Connectivity + Traffic 1 April 16, 2009

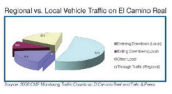
Travel Choices and Connectivity

Improved connectivity through travel choices - vehicular, transit, biking and walking - reduces total number of car trips and improve traffic flow.

Did You Know ... !

- The average time Menlo Park residents spend commuting to work is approximately 25 minutes. This compares to an average commute time of 27 minutes for residents in San Mateo County and the US and 29 minutes for residents in California. Source: Census 2000 & Fehr and Peers
- Only 20% to 30% of household trips are related to commutes. Source: National Household Travel Survey, 2001

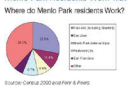
Regional vs. Local Vehicle Traffic on El Camino Real



Source: 2008 CSP Monitoring Traffic Counts on El Camino Real and Fehr & Peers

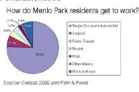
Menlo Park Residents Work Travel Characteristics

Where do Menlo Park residents Work?



Source: Census 2000 and Fehr & Peers

How do Menlo Park residents get to work?

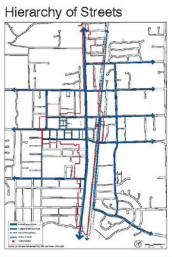


Source: Census 2000 and Fehr & Peers

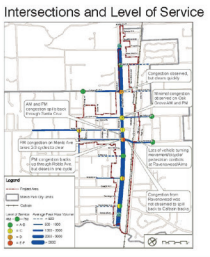
How long do they commute?

Source: Census 2000 and Fehr & Peers

Hierarchy of Streets



Intersections and Level of Service



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Pedestrian Realm and Connectivity

The reason great intersections work is because of the creation of a pedestrian realm that is clearly visible and apparent to motorists. When streets become unsafe, it is almost always when the pedestrian realm is minimal or does not exist.

Did You Know ... !

- The maximum waiting time for pedestrians to cross El Camino Real in Menlo Park ranges from **0-150 seconds** (Source: Fehr and Peers)

- Bike Paths (Class I) are paved pathways separated from roadways that are designed for the exclusive use of bicycles and pedestrians.
- Bike Lanes (Class II) are lanes for bicyclists adjacent to the outer vehicle travel lanes. These lanes have special land markings, pavement legends and signage.
- Bike Routes (Class III) are generally located on low traffic volume streets. They are signed for bike use, but have no separated bike right-of-way or lane striping.

Existing Bicycle Facilities

Existing Pedestrian Facilities

Pedestrian Realm on Santa Cruz Avenue, Menlo Park

Pedestrian Realm on El Camino Real in Menlo Park

Existing east west connections across El Camino Real and Caltrain tracks

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Pedestrian Realm and Connectivity

Connectivity across Caltrain Tracks

At-grade crossing at Oak Grove Avenue, Menlo Park

E. San Carlos Ave, San Carlos — San Carlos — Holly Street, San Carlos

Underpass crossing in San Carlos (raised rail line)

Underpass crossing in Redwood City (depressed roadway)

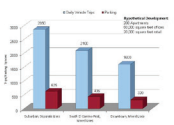
Ralston Ave, Belmont — Ralston Ave, Belmont — Ralston Ave, Belmont

Underpass crossing in Belmont (raised rail line with depressed roadway)

Development Intensity and Traffic Generation

The combination of development intensity, mix of uses and access to transit increases the percentage of trips on foot and bike and reduces the relative number of car trips

Traffic and Parking for a Hypothetical Development in Different Locations



Source: Kitamura, R., Mokhtarian, P.L., & Laidet, L. (1997). A Micro-analysis of Land Use and Travel in Five Neighborhoods in San Francisco Bay Area. Transportation, 24, 125-158.
Lee, C. & Vernon Houston, A. (2006). The 3Ds + R: quantifying land use and urban form correlates of walking. Transportation Research Part D, 11, 204-215.

Source: Traffic Generated by Mixed-Use Developments - A Six-Region Study Using Consistent Built Environment Measures, Forthcoming Transportation Research Board Paper, Fehr & Peers.
Shared Parking, Urban Land Institute, 2nd Edition

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Record Your Thoughts ...

1. Would you be willing to increase vehicular delay on El Camino Real to improve conditions for pedestrians?

Yes No

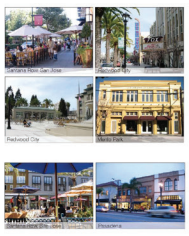
2. What would get you to use alternative means to get downtown ?

Vibrancy 2 April 16, 2009

Vibrancy and Density, Mix of Land Uses and Connectivity

Downtown vibrancy in the form of foot traffic and retail sales, is related to a concentration of development, a diversity of uses and pedestrian orientation and connectivity.

Source: Strategic Economics, 2009.



Retail Sales in Project Area

Source: Strategic Economics, 2009

Retail Sales in Downtown Menlo Park

Source: Strategic Economics, 2009

Did You Know ... !

- Market demand for a wide variety of office uso, retail, services and housing remains strong in Menlo Park

Source: Strategic Economics, 2009.

A balance of activities is essential to maintain liveliness during the day as well as at night.

Recent Development Projects: Built + Proposed

Examples of Vacant Buildings and Parcels on El Camino Real

Vibrancy 2 April 16, 2009

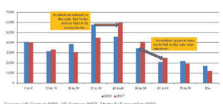
Vibrancy and Housing Choices

A wider variety of housing opportunities that cater to singles, young families, empty nesters and seniors improves vibrancy.

Did You Know ... !

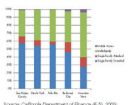
- The percent of Menlo Park families with children has increased significantly since 1990, outpacing San Mateo County. Source: Claritas, 2008 US Census, 1990 US Census, 2000. Strategic Economics, 2009
- Seniors who live in dense, walkable places near transit are less likely to stay at home alone. **25%** of seniors don't drive and many have limited incomes. Source: National Household Travel Survey, 2001

Age Distribution by Number of Persons



Source: US Census, 2000, US Census 2007, Strategic Economics 2009

Composition of Housing Stock, 2009



Source: California Department of Finance (E-5), 2009, Strategic Economics, 2009

Higher Density Housing Types

Vibrancy 2 April 16, 2009

Vibrancy and Parking

A well crafted parking strategy can utilize existing spaces more efficiently, supporting businesses and vibrancy. Such strategies could include varying parking rates and hours and shared parking supported by in-lieu fees.

Did You Know ... !

- Approximately 2,100 sq.ft. of parking is required for every 1,000 sq.ft. of office space, assuming a parking standard of 6 spaces per 1000 sq.ft. this means that a three story, 30,000 sq.ft. office building would require 63,000 sq.ft. or 1.4 acres of parking

Surface parking in a downtown setting dampens vibrancy because it uses land that could be otherwise used for active uses or public uses

Surface parking in project area

Structured Parking

Surface Parking - Menlo Park

Vibrancy 2 April 16, 2009

Record Your Thoughts ...

1. When you go out, where do you spend your evenings and why? What would motivate you to spend more time in downtown Menlo Park, particularly at night?

2. What would you do to make El Camino Real more vibrant?

Public Space 3 April 16, 2009

Plazas, Parks, Sidewalks and Streets

Public space is comprised of plazas, parks, sidewalks and streets, and they are the places where the social life of a community takes place.

Existing Plazas and Parks

There are limited plazas or parks in the downtown area

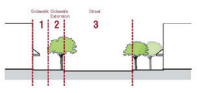
Public spaces in downtown enhance community character and create an identity

Examples of Plazas and Parks

Public Space 3 April 16, 2009

Sidewalks and Streets

"Sociability is a large part of why cities exist and streets are a major if not the only public place for that sociability to develop"
- Alan Jacobs



Sidewalks as Connectors

Downtown Menlo Park

Downtown Examples

Sidewalk Extensions as Public Spaces

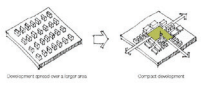
"…streets are places of social and commercial encounter and exchange. They are where you meet people - which is a basic reason to have cities in any case."
- Alan Jacobs

Streets as Public Spaces

Public Space 3 April 16, 2009

Land Use Efficiency + Public Space

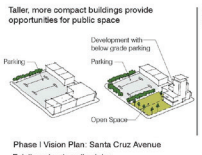
Efficient use of land provides opportunity to integrate public space within development



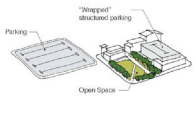
Existing public parking in downtown

Removal of some on-street parking and surface parking (i.e. parking plazas) provides opportunities for additional public space downtown.

Taller, more compact buildings provide opportunities for public space



As compared to surface parking, structured parking allows for public space and other uses



Phase I Vision Plan: Santa Cruz Avenue

Existing street section/plan

Proposed street section/plan

Public Space 3 April 16, 2009

Record Your Thoughts ...

1. What activities would you like the public spaces in downtown to accommodate?

2. Would you give up some parking spaces to gain public space and wider sidewalks in downtown?

Yes No

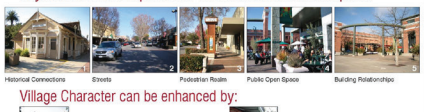
3. Are you willing to allow for additional development in order to gain public space?

Yes No

Character 4 April 16, 2009

What defines the character of a place?

Physical form and experiences define the character of a place

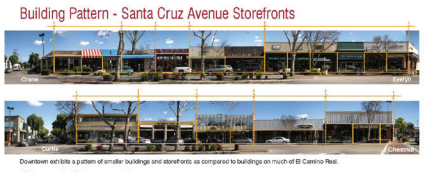


Historical Connections — Streets — Pedestrian Realm — Public Open Space — Building Relationships

Village Character can be enhanced by:

- Compatible scale of buildings
- Informal social spaces
- Varied Massing
- Local "authentic" businesses
- Small storefronts
- Comfortable, walkable space

Building Pattern - Santa Cruz Avenue Storefronts



Downtown exhibits a pattern of smaller buildings and storefronts as compared to buildings on much of El Camino Real.

Street Character

The best streets are comfortable to walk along with leisure and safety. They have definition, a sense of enclosure with their buildings; distinct ends and beginnings, usually with trees.

Streets moderate the form, structure and comfort of urban communities.

Character 4 April 16, 2009

Downtown Building Articulation & Massing

Building Articulation

Entry Articulation — Fenestration / Detail

Massing & Scale Modulation

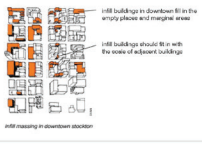
Undulated Massing — Corner Element

Storefront Address

Awnings and Signage — Clerestory Wall / Articulated Windows

Compatible Scale

New infill development that is compatible in scale with existing buildings will preserve and enhance community character



Infill buildings in downtown fill in the empty places and marginal areas

Infill buildings should fit in with the scale of adjacent buildings

Infill massing in downtown stockton

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El Camino Real Building Articulation & Massing

Strategies for building massing and articulation

1-3 Story

Massing Variation / Roof Form

3-4 Story

Setback / Stepback

4+ Story

Landscape / Lobby Entry

Character 4 April 16, 2009

Record Your Thoughts ...

1. What buildings appeal to you on the board? Why?

2. Given what you know about village character, is it appropriate to have buildings taller than two stories in downtown? How much taller?

3. Is it appropriate to have taller buildings on El Camino Real relative to downtown? How much taller?