) and Specific Plan (2009) processes?

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El Camino Real/Downtown Specific Plan Workshop #3

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PUBLIC SPACE (BOARDS 2A AND 2B)

- Does the Emerging Plan have an adequate diversity of public spaces?
 Yes For the Most Part Not really No
- Regarding Santa Cruz Avenue, do you prefer:
 Option 1 (varied/wider sidewalks; retain median trees)
 Option 2 (widest sidewalks; remove median trees)
- What additions or changes to public space improvements should be considered?

BUILDING CHARACTER (BOARD 3)

- Does the Emerging Plan reflect an appropriate building character and massing for:
 - Downtown? Yes For the Most Part Not really No
 - El Camino Real? Yes For the Most Part Not really No
- What changes should be considered?

*Don't see how this gets implemented
 Nothing over 4 stories
 Need varying orientations of buildings
 like the Schwab buildings*

LAND USE ECONOMICS (BOARD 4)

- Based on the findings from the fiscal impact and financial feasibility studies, is additional building height on El Camino Real (as shown - up to five stories) an acceptable tradeoff for increased City revenues and vibrancy and a greater likelihood of redevelopment?
 Yes No *Not Five*

Need housing on Transit Corridor

(continued on reverse)

El Camino Real/Downtown Specific Plan Workshop #3



(continued from front)

CONNECTIVITY AND TRAFFIC (BOARD 5)

7. Does the Emerging Plan provide for adequate enhancements to east-west pedestrian and bicycle connectivity?
 Yes For the Most Part Not really No

8. Based on the findings from the traffic study, is the increase in travel time an acceptable tradeoff for increased vibrancy and development of vacant parcels?
 Yes No

9. Is the change in distribution of parking downtown acceptable?
 Yes For the Most Part Not really No

10. What additions or changes regarding pedestrian connectivity, traffic, parking, bicycle circulation and/or transit should be considered?

All job increases, increase that RHNA housing allocation that ABAG requires. No one seems to know that the states ~~requires~~ cities to at least plan for this amount of

OTHER COMMENTS:

requires of housing
Keep trees in middle of Santa Cruz
Village character on Santa Cruz
Small parks on top of parking
Very reduced price parking in structures for day workers
Transit oriented housing on E/C not esp. downtown

How many/which activities have you previously attended during the Vision Plan (2007-2008) and Specific Plan (2009) processes? |

Name _____
 Address _____

 Phone _____
 E-mail _____

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 701 Laurel Street
 Menlo Park, CA 94025

Fax: (650) 327-1653 | THRogers@menlopark.org

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Affiliation:

- Resident Business Owner Property Owner Other _____



El Camino Real/Downtown Specific Plan Workshop #3

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PUBLIC SPACE (BOARDS 2A AND 2B)

- Does the Emerging Plan have an adequate diversity of public spaces?
 - Yes
 - For the Most Part
 - Not really
 - No
- Regarding Santa Cruz Avenue, do you prefer:
 - Option 1 (varied/wider sidewalks; retain median trees)
 - Option 2 (widest sidewalks; remove median trees)
- What additions or changes to public space improvements should be considered?

BUILDING CHARACTER (BOARD 3)

- Does the Emerging Plan reflect an appropriate building character and massing for:
 - a. Downtown?
 - Yes
 - For the Most Part
 - Not really
 - No
 - b. El Camino Real?
 - Yes
 - For the Most Part
 - Not really
 - No
- What changes should be considered?

The zoning along El Camino should not allow buildings taller than 3 stories - 60 foot heights are not acceptable

The plan should include shadow (light plane) studies particularly when existing residences are involved

LAND USE ECONOMICS (BOARD 4)

- Based on the findings from the fiscal impact and financial feasibility studies, is additional building height on El Camino Real (as shown - up to five stories) an acceptable tradeoff for increased City revenues and vibrancy and a greater likelihood of redevelopment?
 - Yes
 - No

Absolutely not, Please see above

Also consider backside (non ECR side)

(continued on reverse)

57 these tall buildings

El Camino Real/Downtown Specific Plan Workshop #3



(continued from front)

CONNECTIVITY AND TRAFFIC (BOARD 5)

7. Does the Emerging Plan provide for adequate enhancements to east-west pedestrian and bicycle connectivity?
 Yes For the Most Part Not really No
8. Based on the findings from the traffic study, is the increase in travel time an acceptable tradeoff for increased vibrancy and development of vacant parcels?
 Yes No
9. Is the change in distribution of parking downtown acceptable?
 Yes For the Most Part Not really No
10. What additions or changes regarding pedestrian connectivity, traffic, parking, bicycle circulation and/or transit should be considered?

OTHER COMMENTS:

Much of the plan is not useful because it doesn't account for Caltrain electrification & grade separation or the impacts of High Speed Rail

How many/which activities have you previously attended during the Vision Plan (2007-2008) and Specific Plan (2009) processes?

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El Camino Real/Downtown Specific Plan Workshop #3

58

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PUBLIC SPACE (BOARDS 2A AND 2B)

1. Does the Emerging Plan have an adequate diversity of public spaces?

- Yes
- For the Most Part
- Not really
- No

2. Regarding Santa Cruz Avenue, do you prefer:

- Option 1 (varied/wider sidewalks; retain median trees)
- Option 2 (widest sidewalks; remove median trees)

3. What additions or changes to public space improvements should be considered?

How can you widen the south sidewalk and keep center trees and parallel parking? Where does the 3' come from? (I have no strong feeling for center trees)

BUILDING CHARACTER (BOARD 3)

4. Does the Emerging Plan reflect an appropriate building character and massing for:

- a. Downtown? Yes For the Most Part Not really No
- b. El Camino Real? Yes For the Most Part Not really No

5. What changes should be considered?

no ^{concept} changes but more detailed scenarios/alternatives to take into account what developers might propose.

LAND USE ECONOMICS (BOARD 4)

6. Based on the findings from the fiscal impact and financial feasibility studies, is additional building height on El Camino Real (as shown - up to five stories) an acceptable tradeoff for increased City revenues and vibrancy and a greater likelihood of redevelopment?

- Yes No *Assumption of 300+ hotel rooms in each is very speculative.*

(continued on reverse)

El Camino Real/Downtown Specific Plan Workshop #3



(continued from front)

CONNECTIVITY AND TRAFFIC (BOARD 5)

7. Does the Emerging Plan provide for adequate enhancements to east-west pedestrian and bicycle connectivity?

- Yes For the Most Part Not really No

8. Based on the findings from the traffic study, is the increase in travel time an acceptable tradeoff for increased vibrancy and development of vacant parcels?

- Yes No

9. Is the change in distribution of parking downtown acceptable?

- Yes For the Most Part Not really No

10. What additions or changes regarding pedestrian connectivity, traffic, parking, bicycle circulation and/or transit should be considered?

Where there is no street width for bike lanes use sharrow for all Class III bike ~~lanes~~ routes. Details matter for bike use - racks, signs, striping. The Middle Av/ ECR intersection and Caltrain under pass are important features.

OTHER COMMENTS:

Assumption of mixed-use buildings on ECR is dependant on developers ideas. There is much work for Planning Commission and City Council to control development. Keep Middle Av as bike route in addition to Menlo + Oak Grove.

How many/which activities have you previously attended during the Vision Plan (2007-2008) and Specific Plan (2009) processes? *none*

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Phone _____

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El Camino Real/Downtown Specific Plan Workshop #3

59

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PUBLIC SPACE (BOARDS 2A AND 2B)

1. Does the Emerging Plan have an adequate diversity of public spaces?

- Yes
- For the Most Part
- Not really
- No

But Commercial!

2. Regarding Santa Cruz Avenue, do you prefer:

- Option 1 (varied/wider sidewalks; retain median trees)
- Option 2 (widest sidewalks; remove median trees)

So many Tables + Chairs now its dangerous in spots.

Two Story Bldg only (No Canyon), Wider Side Walks, Keep Trees, Village Atmosphere

3. What additions or changes to public space improvements should be considered?

(1) *Increase the utilization of the park at Santa Cruz + University. I feel its way under utilized. Atmosphere with Class!*

(2) *Convert the front + Sides of Menlo Presbyterian Church for public gathering spaces - Tables, Chairs, Umbrellas. They are certainly using downtown commercial Menlo Park for their operations and benefits, and it looks like they will really benefit from parking garages!*

BUILDING CHARACTER (BOARD 3)

4. Does the Emerging Plan reflect an appropriate building character and massing for:

Congestion

- a. Downtown? Yes For the Most Part Not really No
- b. El Camino Real? Yes For the Most Part Not really No

Both will radically change the face of the Village.

5. What changes should be considered?

Concentrate on keeping menlo a classy, high quality, welcome place. Most people I talk to, me included, do not go downtown Palo Alto because of its extreme congestion and difficulty of parking. I really want Menlo to not follow Palo Alto's "massing" and extreme congestion

LAND USE ECONOMICS (BOARD 4)

6. Based on the findings from the fiscal impact and financial feasibility studies, is additional building height on El Camino Real (as shown - up to five stories) an acceptable tradeoff for increased City revenues and vibrancy and a greater likelihood of redevelopment?

- Yes
- No

Quality + not Quantity - A 4 or 5 story canyon with massive noise reverberation?

(continued on reverse)

El Camino Real/Downtown Specific Plan Workshop #3



(continued from front)

CONNECTIVITY AND TRAFFIC (BOARD 5)

7. Does the Emerging Plan provide for adequate enhancements to east-west pedestrian and bicycle connectivity?
 Yes For the Most Part Not really No Unknown
8. Based on the findings from the traffic study, is the increase in travel time an acceptable tradeoff for increased vibrancy and development of vacant parcels?
 Yes No Where are your overpasses? Under Passes?? Palo Alto has them
with your plan of 4 story bldgs on El Camino... your traffic flow on E.C.R. is going to get much worse.
9. Is the change in distribution of parking downtown acceptable?
 Yes For the Most Part Not really No
Menlo Presbyterian should really benefit!
10. What additions or changes regarding pedestrian connectivity, traffic, parking, bicycle circulation and/or transit should be considered?
Over passes, Under Passes

OTHER COMMENTS:

I am for progress and newness and a "Gold Lead" business area.
How long does it take to build a 5 level parking structure w/ 2 under ground & 3 above all the buildings?? What is the impact to the businesses?

How many/which activities have you previously attended during the Vision Plan (2007-2008) and Specific Plan (2009) processes?
All of them & plus all the council meetings and open planning commission meetings.

Name GARY G. EGGERS
 Address 695 Oak Grove, #300
Menlo Park
 Phone 321-1223
 E-mail _____

Submit comments by mail, fax, or e-mail to:

Mr. Thomas Rogers
 City of Menlo Park, Planning Division
 701 Laurel Street
 Menlo Park, CA 94025

Fax: (650) 327-1653 | THRogers@menlopark.org

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Affiliation:
 Resident Business Owner Property Owner

Other 35 years in business in Welch Rd Menlo Park

What is going to happen at the top floor of a parking structure? Specifically the 5 layer structure?

(1) Consider a seating, meeting, park for people to congregate? Trees → Coffee house?

(2) How are we going to keep homeless people out of the parking structures? Homeless shelter?

GARY G. EGGERS DDS
695 Oak Grove - #300

Gold lead
Silver



El Camino Real/Downtown Specific Plan Workshop #3

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PUBLIC SPACE (BOARDS 2A AND 2B)

- Does the Emerging Plan have an adequate diversity of public spaces?
 - Yes
 - For the Most Part
 - Not really
 - No
- Regarding Santa Cruz Avenue, do you prefer:
 - Option 1 (varied/wider sidewalks; retain median trees)
 - Option 2 (widest sidewalks; remove median trees)

3. What additions or changes to public space improvements should be considered?

driving down Santa Cruz Ave. is not a great experience b/c of all the funky stop signs/intersections. While improving pedestrian experience is clearly an imperative, it would be great to think about how to improve the car traffic experience through town as well.

BUILDING CHARACTER (BOARD 3)

- Does the Emerging Plan reflect an appropriate building character and massing for:
 - a. Downtown? Yes For the Most Part Not really No
 - b. El Camino Real? Yes For the Most Part Not really No

5. What changes should be considered?

Better street landscaping - modern seating & planters.

LAND USE ECONOMICS (BOARD 4)

6. Based on the findings from the fiscal impact and financial feasibility studies, is additional building height on El Camino Real (as shown - up to five stories) an acceptable tradeoff for increased City revenues and vibrancy and a greater likelihood of redevelopment?

- Yes
- No

It's the future! density can be pleasing if done well.

(continued on reverse)

El Camino Real/Downtown Specific Plan Workshop #3



(continued from front)

CONNECTIVITY AND TRAFFIC (BOARD 5)

7. Does the Emerging Plan provide for adequate enhancements to east-west pedestrian and bicycle connectivity?
 Yes For the Most Part Not really No
8. Based on the findings from the traffic study, is the increase in travel time an acceptable tradeoff for increased vibrancy and development of vacant parcels?
 Yes No
9. Is the change in distribution of parking downtown acceptable?
 Yes For the Most Part Not really No
10. What additions or changes regarding pedestrian connectivity, traffic, parking, bicycle circulation and/or transit should be considered?

Better bike route N-S Along El Camino - ~~the~~ upgrading bike path on road next to CalTrain tracks ^(to Class I) would be unnecessary - it's a short stretch of quiet road already. Would like to see straight shot through town along RR tracks or along El Camino. Wide bike lanes that

OTHER COMMENTS: accomodate bike trailers (for kids) are a very dear sign of a family friendly town. Feel like plan really needs to emphasize bikes not just pedestrians. (this is how pedestrians are going to get to town, after all).

How many/which activities have you previously attended during the Vision Plan (2007-2008) and Specific Plan (2009) processes? Last planning meeting.

Name Lydia Lee
Address 140 Spruce Ave.
Menlo Park
Phone 415-218-8475
E-mail LydiaWLee@gmail.com

Affiliation:

- Resident Business Owner Property Owner Other _____

Submit comments by mail, fax, or e-mail to:

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El Camino Real/Downtown Specific Plan Workshop #3

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PUBLIC SPACE (BOARDS 2A AND 2B)

1. Does the Emerging Plan have an adequate diversity of public spaces?

- Yes
- For the Most Part
- Not really
- No

2. Regarding Santa Cruz Avenue, do you prefer:

- Option 1 (varied/wider sidewalks; retain median trees)
- Option 2 (widest sidewalks; remove median trees)

3. What additions or changes to public space improvements should be considered?

wider sidewalks bring people downtown so that they spend money

a parking structure is a good idea, freeing up more public space; other neighboring cities have appreciated theirs. BUT must have access off of Oak Grove; Maloney Lane is too small and crowded.

BUILDING CHARACTER (BOARD 3)

4. Does the Emerging Plan reflect an appropriate building character and massing for:

- a. Downtown? Yes For the Most Part Not really No
- b. El Camino Real? Yes For the Most Part Not really No

5. What changes should be considered?

heights seem appropriate

set-backs on massing makes sense

LAND USE ECONOMICS (BOARD 4)

6. Based on the findings from the fiscal impact and financial feasibility studies, is additional building height on El Camino Real (as shown - up to five stories) an acceptable tradeoff for increased City revenues and vibrancy and a greater likelihood of redevelopment?

- Yes
- No

Financial feasibility evaluation is an excellent addition to the analysis

(continued on reverse)

El Camino Real/Downtown Specific Plan Workshop #3



(continued from front)

CONNECTIVITY AND TRAFFIC (BOARD 5)

7. Does the Emerging Plan provide for adequate enhancements to east-west pedestrian and bicycle connectivity?
 Yes For the Most Part Not really No
8. Based on the findings from the traffic study, is the increase in travel time an acceptable tradeoff for increased vibrancy and development of vacant parcels?
 Yes No
9. Is the change in distribution of parking downtown acceptable?
 Yes For the Most Part Not really No
10. What additions or changes regarding pedestrian connectivity, traffic, parking, bicycle circulation and/or transit should be considered?

OTHER COMMENTS:

How many/which activities have you previously attended during the Vision Plan (2007-2008) and Specific Plan (2009) processes? *All, including oversight comm. mtgs*

Name Clem Motony

Address _____

Phone _____

E-mail clemotony@gmail.com

Affiliation:
 Resident Business Owner Property Owner Other _____

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El Camino Real/Downtown Specific Plan Workshop #3

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PUBLIC SPACE (BOARDS 2A AND 2B)

- Does the Emerging Plan have an adequate diversity of public spaces?
 Yes For the Most Part Not really No
See comment on moving covered market below
- Regarding Santa Cruz Avenue, do you prefer:
 Option 1 (varied/wider sidewalks; retain median trees)
 Option 2 (widest sidewalks; remove median trees)
- What additions or changes to public space improvements should be considered?

I hate parking structures.
 They are dirty and claustrophobic.
~~PA Market place~~ Spread out commercial gathering space by moving covered market to space between El Camino + train station, where you now have open space only. We need more purpose to that area. Extend cafe space there, too. (A)

BUILDING CHARACTER (BOARD 3)

- Does the Emerging Plan reflect an appropriate building character and massing for:
 - Downtown? Yes For the Most Part Not really No
 - El Camino Real? Yes For the Most Part Not really No
- What changes should be considered?

- like set back on El Camino
 - could you encourage biz owners to do plantings in front of their biz places. I noticed walking downtown today that even office buildings that have human-scale gardens/plantings/landscaping out front seem to preserve village character. The small gardens could be creative & professional landscape

LAND USE ECONOMICS (BOARD 4)

- Based on the findings from the fiscal impact and financial feasibility studies, is additional building height on El Camino Real (as shown - up to five stories) an acceptable tradeoff for increased City revenues and vibrancy and a greater likelihood of redevelopment?
 Yes No

No other small town prides itself on UNUSUAL, multiple style landscaping in front of buildings. This will be (continued on reverse)

only signature.

El Camino Real/Downtown Specific Plan Workshop #3



(continued from front)

CONNECTIVITY AND TRAFFIC (BOARD 5)

7. Does the Emerging Plan provide for adequate enhancements to east-west pedestrian and bicycle connectivity?

- Yes For the Most Part Not really No

Class III Lanes are not safe for school kids going across town east west to

8. Based on the findings from the traffic study, is the increase in travel time an acceptable tradeoff for increased vibrancy and development of vacant parcels?

- Yes No

Hillview + west east to MA High

9. Is the change in distribution of parking downtown acceptable?

- Yes For the Most Part Not really No

10. What additions or changes regarding pedestrian connectivity, traffic, parking, bicycle circulation and/or transit should be considered?

We need class II Bike lanes everywhere you have class III. Class III is not safe for kids. It is scary for adults like me. Please eliminate bikes having to merge with cars to cross El Camino as now at Ravenswood / Kepler's corner.

OTHER COMMENTS:

(A) Unless we have merchants in place "owning" that public space around the new proposed fountain/entrance way to MP, it will be filled with homeless. Extend commercial cafe spaces like Cafe Banana behind that big building with Banana in front. Spread out the "goodies" to connect both sides of town which is divided now

How many/which activities have you previously attended during the Vision Plan (2007-2008) and Specific Plan (2009) processes?

One this is my second

Name S Bryan

Address 222 Blackburn

Phone _____

E-mail bicycle rider

Affiliation: Parent of child who biked to school

- Resident Business Owner Property Owner Other _____

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east/west and west/east



El Camino Real/Downtown Specific Plan Workshop #3

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PUBLIC SPACE (BOARDS 2A AND 2B)

1. Does the Emerging Plan have an adequate diversity of public spaces?

- Yes
- For the Most Part
- Not really
- No

2. Regarding Santa Cruz Avenue, do you prefer:

- Option 1 (varied/wider sidewalks; retain median trees)
- Option 2 (widest sidewalks; remove median trees)

3. What additions or changes to public space improvements should be considered?

The details of the type of public spaces suggest will be critical to its ultimate viability of the open space. Fremont Park works for Block Party or 1:1 conversations - How will these new open spaces provide for gathering spaces different from Nealm or Fremont? Or will they be beautiful green? Will these open spaces be adaptable and city wide draws or neighborhood block oriented?

BUILDING CHARACTER (BOARD 3)

4. Does the Emerging Plan reflect an appropriate building character and massing for:

- a. Downtown? Yes For the Most Part Not really No
- b. El Camino Real? Yes For the Most Part Not really No

5. What changes should be considered?

ECR is not City owned, but getting the park off ECR and into the parking structures to widen the ECR sidewalks would be great to support the Grand Blvd initiative. Can there be an open space that connect ECR to MP? ECR is the gateway through MP and this doesn't seem to be addressed either at Valparaiso or Middle?? ECR increase height + mass is good BUT only with well articulated Design Guidelines + articulation

LAND USE ECONOMICS (BOARD 4)

6. Based on the findings from the fiscal impact and financial feasibility studies, is additional building height on El Camino Real (as shown - up to five stories) an acceptable tradeoff for increased City revenues and vibrancy and a greater likelihood of redevelopment?

- Yes
- No

Cultural uses need to be reflected and appear lacking - Outdoor Art, outdoor performance area, even if small. (continued on reverse)

El Camino Real/Downtown Specific Plan Workshop #3



(continued from front)

CONNECTIVITY AND TRAFFIC (BOARD 5)

7. Does the Emerging Plan provide for adequate enhancements to east-west pedestrian and bicycle connectivity?
 Yes For the Most Part Not really No
8. Based on the findings from the traffic study, is the increase in travel time an acceptable tradeoff for increased vibrancy and development of vacant parcels?
 Yes No
9. Is the change in distribution of parking downtown acceptable?
 Yes For the Most Part Not really No
10. What additions or changes regarding pedestrian connectivity, traffic, parking, bicycle circulation and/or transit should be considered?
more details need to be described for the connectives to succeed - it is hard to tell how this will be feasible - explanations are too generic & not tangible explanations. Drawings too generic to see if the suggestions will work in HP.

OTHER COMMENTS:

planning
 This ~~phase~~ process is great but it doesn't get to sufficient detail to really see the pragmatic tradeoffs. People need to study the emerging plan to seriously get thoughtful feedback, instead I worry too many react without adequate understanding of the tradeoffs.

How many/which activities have you previously attended during the Vision Plan (2007-2008) and Specific Plan (2009) processes?

2 previous Vision Plan sessions

Name _____

Address _____

Phone _____

E-mail _____

Affiliation:

- Resident Business Owner Property Owner Other _____

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 City of Menlo Park, Planning Division
 701 Laurel Street
 Menlo Park, CA 94025

Fax: (650) 327-1653 | THRogers@menlopark.org

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El Camino Real/Downtown Specific Plan Workshop #3

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PUBLIC SPACE (BOARDS 2A AND 2B)

1. Does the Emerging Plan have an adequate diversity of public spaces?

- Yes
- For the Most Part
- Not really
- No

2. Regarding Santa Cruz Avenue, do you prefer:

- Option 1 (varied/wider sidewalks; retain median trees)
- Option 2 (widest sidewalks; remove median trees)

3. What additions or changes to public space improvements should be considered?

Widest sidewalks promote use and public activities; therefore median tree removal is an acceptable sacrifice.
Maximize mixed use (residential with ground floor retail along Santa Cruz) up to 3 stories.

BUILDING CHARACTER (BOARD 3)

4. Does the Emerging Plan reflect an appropriate building character and massing for:

- a. Downtown? Yes For the Most Part Not really No
- b. El Camino Real? Yes For the Most Part Not really No

5. What changes should be considered?

El Camino at 4 stories is acceptable; 5 stories becomes too tall and out of character - require 2 underground floors instead.

LAND USE ECONOMICS (BOARD 4)

6. Based on the findings from the fiscal impact and financial feasibility studies, is additional building height on El Camino Real (as shown - up to five stories) an acceptable tradeoff for increased City revenues and vibrancy and a greater likelihood of redevelopment?

- Yes
- No

Build down, not up - allow 4 stories above ground.

(continued on reverse)

El Camino Real/Downtown Specific Plan Workshop #3



(continued from front)

CONNECTIVITY AND TRAFFIC (BOARD 5)

7. Does the Emerging Plan provide for adequate enhancements to east-west pedestrian and bicycle connectivity?
 Yes For the Most Part Not really No
8. Based on the findings from the traffic study, is the increase in travel time an acceptable tradeoff for increased vibrancy and development of vacant parcels?
 Yes No
9. Is the change in distribution of parking downtown acceptable?
 Yes For the Most Part Not really No
10. What additions or changes regarding pedestrian connectivity, traffic, parking, bicycle circulation and/or transit should be considered?

N/S flow on ECR is important - don't make it worse; delays of 15-25% are too much. Consider pedestrian tunnel. Is there really that much pedestrian traffic? (No.) With redevelopment to 4 stories and more residential, tunnels under ECR may make good sense.

OTHER COMMENTS:

More parking, more parking, more parking. One multi-story structure won't do it - consider two more such structures (underground partial) on Menlo Ave.

How many/which activities have you previously attended during the Vision Plan (2007-2008) and Specific Plan (2009) processes?

Name Tim Jenkins

Address 2145 Clayton

Phone _____

E-mail tsjenks@hotmail.com

Affiliation:

- Resident Business Owner Property Owner Other _____

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City of Menlo Park, Planning Division
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El Camino Real/Downtown Specific Plan Workshop #3

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PUBLIC SPACE (BOARDS 2A AND 2B)

1. Does the Emerging Plan have an adequate diversity of public spaces?
 Yes For the Most Part Not really No
2. Regarding Santa Cruz Avenue, do you prefer:
 Option 1 (varied/wider sidewalks; retain median trees)
 Option 2 (widest sidewalks; remove median trees)
3. What additions or changes to public space improvements should be considered?

BUILDING CHARACTER (BOARD 3)

4. Does the Emerging Plan reflect an appropriate building character and massing for:
 - a. Downtown? Yes For the Most Part Not really No
 - b. El Camino Real? Yes For the Most Part Not really No
5. What changes should be considered?

LAND USE ECONOMICS (BOARD 4)

6. Based on the findings from the fiscal impact and financial feasibility studies, is additional building height on El Camino Real (as shown - up to five stories) an acceptable tradeoff for increased City revenues and vibrancy and a greater likelihood of redevelopment?
 Yes No

(continued on reverse)

El Camino Real/Downtown Specific Plan Workshop #3



(continued from front)

CONNECTIVITY AND TRAFFIC (BOARD 5)

7. Does the Emerging Plan provide for adequate enhancements to east-west pedestrian and bicycle connectivity?
 Yes For the Most Part Not really No
8. Based on the findings from the traffic study, is the increase in travel time an acceptable tradeoff for increased vibrancy and development of vacant parcels?
 Yes No
9. Is the change in distribution of parking downtown acceptable?
 Yes For the Most Part Not really No
10. What additions or changes regarding pedestrian connectivity, traffic, parking, bicycle circulation and/or transit should be considered?

North-South along the railroad connecting Palo Alto and Redwood City.

OTHER COMMENTS:

How many/which activities have you previously attended during the Vision Plan (2007-2008) and Specific Plan (2009) processes? *Workshop #2 and countless Council meetings.*

I am on the Bicycle Commission.

Name W. Scott Lohmann

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Affiliation:

- Resident Business Owner Property Owner Other _____

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El Camino Real/Downtown Specific Plan Workshop #3

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PUBLIC SPACE (BOARDS 2A AND 2B)

- Does the Emerging Plan have an adequate diversity of public spaces?
 - Yes
 - For the Most Part
 - Not really
 - No
- Regarding Santa Cruz Avenue, do you prefer:
 - Option 1 (varied/wider sidewalks; retain median trees)
 - Option 2 (widest sidewalks; remove median trees) *or keep median trees and have parking behind stores*
- What additions or changes to public space improvements should be considered?

* IDEA * -
 Instead of a 5 story parking garage in plaza #1, have 2 levels underground and a park on ground level. Many business face plaza #1, and this would be a nice space to attract folks to downtown - And be good for my business! - (Rather than looking out a 3 story concrete block. *(or additional parking)*)

BUILDING CHARACTER (BOARD 3)

- Does the Emerging Plan reflect an appropriate building character and massing for:
 - a. Downtown? Yes For the Most Part Not really No
 - b. El Camino Real? Yes For the Most Part Not really No
- What changes should be considered?

LAND USE ECONOMICS (BOARD 4)

- Based on the findings from the fiscal impact and financial feasibility studies, is additional building height on El Camino Real (as shown - up to five stories) an acceptable tradeoff for increased City revenues and vibrancy and a greater likelihood of redevelopment?
 - Yes
 - No

(continued on reverse)

El Camino Real/Downtown Specific Plan Workshop #3



(continued from front)

CONNECTIVITY AND TRAFFIC (BOARD 5)

7. Does the Emerging Plan provide for adequate enhancements to east-west pedestrian and bicycle connectivity?
 Yes For the Most Part Not really No
8. Based on the findings from the traffic study, is the increase in travel time an acceptable tradeoff for increased vibrancy and development of vacant parcels?
 Yes No
9. Is the change in distribution of parking downtown acceptable?
 Yes For the Most Part Not really No
10. What additions or changes regarding pedestrian connectivity, traffic, parking, bicycle circulation and/or transit should be considered?

I would be against eliminating the right turn lanes on El Camino, as I think turning cars, feeling pressure not to block cars behind them, could endanger pedestrians crossing on the green light.

OTHER COMMENTS:

I would like to see Santa Cruz Ave. businesses improve their back entrances and make them more attractive + user friendly. Some don't encourage or have public access.

How many/which activities have you previously attended during the Vision Plan (2007-2008) and Specific Plan (2009) processes? *6/09, 9/09*

Name *Jo English DC*
Address _____
Phone _____
E-mail _____

Affiliation:

- Resident Business Owner Property Owner Other _____

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Menlo Park, CA 94025

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El Camino Real/Downtown Specific Plan Workshop #3

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PUBLIC SPACE (BOARDS 2A AND 2B)

1. Does the Emerging Plan have an adequate diversity of public spaces?

- Yes
- For the Most Part
- Not really
- No

2. Regarding Santa Cruz Avenue, do you prefer:

- Option 1 (varied/wider sidewalks; retain median trees)
- Option 2 (widest sidewalks; remove median trees)

3. What additions or changes to public space improvements should be considered?

- Preference for no parking on Santa Cruz
- Improve traffic flow on Santa Cruz across El Camino to train station.
- ~~Per~~ Caltrain to provide parking garage at station.

BUILDING CHARACTER (BOARD 3)

4. Does the Emerging Plan reflect an appropriate building character and massing for:

- a. Downtown? Yes For the Most Part Not really No
- b. El Camino Real? Yes For the Most Part Not really No

5. What changes should be considered?

- Want variability along length of buildings (as many photos show), not just a long wall.
- Want more ^{plantings} sidewalk trees in front of building. Do not build right up to sidewalk.

LAND USE ECONOMICS (BOARD 4)

6. Based on the findings from the fiscal impact and financial feasibility studies, is additional building height on El Camino Real (as shown - up to five stories) an acceptable tradeoff for increased City revenues and vibrancy and a greater likelihood of redevelopment?

- Yes
 - No
- 4 story max.

(continued on reverse)

El Camino Real/Downtown Specific Plan Workshop #3



(continued from front)

CONNECTIVITY AND TRAFFIC (BOARD 5)

7. Does the Emerging Plan provide for adequate enhancements to east-west pedestrian and bicycle connectivity?
 Yes For the Most Part Not really No
8. Based on the findings from the traffic study, is the increase in travel time an acceptable tradeoff for increased vibrancy and development of vacant parcels?
 Yes No
9. Is the change in distribution of parking downtown acceptable?
 Yes For the Most Part Not really No
10. What additions or changes regarding pedestrian connectivity, traffic, parking, bicycle circulation and/or transit should be considered?

OTHER COMMENTS:

- o Presentation did not address how to pay for public developments, such as parking garages, landscaping, sidewalks, etc.
- o Proceed immediately with 1 of garages (\$20 million ??)

How many/which activities have you previously attended during the Vision Plan (2007-2008) and Specific Plan (2009) processes?

Name Dale Grace

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Phone 650 328-5881

E-mail ~~DGrace~~ Dale.Grace@isp.com

Affiliation:

Resident Business Owner Property Owner Other _____

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El Camino Real/Downtown Specific Plan Workshop #3

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PUBLIC SPACE (BOARDS 2A AND 2B)

1. Does the Emerging Plan have an adequate diversity of public spaces?
 Yes For the Most Part Not really No

2. Regarding Santa Cruz Avenue, do you prefer:
 Option 1 (varied/wider sidewalks; retain median trees)
 Option 2 (widest sidewalks; remove median trees)

3. What additions or changes to public space improvements should be considered?

I prefer diagonal parking on Santa Cruz - it's easy to get an Aunt, and makes our town lineable - parallel parking is harder -

Everything we do needs to encourage people to come, park, & shop in town

BUILDING CHARACTER (BOARD 3)

4. Does the Emerging Plan reflect an appropriate building character and massing for:
a. Downtown? Yes For the Most Part Not really No
b. El Camino Real? Yes For the Most Part Not really No

5. What changes should be considered?

easy does it - Keep the Building to 3 stories and under - Menlo Park is such a lineable town - let's not lose this quality -

LAND USE ECONOMICS (BOARD 4)

6. Based on the findings from the fiscal impact and financial feasibility studies, is additional building height on El Camino Real (as shown - up to five stories) an acceptable tradeoff for increased City revenues and vibrancy and a greater likelihood of redevelopment?

Yes No

(continued on reverse)

El Camino Real/Downtown Specific Plan Workshop #3



(continued from front)

CONNECTIVITY AND TRAFFIC (BOARD 5)

7. Does the Emerging Plan provide for adequate enhancements to east-west pedestrian and bicycle connectivity?

- Yes For the Most Part Not really No

8. Based on the findings from the traffic study, is the increase in travel time an acceptable tradeoff for increased vibrancy and development of vacant parcels?

- Yes No

9. Is the change in distribution of parking downtown acceptable?

- Yes For the Most Part Not really No

10. What additions or changes regarding pedestrian connectivity, traffic, parking, bicycle circulation and/or transit should be considered?

I like the idea of Bicycle lanes and Paths -

OTHER COMMENTS:

The idea of a minute more getting down El Camino is a lot - 2500 more - I'm not for adding time - let's eliminate time -

How many/which activities have you previously attended during the Vision Plan (2007-2008) and Specific Plan (2009) processes?

Name Anita Dippery

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Phone 650-325-9936

E-mail adippery@yahoo.com

Affiliation:

- Resident Business Owner Property Owner Other _____

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Menlo Park, CA 94025

Fax: (650) 327-1653 | THRogers@menlopark.org

All comments on the Emerging Plan Workshop 3 Boards are due by end of the day Monday, September 28



El Camino Real/Downtown Specific Plan Workshop #3

6a

We welcome your comments! Before considering the questions below, please review all the boards first. Please keep in mind that the elements of the Emerging Plan are interrelated. For example, the heights of buildings (Board 3) have a relationship with City revenues (Board 4).

PUBLIC SPACE (BOARDS 2A AND 2B)

1. Does the Emerging Plan have an adequate diversity of public spaces?

- Yes
- For the Most Part
- Not really
- No

2. Regarding Santa Cruz Avenue, do you prefer:

- Option 1 (varied/wider sidewalks; retain median trees)
- Option 2 (widest sidewalks; remove median trees)

I like the trees - they are a traffic calming measure, they add to reduction of GHG emissions, they contribute to a

3. What additions or changes to public space improvements should be considered?

I think there should be a community pedestrian scale conversation about shared ownership of the public space - Respect for cleanliness, respect for other users. I'd like to see a conversation about Dogs and dog walkers. There would be more room on the side walks if people acknowledge that leasing a dog close is more respectful.

BUILDING CHARACTER (BOARD 3)

4. Does the Emerging Plan reflect an appropriate building character and massing for:

- a. Downtown? Yes For the Most Part Not really No
- b. El Camino Real? Yes For the Most Part Not really No

5. What changes should be considered?

I think the median trees are wonderful. It is amazing that the city was able to accomplish the 3 rows of trees in spite of Caltrans concerns. I vote for the city of San Carlos - what an asphalt waste land the ECR is there. Regarding step backs - height at back of sidewalk is OK everyone's favorite cities are intimate w/ more height relative to street width.

LAND USE ECONOMICS (BOARD 4)

6. Based on the findings from the fiscal impact and financial feasibility studies, is additional building height on El Camino Real (as shown - up to five stories) an acceptable tradeoff for increased City revenues and vibrancy and a greater likelihood of redevelopment?

- Yes
- No

Again - I think cities should consider what happens when residential (continued on reverse)

in built 131 but up 55. Increase in dens

El Camino Real/Downtown
Specific Plan Workshop #3



(continued from front)

CONNECTIVITY AND TRAFFIC (BOARD 5)

- 7. Does the Emerging Plan provide for adequate enhancements to east-west pedestrian and bicycle connectivity?
 Yes For the Most Part Not really No
great ideas to make more obvious connections
- 8. Based on the findings from the traffic study, is the increase in travel time an acceptable tradeoff for increased vibrancy and development of vacant parcels?
 Yes No
- 9. Is the change in distribution of parking downtown acceptable?
 Yes For the Most Part Not really No
Parking structures are a good idea
- 10. What additions or changes regarding pedestrian connectivity, traffic, parking, bicycle circulation and/or transit should be considered?

OTHER COMMENTS:

A Business Improvement District would be a good idea
 Hire Marco Hernandez out of San Diego to help put it together

How many/which activities have you previously attended during the Vision Plan (2007-2008) and Specific Plan (2009) processes?

Name Deborah Nelson
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Menlo Park CA 94025
 Phone 8547129 (conty)
 E-mail LanePlaceDSN@aol.com

Submit comments by mail, fax, or e-mail to:

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Fax: (650) 327-1653 | THROgers@menlopark.org

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Affiliation:

- Resident Business Owner Property Owner Other _____



El Camino Real/Downtown Specific Plan Workshop #3

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PUBLIC SPACE (BOARDS 2A AND 2B)

- Does the Emerging Plan have an adequate diversity of public spaces?
 Yes For the Most Part Not really No
- Regarding Santa Cruz Avenue, do you prefer:
 Option 1 (varied/wider sidewalks; retain median trees) *It's good the way it is*
 Option 2 (widest sidewalks; remove median trees)
- What additions or changes to public space improvements should be considered?

parking garage

BUILDING CHARACTER (BOARD 3)

- Does the Emerging Plan reflect an appropriate building character and massing for:
 - Downtown? Yes For the Most Part Not really No
 - El Camino Real? Yes For the Most Part Not really No
- What changes should be considered?

No change

LAND USE ECONOMICS (BOARD 4)

- Based on the findings from the fiscal impact and financial feasibility studies, is additional building height on El Camino Real (as shown - up to five stories) an acceptable tradeoff for increased City revenues and vibrancy and a greater likelihood of redevelopment?
 Yes No

(continued on reverse)

El Camino Real/Downtown Specific Plan Workshop #3



(continued from front)

CONNECTIVITY AND TRAFFIC (BOARD 5)

7. Does the Emerging Plan provide for adequate enhancements to east-west pedestrian and bicycle connectivity?
 Yes For the Most Part Not really No
8. Based on the findings from the traffic study, is the increase in travel time an acceptable tradeoff for increased vibrancy and development of vacant parcels?
 Yes No
9. Is the change in distribution of parking downtown acceptable?
 Yes For the Most Part Not really No
10. What additions or changes regarding pedestrian connectivity, traffic, parking, bicycle circulation and/or transit should be considered?

no change

OTHER COMMENTS:

no

How many/which activities have you previously attended during the Vision Plan (2007-2008) and Specific Plan (2009) processes?

2 5 3

Name *Joe + Eleanor McLaughlin*

Address *1309 Laurel St #4*
M.P.

Phone *650 323-3827*

E-mail *no*

Affiliation:

Resident Business Owner Property Owner

Other

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I was born on El Camino.



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PUBLIC SPACE (BOARDS 2A AND 2B)

- Does the Emerging Plan have an adequate diversity of public spaces?
 Yes For the Most Part Not really No
- Regarding Santa Cruz Avenue, do you prefer:
 Option 1 (varied/wider sidewalks; retain median trees)
 Option 2 (widest sidewalks; remove median trees) = much better use of space. Encourage new development
- What additions or changes to public space improvements should be considered?

BUILDING CHARACTER (BOARD 3)

- Does the Emerging Plan reflect an appropriate building character and massing for:
 - Downtown? Yes For the Most Part Not really No
 - El Camino Real? Yes For the Most Part Not really No
- What changes should be considered?

building hts for #4 is good idea
Not so sure about #1 & #3 - Traffic Tradeoff may be a Bad Trade

LAND USE ECONOMICS (BOARD 4)

- Based on the findings from the fiscal impact and financial feasibility studies, is additional building height on El Camino Real (as shown - up to five stories) an acceptable tradeoff for increased City revenues and vibrancy and a greater likelihood of redevelopment?
 Yes No

on E. side of El Camino. probably no changes.

(continued on reverse)

El Camino Real/Downtown Specific Plan Workshop #3



(continued from front)

CONNECTIVITY AND TRAFFIC (BOARD 5)

7. Does the Emerging Plan provide for adequate enhancements to east-west pedestrian and bicycle connectivity?
 Yes For the Most Part Not really No
8. Based on the findings from the traffic study, is the increase in travel time an acceptable tradeoff for increased vibrancy and development of vacant parcels?
 Yes No *El Camino traffic is already unacceptable. Any increase in travel time is bad idea, unless the development tradeoff is exceptionally good.*
9. Is the change in distribution of parking downtown acceptable?
 Yes For the Most Part Not really No *developmental tradeoff is exceptionally good.*
10. What additions or changes regarding pedestrian connectivity, traffic, parking, bicycle circulation and/or transit should be considered?

OTHER COMMENTS:

- Tunnel to Burgess Park is excellent idea - will decrease local use of auto and increase use of bicycle and walking.
- More attention should be paid to El Camino development - great potential and current desaster.

How many/which activities have you previously attended during the Vision Plan (2007-2008) and Specific Plan (2009) processes?

Name Robert Spiegelman
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 Phone _____
 E-mail rgspieg@sbcglobal.net

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Affiliation:

- Resident Business Owner Property Owner Other _____



El Camino Real/Downtown Specific Plan Workshop #3

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PUBLIC SPACE (BOARDS 2A AND 2B)

1. Does the Emerging Plan have an adequate diversity of public spaces?
 Yes For the Most Part Not really No
2. Regarding Santa Cruz Avenue, do you prefer:
 Option 1 (varied/wider sidewalks; retain median trees)
 Option 2 (widest sidewalks; remove median trees)
3. What additions or changes to public space improvements should be considered?

BUILDING CHARACTER (BOARD 3)

4. Does the Emerging Plan reflect an appropriate building character and massing for:
 - a. Downtown? Yes For the Most Part Not really No
 - b. El Camino Real? Yes For the Most Part Not really No
5. What changes should be considered?

LAND USE ECONOMICS (BOARD 4)

6. Based on the findings from the fiscal impact and financial feasibility studies, is additional building height on El Camino Real (as shown - up to five stories) an acceptable tradeoff for increased City revenues and vibrancy and a greater likelihood of redevelopment?
 Yes No

(continued on reverse)

El Camino Real/Downtown Specific Plan Workshop #3



(continued from front)

CONNECTIVITY AND TRAFFIC (BOARD 5)

7. Does the Emerging Plan provide for adequate enhancements to east-west pedestrian and bicycle connectivity?
 Yes For the Most Part Not really No
8. Based on the findings from the traffic study, is the increase in travel time an acceptable tradeoff for increased vibrancy and development of vacant parcels?
 Yes No
9. Is the change in distribution of parking downtown acceptable?
 Yes For the Most Part Not really No
10. What additions or changes regarding pedestrian connectivity, traffic, parking, bicycle circulation and/or transit should be considered?

Work with Trader Joe's To redevelop building + parking structure and have store face Market area.

OTHER COMMENTS:

How many/which activities have you previously attended during the Vision Plan (2007-2008) and Specific Plan (2009) processes? 2

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114B Chestnut St.

Phone 325-5276

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Submit comments by mail, fax, or e-mail to:

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El Camino Real/Downtown Specific Plan Workshop #3

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PUBLIC SPACE (BOARDS 2A AND 2B)

1. Does the Emerging Plan have an adequate diversity of public spaces?
 Yes For the Most Part Not really No

2. Regarding Santa Cruz Avenue, do you prefer:
 Option 1 (varied/wider sidewalks; retain median trees)
 Option 2 (widest sidewalks; remove median trees)

3. What additions or changes to public space improvements should be considered?

Please further consider underground utilities downtown. Studies in other cities show that this can pay for itself in lower maintenance and higher availability. In addition, it is considerably more attractive than the current above ground utilities. Very necessary to get full value out of other streetscape investments.

BUILDING CHARACTER (BOARD 3)

4. Does the Emerging Plan reflect an appropriate building character and massing for:
a. Downtown? Yes For the Most Part Not really No
b. El Camino Real? Yes For the Most Part Not really No

5. What changes should be considered?

Permanent Organic Farmer's Market on El Camino just North of Stanford Park Hotel (on same side). A permanent large structure can be an attraction to out of town shoppers as well as a convenience to local shoppers.

LAND USE ECONOMICS (BOARD 4)

6. Based on the findings from the fiscal impact and financial feasibility studies, is additional building height on El Camino Real (as shown - up to five stories) an acceptable tradeoff for increased City revenues and vibrancy and a greater likelihood of redevelopment?
 Yes No

El Camino Real/Downtown Specific Plan Workshop #3



(continued from front)

CONNECTIVITY AND TRAFFIC (BOARD 5)

7. Does the Emerging Plan provide for adequate enhancements to east-west pedestrian and bicycle connectivity?
 Yes For the Most Part Not really No
8. Based on the findings from the traffic study, is the increase in travel time an acceptable tradeoff for increased vibrancy and development of vacant parcels?
 Yes No
9. Is the change in distribution of parking downtown acceptable?
 Yes For the Most Part Not really No
10. What additions or changes regarding pedestrian connectivity, traffic, parking, bicycle circulation and/or transit should be considered?

OTHER COMMENTS:

How many/which activities have you previously attended during the Vision Plan (2007-2008) and Specific Plan (2009) processes?

Name _____

Address _____

Phone _____

E-mail _____

Affiliation:

- Resident Business Owner Property Owner Other _____

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El Camino Real/Downtown Specific Plan Workshop #3

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PUBLIC SPACE (BOARDS 2A AND 2B)

- Does the Emerging Plan have an adequate diversity of public spaces?
 - Yes
 - For the Most Part
 - Not really
 - No
- Regarding Santa Cruz Avenue, do you prefer:
 - Option 1 (varied/wider sidewalks; retain median trees)
 - Option 2 (widest sidewalks; remove median trees) *pull them out*
- What additions or changes to public space improvements should be considered?

put in CA drought resistant trees on wider side walk on side of street instead of middle

use drought tolerant plants in any of the park areas (falk to sunset)

BUILDING CHARACTER (BOARD 3)

- Does the Emerging Plan reflect an appropriate building character and massing for:
 - a. Downtown? Yes For the Most Part Not really No
 - b. El Camino Real? Yes For the Most Part Not really No
- What changes should be considered?

add character to back entrances of businesses

put parking underground - parks at street level

LAND USE ECONOMICS (BOARD 4)

- Based on the findings from the fiscal impact and financial feasibility studies, is additional building height on El Camino Real (as shown - up to five stories) an acceptable tradeoff for increased City revenues and vibrancy and a greater likelihood of redevelopment?
 - Yes
 - No

as long as enough parking for new residents and shoppers is provided (in their own buildings) don't low ball amount needed for residents (continued on reverse)

El Camino Real/Downtown Specific Plan Workshop #3



(continued from front)

CONNECTIVITY AND TRAFFIC (BOARD 5)

7. Does the Emerging Plan provide for adequate enhancements to east-west pedestrian and bicycle connectivity?

- Yes
 For the Most Part
 Not really
 No

no bulb outs

8. Based on the findings from the traffic study, is the increase in travel time an acceptable tradeoff for increased vibrancy and development of vacant parcels?

- Yes
 No *since the digital it is preserving a parking lot at cornute st near El Camino flows until you hit menlo park*

9. Is the change in distribution of parking downtown acceptable?

- Yes
 For the Most Part
 Not really
 No

as long as the Farmers market has a spot

10. What additions or changes regarding pedestrian connectivity, traffic, parking, bicycle circulation and/or transit should be considered?

I have real safety concerns about any sidewalk extensions - they are extremely dangerous for pedestrians and bicyclists - eg upper menlo personal experience has been horrible - bulb outs hard to see at night why waste money after the experience of bulb outs on upper Santa Cruz

OTHER COMMENTS:

Place Farmers Market where car dealerships are near Stanford Hotel

How is High Speed Rail going to effect any of these plans? the high speed bus system? Please do not let people turn left after the train tracks at Ravenswood, + alme

How many/which activities have you previously attended during the Vision Plan (2007-2008) and Specific Plan (2009) processes?

Name J. Anne Bailey

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Menlo Park CA 94025

Phone 650-325-7060

E-mail _____

Affiliation:

- Resident
 Business Owner
 Property Owner
 Other _____

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El Camino Real/Downtown Specific Plan Workshop #3

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PUBLIC SPACE (BOARDS 2A AND 2B)

1. Does the Emerging Plan have an adequate diversity of public spaces?

- Yes
- For the Most Part
- Not really
- No

2. Regarding Santa Cruz Avenue, do you prefer:

- Option 1 (varied/wider sidewalks; retain median trees)
- Option 2 (widest sidewalks; remove median trees)

3. What additions or changes to public space improvements should be considered?

I like the paseo / permanent market idea, but I am interested in ~~considering~~ seeing more of a plaza type space considered, surrounded by retail / cafes - a safe (for kids, especially) lively place. Perhaps ^{with} a water feature. I am concerned about use of proposed pocket parks - they will not be used very much if there are cars & service trucks moving around them - play equipment might make them more attractive.

BUILDING CHARACTER (BOARD 3)

4. Does the Emerging Plan reflect an appropriate building character and massing for:

- a. Downtown? Yes For the Most Part Not really No to families
- b. El Camino Real? Yes For the Most Part Not really No

5. What changes should be considered?

LAND USE ECONOMICS (BOARD 4)

6. Based on the findings from the fiscal impact and financial feasibility studies, is additional building height on El Camino Real (as shown - up to five stories) an acceptable tradeoff for increased City revenues and vibrancy and a greater likelihood of redevelopment?

- Yes
- No

→ although depends on type of development and side of El Camino. (e.g. hotel w/ high revenue) (continued on reverse)

El Camino Real/Downtown Specific Plan Workshop #3



(continued from front)

CONNECTIVITY AND TRAFFIC (BOARD 5)

7. Does the Emerging Plan provide for adequate enhancements to east-west pedestrian and bicycle connectivity?

- Yes For the Most Part Not really No

8. Based on the findings from the traffic study, is the increase in travel time an acceptable tradeoff for increased vibrancy and development of vacant parcels?

- Yes No

9. Is the change in distribution of parking downtown acceptable?

- Yes For the Most Part Not really No

10. What additions or changes regarding pedestrian connectivity, traffic, parking, bicycle circulation and/or transit should be considered?

- I am wondering if ^{the} big parking structures downtown are necessary
- I think achieving class 1 bike path on El Camino is important
- I am highly supportive of ^{bike/pedestrian} connectivity at Middle - El Camino → Burgers

OTHER COMMENTS:

How many/which activities have you previously attended during the Vision Plan (2007-2008) and Specific Plan (2009) processes? *I have participated in almost all of the Vision Plan and Specific plan activities*

Name Elizabeth Weiss

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Phone (650) 561-3171

E-mail eweisskoehler@yahoo.com

Affiliation:

- Resident Business Owner Property Owner Other _____

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El Camino Real/Downtown Specific Plan Workshop #3

- Balance
- Plaza
-

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PUBLIC SPACE (BOARDS 2A AND 2B)

1. Does the Emerging Plan have an adequate diversity of public spaces?

- Yes
 For the Most Part
 Not really
 No

2. Regarding Santa Cruz Avenue, do you prefer:

- Option 1 (varied/wider sidewalks; retain median trees) *Keep the trees!*
 Option 2 (widest sidewalks; remove median trees)

3. What additions or changes to public space improvements should be considered?

- Wider side walks for restaurants are great!
- Would like to look at bigger ^{permanent} Plaza off Chestnut Parko combined with zoning to allow businesses to face plaza + have entry / restaurant space.
- Plaza across from Safeway + Middle is great - just ensure there is a pedestrian under pass as well!

BUILDING CHARACTER (BOARD 3)

4. Does the Emerging Plan reflect an appropriate building character and massing for:

- a. Downtown? Yes For the Most Part Not really No
 b. El Camino Real? Yes For the Most Part Not really No

5. What changes should be considered?

- However, 60' on downtown side of El Camino might conflict w/ intergrade feel. Reduce to 48'
- Height of parking structures above ground no more than 3 stories.

~~Permanent Farmers market too inflexible. Take space from two parking areas on either side to create a central plaza. Put a replica of the old Menlo Gate in the Plaza.~~

LAND USE ECONOMICS (BOARD 4)

6. Based on the findings from the fiscal impact and financial feasibility studies, is additional building height on El Camino Real (as shown - up to five stories) an acceptable tradeoff for increased City revenues and vibrancy and a greater likelihood of redevelopment?

- Yes No

El Camino Real/Downtown Specific Plan Workshop #3



(continued from front)

an in-stiller
from Sept way

CONNECTIVITY AND TRAFFIC (BOARD 5)

7. Does the Emerging Plan provide for adequate enhancements to east-west pedestrian and bicycle connectivity?
- Yes For the Most Part Not really No
- Keep enhanced crossing at middle * Need clear 11 bike lane*
8. Based on the findings from the traffic study, is the increase in travel time an acceptable tradeoff for increased vibrancy and development of vacant parcels?
- Yes No
9. Is the change in distribution of parking downtown acceptable?
- Yes For the Most Part Not really No
- Consider garage on south side Santa Cruz*
10. What additions or changes regarding pedestrian connectivity, traffic, parking, bicycle circulation and/or transit should be considered?

see

- Pedestrian underpass under Elcamino from 12plers to other side

→ Overall a very balanced plan.

OTHER COMMENTS:

- Solar canopy on top of parking garage!*
- Keep village feel, but with more vibrancy.*
- Hotel downtown - not sure - El Camino or by rail station okay*
- Zone #1 downtown should allow offices on 2nd & third fl.*
- Think about more flexible zoning to back, especially w/ garages*

How many/which activities have you previously attended during the Vision Plan (2007-2008) and Specific Plan (2009) processes?

3

Name Oliver Koehler

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Phone 650-561-3171

E-mail o-koehler@yahoo.com

Affiliation:

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El Camino Real/Downtown Specific Plan Workshop #3

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PUBLIC SPACE (BOARDS 2A AND 2B)

1. Does the Emerging Plan have an adequate diversity of public spaces?

- Yes
 For the Most Part
 Not really
 No

2. Regarding Santa Cruz Avenue, do you prefer:

- Option 1 (varied/wider sidewalks; retain median trees) | ?
 Option 2 (widest sidewalks; remove median trees)

3. What additions or changes to public space improvements should be considered?

1) BIKE LANES ON SANTA CRUZ (University to Train)

2) SIDEWALKS west to UNIVERSITY

BUILDING CHARACTER (BOARD 3)

4. Does the Emerging Plan reflect an appropriate building character and massing for:

- a. Downtown? Yes
 For the Most Part
 Not really
 No
 b. El Camino Real? Yes
 For the Most Part
 Not really
 No

5. What changes should be considered?

LAND USE ECONOMICS (BOARD 4)

6. Based on the findings from the fiscal impact and financial feasibility studies, is additional building height on El Camino Real (as shown - up to five stories) an acceptable tradeoff for increased City revenues and vibrancy and a greater likelihood of redevelopment?

- Yes
 No

(continued on reverse)

El Camino Real/Downtown Specific Plan Workshop #3



(continued from front)

CONNECTIVITY AND TRAFFIC (BOARD 5)

7. Does the Emerging Plan provide for adequate enhancements to east-west pedestrian and bicycle connectivity?
 Yes For the Most Part Not really No
8. Based on the findings from the traffic study, is the increase in travel time an acceptable tradeoff for increased vibrancy and development of vacant parcels?
 Yes No
9. Is the change in distribution of parking downtown acceptable?
 Yes For the Most Part Not really No
10. What additions or changes regarding pedestrian connectivity, traffic, parking, bicycle circulation and/or transit should be considered?
- BIKE LANES UNIVERSITY to TRAIN STA. on Santa Cruz
- SIDEWALKS WEST of UNIVERSITY

OTHER COMMENTS:

How many/which activities have you previously attended during the Vision Plan (2007-2008) and Specific Plan (2009) processes? 2

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Affiliation:

- Resident Business Owner Property Owner Other _____



El Camino Real/Downtown Specific Plan Workshop #3

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PUBLIC SPACE (BOARDS 2A AND 2B)

1. Does the Emerging Plan have an adequate diversity of public spaces?

- Yes
- For the Most Part
- Not really
- No

2. Regarding Santa Cruz Avenue, do you prefer:

- Option 1 (varied/wider sidewalks; retain median trees)
- Option 2 (widest sidewalks; remove median trees)

No question, No brainer.

3. What additions or changes to public space improvements should be considered?

Bike lanes are absolutely required. SAFETY ISSUE!

Provide parking for residents in their bldgs. (underground) & Electric Vehicle Charging Stations.

BUILDING CHARACTER (BOARD 3)

4. Does the Emerging Plan reflect an appropriate building character and massing for:

- a. Downtown? Yes For the Most Part Not really No
- b. El Camino Real? Yes For the Most Part Not really No

5. What changes should be considered?

Place the Farmer's Market permanently on El Camino at the old Car dealership site (Stanford University owns the land) (North of Stanford Park Hotel)

LAND USE ECONOMICS (BOARD 4)

6. Based on the findings from the fiscal impact and financial feasibility studies, is additional building height on El Camino Real (as shown - up to five stories) an acceptable tradeoff for increased City revenues and vibrancy and a greater likelihood of redevelopment?

- Yes
- No

El Camino Real/Downtown Specific Plan Workshop #3



(continued from front)

CONNECTIVITY AND TRAFFIC (BOARD 5)

No pedestrian extension

7. Does the Emerging Plan provide for adequate enhancements to east-west pedestrian and bicycle connectivity?
 Yes For the Most Part Not really No
You cannot see bulb-outs at nite. Please do not incorporate bulb-outs.
8. Based on the findings from the traffic study, is the increase in travel time an acceptable tradeoff for increased vibrancy and development of vacant parcels?
 Yes No — *Keep lanes traveling in a straight line from point A to point B.*
9. Is the change in distribution of parking downtown acceptable?
 Yes For the Most Part Not really No

10. What additions or changes regarding pedestrian connectivity, traffic, parking, bicycle circulation and/or transit should be considered?

- Please do not add any "Bulb outs," which impair direct bicycle travel.*
- make sure the farmer's market has equal area*
- Trucks need to unload behind stores (current plan shows interfering pkg. structures)*

OTHER COMMENTS:

- Get rid of the trees in the median, they were a bad idea to begin with, especially as they aren't even California natives.*
- Use ^{ONLY} drought tolerant plants in parks + playas.*

How many/which activities have you previously attended during the Vision Plan (2007-2008) and Specific Plan (2009) processes?
→ Talk to SUNSET, they could do it free + feature it in their magazines.

Name Karen Kreis
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Menlo Park, CA.
 Phone (650) 854-3899
 E-mail Kreis@pvsd.net

Submit comments by mail, fax, or e-mail to:

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 701 Laurel Street
 Menlo Park, CA 94025

Fax: (650) 327-1653 | THROgers@menlopark.org

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Affiliation:
 Resident Business Owner Property Owner Other _____

27 year resident (raised 2 kids here)



El Camino Real/Downtown Specific Plan Workshop #3

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PUBLIC SPACE (BOARDS 2A AND 2B)

1. Does the Emerging Plan have an adequate diversity of public spaces?

- Yes
- For the Most Part
- Not really
- No

2. Regarding Santa Cruz Avenue, do you prefer:

- Option 1 (varied/wider sidewalks; retain median trees)
- Option 2 (widest sidewalks; remove median trees)

3. What additions or changes to public space improvements should be considered?

I think with wider sidewalks and a paseo on Chestnut there are enough public spaces. How can any of these things be decided until we know what will happen with HSR???

BUILDING CHARACTER (BOARD 3)

4. Does the Emerging Plan reflect an appropriate building character and massing for:

- a. Downtown? Yes For the Most Part Not really No
- b. El Camino Real? Yes For the Most Part Not really No

5. What changes should be considered?

I feel that the photos shown of El Camino/Santa Cruz corner look way to massive as to Bldgs. I do not think we should reduce parking space requirements for new bldgs.

LAND USE ECONOMICS (BOARD 4)

6. Based on the findings from the fiscal impact and financial feasibility studies, is additional building height on El Camino Real (as shown - up to five stories) an acceptable tradeoff for increased City revenues and vibrancy and a greater likelihood of redevelopment?

- Yes
- No

The traffic during early morning, lunch time + late p.m. is very bad now. I do not think we need 5 stories bldgs to build it. (continued on reverse)

El Camino Real/Downtown Specific Plan Workshop #3



(continued from front)

CONNECTIVITY AND TRAFFIC (BOARD 5)

7. Does the Emerging Plan provide for adequate enhancements to east-west pedestrian and bicycle connectivity?

- Yes For the Most Part Not really No

8. Based on the findings from the traffic study, is the increase in travel time an acceptable tradeoff for increased vibrancy and development of vacant parcels?

- Yes No

9. Is the change in distribution of parking downtown acceptable?

- Yes For the Most Part Not really No

10. What additions or changes regarding pedestrian connectivity, traffic, parking, bicycle circulation and/or transit should be considered?

I guess a parking plaza behind Flegel's might be O.K., but nowhere else. I do not like shopping in downtown San Mateo because of the parking ^{garage} plazas - I look for a place on the street when I go there.

OTHER COMMENTS:

I question the financial analyses. I was very dismayed with the idea of 3 stories on Santa Cruz - since the last visioning meeting, every time I eat or shop in downtown M.P. I look at the bldgs that are there and feel that more than 2 stories is too much.

How many/which activities have you previously attended during the Vision Plan (2007-2008) and Specific Plan (2009) processes? #1 #2 #3

Name _____

Address _____

Phone _____

E-mail _____

Affiliation:

- Resident Business Owner Property Owner Other _____

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701 Laurel Street
Menlo Park, CA 94025

Fax: (650) 327-1653 | THRogers@menlopark.org

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El Camino Real/Downtown Specific Plan Workshop #3

THANK YOU FOR ALL THE EXCELLENT WORK ON THIS

We welcome your comments! Before considering the questions below, please review all the boards first. Please keep in mind that the elements of the Emerging Plan are interrelated. For example, the heights of buildings (Board 3) have a relationship with City revenues (Board 4).

PUBLIC SPACE (BOARDS 2A AND 2B)

1. Does the Emerging Plan have an adequate diversity of public spaces?

- Yes
- For the Most Part
- Not really
- No

2. Regarding Santa Cruz Avenue, do you prefer:

- Option 1 (varied/wider sidewalks; retain median trees)
- Option 2 (widest sidewalks; remove median trees)

3. What additions or changes to public space improvements should be considered?

— ACCESS TO CIVIC CENTER AREA —
 OVER OR UNDERGROUND WALKWAYS — BIKE LANE
 ETC. — THE COMPLETE INTEGRATION MAY
 NOT BE POSSIBLE DUE TO PHYSICAL BARRIERS /
 TRAIL AS AT PRESENT — CIVIC CENTER REMAINS AN
 ISLAND — WHEN TRAIL OR TRAILS HAS MORE
 DEVELOPMENT & CHANGE THIS MAY IMPROVE BUT MAY
 NOT BE POSSIBLE —

BUILDING CHARACTER (BOARD 3)

4. Does the Emerging Plan reflect an appropriate building character and massing for:

- a. Downtown? Yes For the Most Part Not really No
- b. El Camino Real? Yes For the Most Part Not really No

5. What changes should be considered?

THE REDUCED PARKING CONCEPT FOR OFFICE BUILDINGS
 — AT LEAST ON THE SURFACE — DOES NOT MAKE SENSE. —
 ALTHOUGH THE HOPES WOULD BE TO A LESS AUTOMOBILE DRIVEN
 FOCUS ON THE DOWNTOWN, THE REALITY IS THAT OFFICE
 WORKERS GENERALLY TRAVEL VIA AUTO TO GET TO A SUBURBAN
 LOCATION SUCH AS MENLO PARK — EVEN IF FROM RESIDENTIAL
 NEIGHBORHOODS WITHIN THE CITY OR NEARBY. — THE PUBLIC TRANSIT
 DOESN'T COME NEAR TO ADDRESSING OR IMPROVING
 VEHICLES & BICYCLE RIDERS ARE A MINOR

LAND USE ECONOMICS (BOARD 4)

6. Based on the findings from the fiscal impact and financial feasibility studies, is additional building height on El Camino Real (as shown - up to five stories) an acceptable tradeoff for increased City revenues and vibrancy and a greater likelihood of redevelopment?

- Yes
- No

PROPOSED PARKING IS WALK. PARKING MUST BE MORE UNDERGROUND PARKING STREETS.

El Camino Real/Downtown Specific Plan Workshop #3



(continued from front)

CONNECTIVITY AND TRAFFIC (BOARD 5)

7. Does the Emerging Plan provide for adequate enhancements to east-west pedestrian and bicycle connectivity?
 Yes For the Most Part Not really No
8. Based on the findings from the traffic study, is the increase in travel time an acceptable tradeoff for increased vibrancy and development of vacant parcels?
 Yes No *improving traffic flow on E.C. is a far more desired goal - the vibrancy issue will be more is the traffic words etc*
9. Is the change in distribution of parking downtown acceptable?
 Yes For the Most Part Not really No *TRAFFIC WORDS etc*
10. What additions or changes regarding pedestrian connectivity, traffic, parking, bicycle circulation and/or transit should be considered?
THE EXPLANATION THAT A 8-15% SECOND INCREASE IN TRAFFIC IS NOT LOGICAL - THE MORE TRAFFIC IS DELAYED IT IS AN INCREMENTAL & EXPONENTIAL BUILD UP ON THE BACK LOG. - THERE ARE REPORTED TIMES THROUGH THE DAY THAT E.C. IS COMPLETELY 'FULL' & STOPPED. - AT TIMES 2-3 LIGHTS TO MOVE ONE BLOCK. - E.C. NEEDS TO BE DISCOVERED ON THE STREET LEVEL CHANGE

OTHER COMMENTS:

OR COMING TO DOWNTOWN WILL NOT BE WORTH ANY LEVEL OF VIBRANCY - AS SOMEONE WHO WORKS AT THE CHARLES SCHWAB BLOCK ON E.C. I AM ALWAYS NEEDING TO CUT THROUGH WEST MAIN STREETS BECAUSE EITHER NORTH OR SOUTH BOUND ROUTES ON EL CAMINO ARE BASICALLY STOPPED. - AND, AS SAID, I TAKE ANOTHER SURPRISED ROUTE - 8-15 SECONDS IS ABSOLUTELY CRASS UNDER EXAGGERATION - 4-5 MINUTES & COMPOUNDING TRAFFIC IS MORE IN LINE

How many/which activities have you previously attended during the Vision Plan (2007-2008) and Specific Plan (2009) processes?
WITH REALITY.

1 VERY EARLY PHASE / 1 OTHER MORE RECENTLY

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MENLO PARK, CA 94025
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 701 Laurel Street
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Affiliation: DISCRETION
 Resident Business Owner MP CITY Property Owner

Other RE. BROKER



El Camino Real/Downtown Specific Plan Workshop #3

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PUBLIC SPACE (BOARDS 2A AND 2B)

1. Does the Emerging Plan have an adequate diversity of public spaces?
 Yes For the Most Part Not really No

2. Regarding Santa Cruz Avenue, do you prefer:
 Option 1 (varied/wider sidewalks; retain median trees)
 Option 2 (widest sidewalks; remove median trees)

3. What additions or changes to public space improvements should be considered?

I'm Happy The way we are

BUILDING CHARACTER (BOARD 3)

4. Does the Emerging Plan reflect an appropriate building character and massing for:
a. Downtown? Yes For the Most Part Not really No
b. El Camino Real? Yes For the Most Part Not really No

5. What changes should be considered?

*5 STORIES ALONG EL CAMINO IS NOT ACCEPTABLE
3 STORIES ALONG SANTA CRUZ IS TOO HIGH*

LAND USE ECONOMICS (BOARD 4)

6. Based on the findings from the fiscal impact and financial feasibility studies, is additional building height on El Camino Real (as shown - up to five stories) an acceptable tradeoff for increased City revenues and vibrancy and a greater likelihood of redevelopment?
 Yes No

No No No

(continued on reverse)

El Camino Real/Downtown Specific Plan Workshop #3



(continued from front)

CONNECTIVITY AND TRAFFIC (BOARD 5)

7. Does the Emerging Plan provide for adequate enhancements to east-west pedestrian and bicycle connectivity?
 Yes For the Most Part Not really No
8. Based on the findings from the traffic study, is the increase in travel time an acceptable tradeoff for increased vibrancy and development of vacant parcels?
 Yes No
9. Is the change in distribution of parking downtown acceptable?
 Yes For the Most Part Not really No
10. What additions or changes regarding pedestrian connectivity, traffic, parking, bicycle circulation and/or transit should be considered?

OTHER COMMENTS:

*The CONSULTANT TRYING TO INTENSIFY THE CITY.
WE WANT TO STAY A SMALL COMMUNITY*

How many/which activities have you previously attended during the Vision Plan (2007-2008) and Specific Plan (2009) processes? *ALL SINCE PHASE I*

Name _____

Address _____

Phone _____

E-mail _____

Affiliation:

- Resident Business Owner Property Owner Other _____

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El Camino Real/Downtown Specific Plan Workshop #3

42

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PUBLIC SPACE (BOARDS 2A AND 2B)

1. Does the Emerging Plan have an adequate diversity of public spaces?
 Yes For the Most Part Not really No

2. Regarding Santa Cruz Avenue, do you prefer:
 Option 1 (varied/wider sidewalks; retain median trees)
 Option 2 (widest sidewalks; remove median trees)

3. What additions or changes to public space improvements should be considered?

I like the idea of the street raised to the sidewalk level could work I saw something like that in Quito, Ecuador.

BUILDING CHARACTER (BOARD 3)

4. Does the Emerging Plan reflect an appropriate building character and massing for:
a. Downtown? Yes For the Most Part Not really No
b. El Camino Real? Yes For the Most Part Not really No

5. What changes should be considered?

I'm afraid that 5 story bldgs will make Menlo Park less desirable.

LAND USE ECONOMICS (BOARD 4)

6. Based on the findings from the fiscal impact and financial feasibility studies, is additional building height on El Camino Real (as shown - up to five stories) an acceptable tradeoff for increased City revenues and vibrancy and a greater likelihood of redevelopment?

Yes No

5 stories seems too high.

(continued on reverse)

El Camino Real/Downtown Specific Plan Workshop #3



(continued from front)

CONNECTIVITY AND TRAFFIC (BOARD 5)

7. Does the Emerging Plan provide for adequate enhancements to east-west pedestrian and bicycle connectivity?

- Yes For the Most Part Not really No

8. Based on the findings from the traffic study, is the increase in travel time an acceptable tradeoff for increased vibrancy and development of vacant parcels?

- Yes No

9. Is the change in distribution of parking downtown acceptable?

- Yes For the Most Part Not really No

10. What additions or changes regarding pedestrian connectivity, traffic, parking, bicycle circulation and/or transit should be considered?

I think having ^{structured} parking in the middle of the block is a good thought. You could park & walk to shopping -

OTHER COMMENTS:

How many/which activities have you previously attended during the Vision Plan (2007-2008) and Specific Plan (2009) processes?

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El Camino Real/Downtown Specific Plan Workshop #3

83

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PUBLIC SPACE (BOARDS 2A AND 2B)

- Does the Emerging Plan have an adequate diversity of public spaces?
 - Yes
 - For the Most Part
 - Not really
 - No
- Regarding Santa Cruz Avenue, do you prefer:
 - Option 1 (varied/wider sidewalks; retain median trees)
 - Option 2 (widest sidewalks; remove median trees) *The wider the sidewalks, the more diverse the options for use ("Santa Cruz Model")*
- What additions or changes to public space improvements should be considered?
 - Should we consider removing street parking completely on Santa Cruz Ave, just leave 2 lanes for traffic? *even wider sidewalks*
 - Should cars be completely removed from Santa Cruz Ave except for emergency vehicles? *→ European city model*

BUILDING CHARACTER (BOARD 3)

- Does the Emerging Plan reflect an appropriate building character and massing for:
 - a. Downtown? Yes For the Most Part Not really No
 - b. El Camino Real? Yes For the Most Part Not really No
- What changes should be considered?
 - Like the residential/retail mix
 - how do we ensure architectural diversity while keeping cost reasonable? *Quite frequently new developments end up looking "cookie cutter style" - cost is probably a major driver.*

LAND USE ECONOMICS (BOARD 4)

- Based on the findings from the fiscal impact and financial feasibility studies, is additional building height on El Camino Real (as shown - up to five stories) an acceptable tradeoff for increased City revenues and vibrancy and a greater likelihood of redevelopment?
 - Yes No *Not an expert on this topic, but many European cities have 5 story buildings and thrive very well!*

(continued on reverse)

El Camino Real/Downtown Specific Plan Workshop #3



(continued from front)

CONNECTIVITY AND TRAFFIC (BOARD 5)

7. Does the Emerging Plan provide for adequate enhancements to east-west pedestrian and bicycle connectivity?

- Yes For the Most Part Not really No

8. Based on the findings from the traffic study, is the increase in travel time an acceptable tradeoff for increased vibrancy and development of vacant parcels?

- Yes No

9. Is the change in distribution of parking downtown acceptable?

- Yes For the Most Part Not really No

10. What additions or changes regarding pedestrian connectivity, traffic, parking, bicycle circulation and/or transit should be considered?

- "Pedestrian scramble phase" is an interesting option
- Additional consideration to bike traffic where appropriate is welcome (a few class 1 sections) think "Holland"

OTHER COMMENTS:

Great progress! Almost no matter what happens in the end, it will be an improvement over status quo!

How many/which activities have you previously attended during the Vision Plan (2007-2008) and Specific Plan (2009) processes? first one!

Name Chris Pfister

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El Camino Real/Downtown Specific Plan Workshop #3

84

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PUBLIC SPACE (BOARDS 2A AND 2B)

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 - Yes
 - For the Most Part
 - Not really
 - No
- Regarding Santa Cruz Avenue, do you prefer:
 - Option 1 (varied/wider sidewalks; retain median trees)
 - Option 2 (widest sidewalks; remove median trees)
- What additions or changes to public space improvements should be considered?

BUILDING CHARACTER (BOARD 3)

- Does the Emerging Plan reflect an appropriate building character and massing for:
 - a. Downtown?
 - Yes
 - For the Most Part
 - Not really
 - No
 - b. El Camino Real?
 - Yes
 - For the Most Part
 - Not really
 - No
- What changes should be considered?

El Camino Real - great setbacks, 3 stories max, step back on 3rd story

Downtown - 2 story max

LAND USE ECONOMICS (BOARD 4)

- Based on the findings from the fiscal impact and financial feasibility studies, is additional building height on El Camino Real (as shown - up to five stories) an acceptable tradeoff for increased City revenues and vibrancy and a greater likelihood of redevelopment?
 - Yes
 - No

(continued on reverse)

El Camino Real/Downtown Specific Plan Workshop #3



(continued from front)

CONNECTIVITY AND TRAFFIC (BOARD 5)

7. Does the Emerging Plan provide for adequate enhancements to east-west pedestrian and bicycle connectivity?
 Yes For the Most Part Not really No
8. Based on the findings from the traffic study, is the increase in travel time an acceptable tradeoff for increased vibrancy and development of vacant parcels?
 Yes No
9. Is the change in distribution of parking downtown acceptable?
 Yes For the Most Part Not really No
10. What additions or changes regarding pedestrian connectivity, traffic, parking, bicycle circulation and/or transit should be considered?

OTHER COMMENTS:

How many/which activities have you previously attended during the Vision Plan (2007-2008) and Specific Plan (2009) processes?

0

Name Jim Bramlett

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Phone 650 328 4716

E-mail jdb@appsig.com

Affiliation:

Resident Business Owner Property Owner Other _____

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El Camino Real/Downtown Specific Plan Workshop #3

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PUBLIC SPACE (BOARDS 2A AND 2B)

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 Yes For the Most Part Not really No

2. Regarding Santa Cruz Avenue, do you prefer:
 Option 1 (varied/wider sidewalks; retain median trees)
 Option 2 (widest sidewalks; remove median trees)

3. What additions or changes to public space improvements should be considered?

PLAZAS
- THE PARKS CURRENTLY SHOWN COULD BE MADE LARGER IF ALL PROPOSED DOWNTOWN PARKING WAS PLACED UNDERGROUND. (FOR EXAMPLE IF THE PARKING LOTS ~~WAS PLACED UNDERGROUND~~ 1 & 3 WERE DESIGNED TO INCLUDE 2/3 OF EXISTING SURFACE PARKING AT GRADE WITH ANY ADDITIONAL PARKING ADDED UNDERGROUND NEW PUBLIC PLAZAS COULD BE INCORPORATED INTO THE PLAN).

BUILDING CHARACTER (BOARD 3)

4. Does the Emerging Plan reflect an appropriate building character and massing for:
a. Downtown? Yes For the Most Part Not really No
b. El Camino Real? Yes For the Most Part Not really No

5. What changes should be considered?

DEVELOPMENT ON THE ELCAMINO SHOULD INCLUDE PARKING (FLEX PARKING IN SOME CASES) THAT WOULD PROVIDE PARKING NEAR TRANSIT. THIS WILL PROMOTE NOT ONLY THE OPPORTUNITY TO DRAW PATRONS TO THE NEW RETAIL THAT CAN BE CREATED BUT WILL PROMOTE THE USE OF TRANSIT.

LAND USE ECONOMICS (BOARD 4)

6. Based on the findings from the fiscal impact and financial feasibility studies, is additional building height on El Camino Real (as shown - up to five stories) an acceptable tradeoff for increased City revenues and vibrancy and a greater likelihood of redevelopment?
 Yes No

El Camino Real/Downtown Specific Plan Workshop #3



(continued from front)

CONNECTIVITY AND TRAFFIC (BOARD 5)

7. Does the Emerging Plan provide for adequate enhancements to east-west pedestrian and bicycle connectivity?
 Yes For the Most Part Not really No
8. Based on the findings from the traffic study, is the increase in travel time an acceptable tradeoff for increased vibrancy and development of vacant parcels?
 Yes No ON EL CAMINO REAL
9. Is the change in distribution of parking downtown acceptable?
 Yes For the Most Part Not really No
10. What additions or changes regarding pedestrian connectivity, traffic, parking, bicycle circulation and/or transit should be considered?
(ABOVE GRADE)
- PARKING STRUCTURES SHOULD BE REMOVED FROM THE PLAN AND REPLACED WITH INCREASED PARKING ON EL CAMINO (NEAR TRANSIT) OR UNDERGROUND STRUCTURES DESIGNED TO RETAIN MOST IF NOT ALL CURRENT SURFACE PARKING IN DOWNTOWN.
* SURFACE PARKING (OR 2/3rd OF CURRENT LEVELS) NEEDS TO BE RETAINED IN DOWNTOWN.

OTHER COMMENTS:

- I CAN ONLY SEE ONE LOCATION IN DOWNTOWN WHERE A PARKING STRUCTURE (ABOVE GRADE) WOULD BE ACCEPTABLE OR APPROPRIATE. THIS WOULD BE THE LOT LOCATED @ OAK GROVE BETWEEN CRANE & CHESTNUT. IT HAS 3 SIDES THAT ARE OPEN TO THE STREET. A STRUCTURE THAT IS (3) STORIES UNDER AND (3) ABOVE COULD BE DESIGNED (WITH THE ROOF THIS ~~WOULD~~ WOULD PROVIDE (7) LEVELS OF PARKING. RETAIL COULD ALSO BE ADDED ON 1ST FLOOR.

How many/which activities have you previously attended during the Vision Plan (2007-2008) and Specific Plan (2009) processes? THIS IS THE FIRST (LIVE) MEETINGS - I HAVE FOLLOWED EACH POSTING AND HAVE BEEN ABLE TO STUDY THE UPDATES PROVIDED TO DATE.

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Affiliation:

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El Camino Real/Downtown Specific Plan Workshop #3

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PUBLIC SPACE (BOARDS 2A AND 2B)

1. Does the Emerging Plan have an adequate diversity of public spaces?
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2. Regarding Santa Cruz Avenue, do you prefer:
 Option 1 (varied/wider sidewalks; retain median trees)
 Option 2 (widest sidewalks; remove median trees)
3. What additions or changes to public space improvements should be considered?

BUILDING CHARACTER (BOARD 3)

4. Does the Emerging Plan reflect an appropriate building character and massing for:
 - a. Downtown? Yes For the Most Part Not really No
 - b. El Camino Real? Yes For the Most Part Not really No
5. What changes should be considered?

LAND USE ECONOMICS (BOARD 4)

6. Based on the findings from the fiscal impact and financial feasibility studies, is additional building height on El Camino Real (as shown - up to five stories) an acceptable tradeoff for increased City revenues and vibrancy and a greater likelihood of redevelopment?
 Yes No

(continued on reverse)

El Camino Real/Downtown Specific Plan Workshop #3



(continued from front)

CONNECTIVITY AND TRAFFIC (BOARD 5)

7. Does the Emerging Plan provide for adequate enhancements to east-west pedestrian and bicycle connectivity?

- Yes
- For the Most Part
- Not really

8. Based on the findings from the traffic study, is the increase in travel time an acceptable tradeoff for increased vibrancy and development of vacant parcels?

- Yes
- No

9. Is the change in distribution of parking downtown acceptable?

- Yes
- For the Most Part
- Not really

10. What additions or changes regarding pedestrian connectivity, traffic, parking, bicycle circulation and/or transit should be considered?

Public space improvements need to be considered along El Camino Real, north of Encinal Ave. The sidewalk and overhead electrical lines makes the area feel like it's not part of Menlo Park as it looks so unattractive. The existing sidewalk is not attractive and is not safe for pedestrian traffic as it is comprised of many different styles of concrete and designs. Many areas do not have adequate handicap access (cramped space around power poles) and certain locations have large cracks or transitions that create tripping hazards. One area does not even have a sidewalk which puts pedestrians in wheelchairs or those pushing a stroller in an awkward and dangerous situation. In addition, the overhead electrical lines and power poles make the area look old and rundown especially when compared to the improved El Camino Real section located south of Encinal. Please make the residents and business owners of this area feel like we are also a part of Menlo Park by improving the El Camino Real corridor in our neighborhood.

RECEIVED
 SEP 21 2009
 CITY OF MENLO PARK
 BUILDING

OTHER COMMENTS:

I find it hard to believe the projected revenue from the development of two potential hotels in downtown Menlo Park. As an owner of multiple hotels in the peninsula, Menlo Park does not have enough demand to meet the additional supply of up to 380 guestrooms. There is already a projected increase in supply of 200 rooms with the Bohannon project. At some point there will be a shift of business from existing hotels to the newer hotels. The shift in business means that the amount of transient occupancy tax the city collects will be lower than what is projected. The only way to really increase TOT as the projection shows is to prove that the projected hotels will be able to create their own new demand and not simply take business from the existing hotels in Menlo Park. For the projected hotels to create that kind of demand would require the development of hundreds of thousands square feet of new office space.

How many/which activities have you previously attended during the Vision Plan (2007-2008) and Specific Plan (2009) processes?

I previous meeting.

Name SAGAR PATEL

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MENLO PARK, CA 94025

Phone 408-781-4877

E-mail sagar.kp@yahoo.com

Affiliation:

- Resident
- Business Owner
- Property Owner
- Other _____

Submit comments by mail, fax, or e-mail to:

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El Camino Real/Downtown Specific Plan Workshop #3

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PUBLIC SPACE (BOARDS 2A AND 2B)

1. Does the Emerging Plan have an adequate diversity of public spaces?

- Yes
- For the Most Part
- Not really
- No

*ECR needs for more public space
SCA is good*

2. Regarding Santa Cruz Avenue, do you prefer:

- Option 1 (varied/wider sidewalks; retain median trees)
- Option 2 (widest sidewalks; remove median trees)

→ suggest plan for sidewalk & closed off street using temp barriers - of NYC

Mayor - not sold on it at all

3. What additions or changes to public space improvements should be considered?

ECR: Wider sidewalks, many plans 15-20', not 10'. ECR Southeast needs a rich network of internal alleyways, plazas, staircases, etc. Need to create virtual city blocks of modest length to break up buildings. (See Form Based Code, p. 62)

SC Ave: Am not convinced sidewalk widening is so essential to it. Might pursue more modest changes & block-by-block. I am dismayed that ECR existing sidewalks will remain narrow until bldgs. are torn down.

BUILDING CHARACTER (BOARD 3)

4. Does the Emerging Plan reflect an appropriate building character and massing for:

- a. Downtown? Yes For the Most Part Not really No
- b. El Camino Real? Yes For the Most Part Not really No

5. What changes should be considered?

ECR: Building FAR should be reduced to several smaller percentages on higher floors. Suggested massing is far too great. See: Form Based Code, p. 74 (Parolek et al)

Around train station, keep bldgs @ 2-3 stories; same for ECR near SC Ave.

ECR Northwest, Southwest, also 2-3 stories. Need similar alley, street articulation & connection to public space. Also need design guidelines.

LAND USE ECONOMICS (BOARD 4)

6. Based on the findings from the fiscal impact and financial feasibility studies, is additional building height on El Camino Real (as shown - up to five stories) an acceptable tradeoff for increased City revenues and vibrancy and a greater likelihood of redevelopment?

- Yes
- No

Not really; fiscal benefit seems modest. Can redouble & increase vibrancy with other revenue goals. Bldg height should be set for livability & sense of place.

(continued on reverse)

El Camino Real/Downtown Specific Plan Workshop #3



(continued from front)

CONNECTIVITY AND TRAFFIC (BOARD 5)

7. Does the Emerging Plan provide for adequate enhancements to east-west pedestrian and bicycle connectivity?
 Yes For the Most Part Not really No
8. Based on the findings from the traffic study, is the increase in travel time an acceptable tradeoff for increased vibrancy and development of vacant parcels?
 Yes No
Impossible to read outline or in print out. Looks good. Need more bike safety boxes @ intersection. Have as many 4-way X-walkers as possible, & as wide as possible.
9. Is the change in distribution of parking downtown acceptable?
 Yes For the Most Part Not really No
Bad question. Should not be separated from other downtown
10. What additions or changes regarding pedestrian connectivity, traffic, parking, bicycle circulation and/or transit should be considered?
Objectives in using space. Can have 1, or 2 new parking structures of various heights. I don't understand what downtown strategies are - how building is expected to work with the economics of dense space. Building & sidewalks are not necessarily a solution to downtown. MP leadership needs to articulate a developed vision. I sympathize with the skeptics about downtown.

OTHER COMMENTS:

but am not in a position to tell them more than there are all options. Parking can be reduced on ECR SE beyond proposed to allow 0-1 car for residents, decoupled from purchase. Generally: Way too much focus on downtown, not enough on ECR. I Don't understand station area plan - where is train drop off? What are public transit routes if Merrill is cut off? Do the any public transit through Santa Cruz Ave.

How many/which activities have you previously attended during the Vision Plan (2007-2008) and Specific Plan (2009) processes?
All. Thanks for keeping this going & all the progress. Onward! workshops, site tours.

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All comments on the Emerging Plan Workshop 3 Boards are due by end of the day Monday, September 28



El Camino Real/Downtown Specific Plan Workshop #3

We welcome your comments! Before considering the questions below, please review all the boards first. Please keep in mind that the elements of the Emerging Plan are interrelated. For example, the heights of buildings (Board 3) have a relationship with City revenues (Board 4).

PUBLIC SPACE (BOARDS 2A AND 2B)

- Does the Emerging Plan have an adequate diversity of public spaces?
 Yes For the Most Part Not really No
- Regarding Santa Cruz Avenue, do you prefer:
 Option 1 (varied/wider sidewalks; retain median trees)
 Option 2 (widest sidewalks; remove median trees)
- What additions or changes to public space improvements should be considered?

BUILDING CHARACTER (BOARD 3)

- Does the Emerging Plan reflect an appropriate building character and massing for:

a. Downtown?	Yes	<input checked="" type="checkbox"/> <u>For the Most Part</u>	Not really	No
b. El Camino Real?	Yes	<input checked="" type="checkbox"/> <u>For the Most Part</u>	Not really	No
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
- What changes should be considered? **The building character should be mindful of the Mid-Century Architecture, that prevails in the Downtown area. Building facades should incorporate elements of Mid-Century design, this would create an underlying theme in all of the buildings Downtown (new and old). This theme would tie in all building design regardless of massing and new construction direction.**

LAND USE ECONOMICS (BOARD 4)

- Based on the findings from the fiscal impact and financial feasibility studies, is additional building height on El Camino Real (as shown - up to five stories) an acceptable tradeoff for increased City revenues and vibrancy and a greater likelihood of redevelopment?
 Yes No

(continued on reverse)

El Camino Real/Downtown Specific Plan Workshop #3



(continued from front)

CONNECTIVITY AND TRAFFIC (BOARD 5)

7. Does the Emerging Plan provide for adequate enhancements to east-west pedestrian and bicycle connectivity?
 Yes For the Most Part Not really No
8. Based on the findings from the traffic study, is the increase in travel time an acceptable tradeoff for increased vibrancy and development of vacant parcels?
 X Yes No
9. Is the change in distribution of parking downtown acceptable?
 Yes X For the Most Part Not really No
10. What additions or changes regarding pedestrian connectivity, traffic, parking, bicycle circulation and/or transi should be considered? **Pedestrian connectivity must consider how to move people from neighborhoods to Downtown. We need to look beyond improvements to only the Downtown area and link connectivity 2-3 miles out from the epicenters of our community to the homes of our residents. Think of the "Hub and Spoke" analogy of how to get people from their neighborhoods to Downtown or Burgess Park. It is hassle free to get in a car and drive Downtown because we lack any easy way to walk or bike Downtown without being subjected to the dangers of traffic. Without neighborhood connectivity our vision planning will ultimately fall short of our intended vision and goals.**

OTHER COMMENTS: There is never a winner when we choose between cars and people. When we favor the pedestrian, traffic congestion and commutes suffer. If we favor cars, people will choose not to walk or bike. We can encourage people to get out of their cars by favoring the pedestrian. Give us wider sidewalks, safer bike lanes and slower speed limits. People will walk and bike in our community. Give us safe routes from our home to Downtown, to the library, to city hall and to school, we will use them.

How many/which activities have you previously attended during the Vision Plan (2007-2008) and Specific Plan (2009) processes? Specific plan #1 and #2

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Affiliations

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#90



El Camino Real/Downtown Specific Plan Workshop #3

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PUBLIC SPACE (BOARDS 2A AND 2B)

- 1. Does the Emerging Plan have an adequate diversity of public spaces?
 - Yes
 - For the Most Part
 - Not really
 - No
- 2. Regarding Santa Cruz Avenue, do you prefer:
 - Option 1 (varied/wider sidewalks; retain median trees)
 - Option 2 (widest sidewalks; remove median trees)
- 3. What additions or changes to public space improvements should be considered?

BUILDING CHARACTER (BOARD 3)

- 4. Does the Emerging Plan reflect an appropriate building character and massing for:
 - a. Downtown? Yes For the Most Part Not really No
 - b. El Camino Real? Yes For the Most Part Not really No
- 5. What changes should be considered?

a. The downtown plan should not provide for any buildings more than 2 stories high.

b. The ECR plan should not provide for any buildings more than 3 stories high.

LAND USE ECONOMICS (BOARD 4)

- 6. Based on the findings from the fiscal impact and financial feasibility studies, is additional building height on El Camino Real (as shown - up to five stories) an acceptable tradeoff for increased City revenues and vibrancy and a greater likelihood of redevelopment?
 - Yes
 - No

Higher buildings will not increase "vibrancy" or likelihood of redevelopment. Instead, they will result in "canyon" look & discourage pedestrian travel. (continued on reverse)

El Camino Real/Downtown Specific Plan Workshop #3



(continued from front)

CONNECTIVITY AND TRAFFIC (BOARD 5)

7. Does the Emerging Plan provide for adequate enhancements to east-west pedestrian and bicycle connectivity?
 Yes For the Most Part Not really No *no adequate provision for travel across ECR.*
8. Based on the findings from the traffic study, is the increase in travel time an acceptable tradeoff for increased vibrancy and development of vacant parcels?
 Yes No
9. Is the change in distribution of parking downtown acceptable?
 Yes For the Most Part Not really No

10. What additions or changes regarding pedestrian connectivity, traffic, parking, bicycle circulation and/or transit should be considered?

At least one pedestrian bridge across ECR should be considered in order to encourage pedestrian travel from Eastside residential development to Safe Way center.

OTHER COMMENTS:

If any of downtown options are adopted, "Village" character - ala hostels & cafes - will be destroyed

How many/which activities have you previously attended during the Vision Plan (2007-2008) and Specific Plan (2009) processes?

walk grounds. Application for committee position was rejected.

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- Resident Business Owner Property Owner Other _____

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- What additions or changes to public space improvements should be considered?

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PLANNING

BUILDING CHARACTER (BOARD 3)

- Does the Emerging Plan reflect an appropriate building character and massing for:
 - Downtown? Yes For the Most Part Not really No
 - El Camino Real? Yes For the Most Part Not really No
- What changes should be considered?

LAND USE ECONOMICS (BOARD 4)

- Based on the findings from the fiscal impact and financial feasibility studies, is additional building height on El Camino Real (as shown - up to five stories) an acceptable tradeoff for increased City revenues and vibrancy and a greater likelihood of redevelopment?
 Yes No

→ Continued →

(continued on reverse)

El Camino Real/Downtown Specific Plan Workshop #3



(continued from front)

CONNECTIVITY AND TRAFFIC (BOARD 5)

7. Does the Emerging Plan provide for adequate enhancements to east-west pedestrian and bicycle connectivity?
- Yes For the Most Part Not really No
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- Yes No
9. Is the change in distribution of parking downtown acceptable?
- Yes For the Most Part Not really No
10. What additions or changes regarding pedestrian connectivity, traffic, parking, bicycle circulation and/or transit should be considered?

OTHER COMMENTS:

Would like to review hard copy version to shape responses (at least for myself). Please see attached comments dated 9/28/2009

How many/which activities have you previously attended during the Vision Plan (2007-2008) and Specific Plan (2009) processes?

None

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