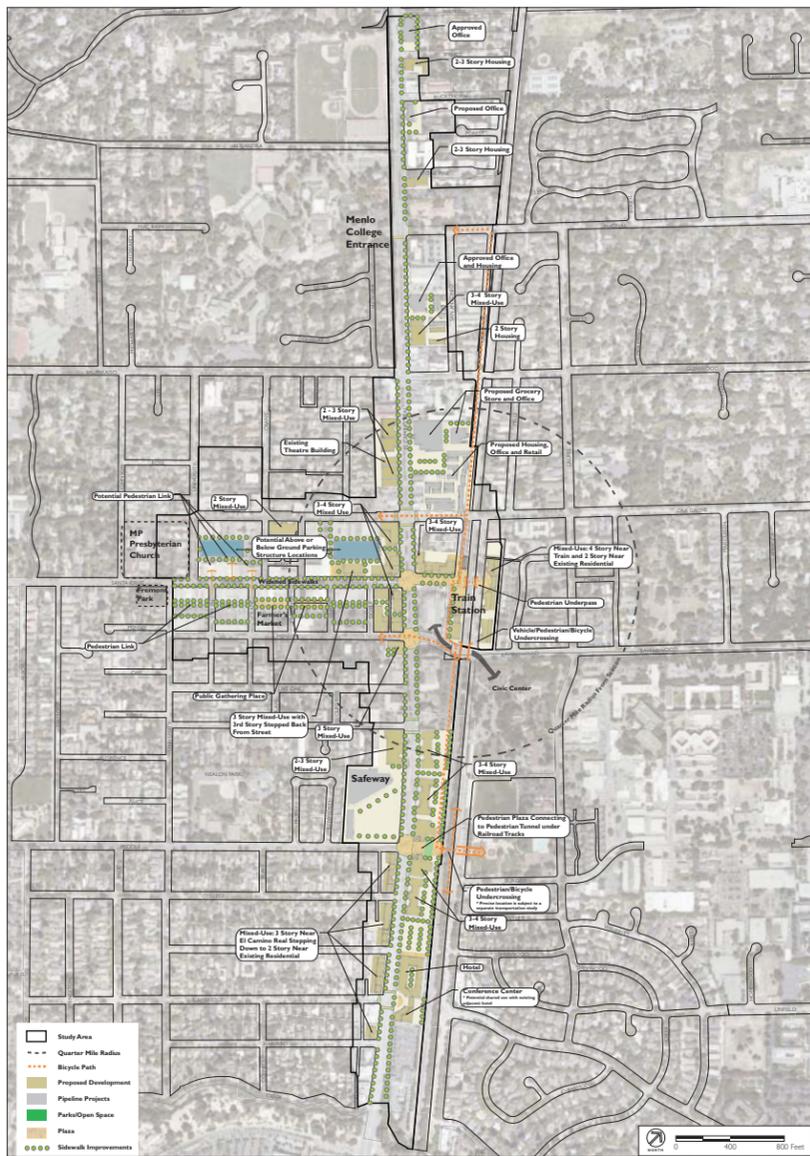


Phase I Vision Plan and Goals

June 18, 2009



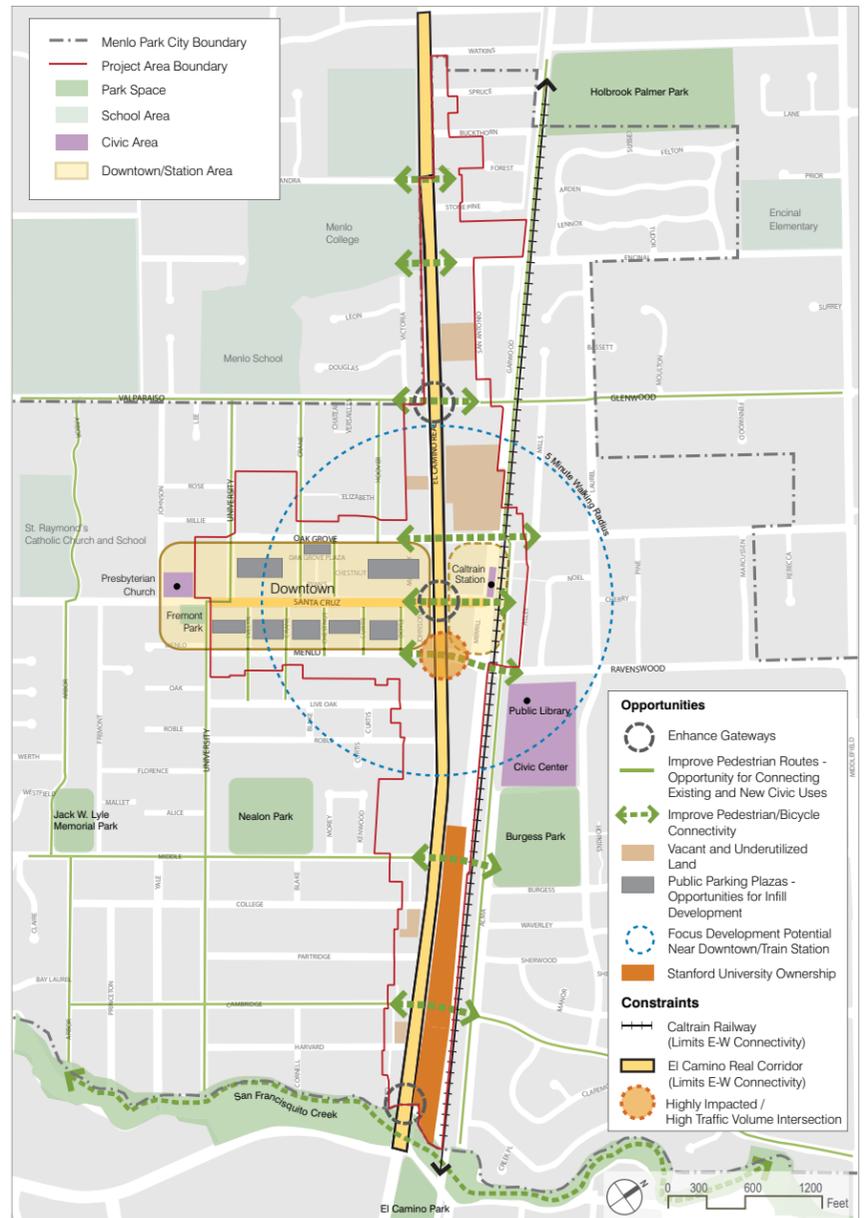
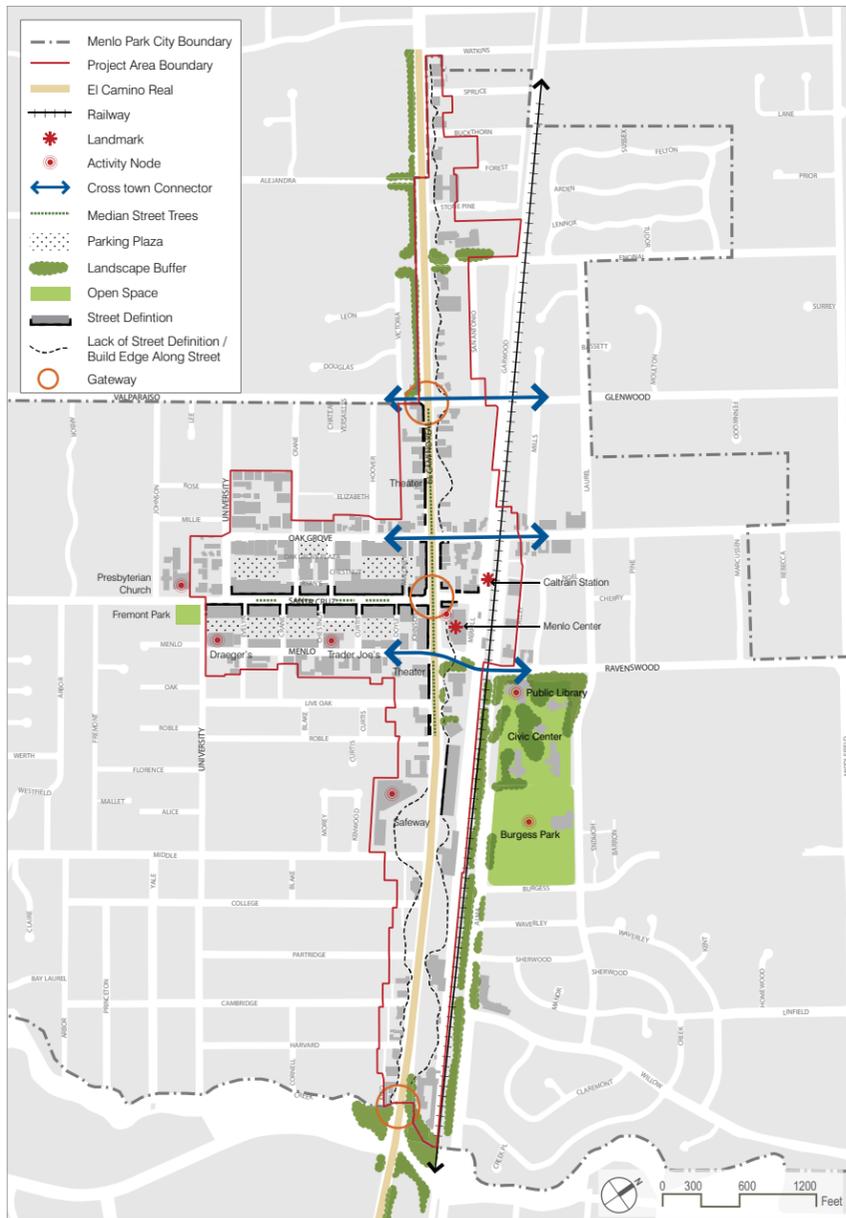
Phase I Vision Plan

1. Vision Plan Area Character: Maintain a village character unique to Menlo Park.
2. East-West Connectivity: Provide greater east-west, town-wide connectivity.
3. El Camino Real Circulation: Improve circulation and streetscape conditions on El Camino Real.
4. Neighborhood Context: Ensure that El Camino Real development is sensitive to and compatible with adjacent neighborhoods.
5. Vacant and Underutilized Parcels on El Camino Real: Revitalize underutilized parcels and buildings.
6. Train Station Area: Activate the train station area.
7. Santa Cruz Avenue Pedestrian Character: Protect and enhance pedestrian amenities on Santa Cruz Avenue.
8. Downtown Vibrancy: Expand shopping, dining and neighborhood services to ensure a vibrant downtown.
9. Housing: Provide residential opportunities in the Vision Plan Area.
10. Open Space: Provide plaza and park spaces.
11. Pedestrian and Bicycle Circulation: Provide an integrated, safe and well-designed pedestrian and bicycle network.
12. Parking: Develop parking strategies and facilities that meet the commercial and residential needs of the community.

Phase I Vision Goals

Site Observation and Analysis

June 18, 2009



Site Character	PERKINS + WILL Fehr & Peers Strategic Economics BKF Engineers ESA HDR/The Hoyt Company
El Camino Real/Downtown Specific Plan City of Menlo Park	18 June 2009

Site Opportunities and Constraints	PERKINS + WILL Fehr & Peers Strategic Economics BKF Engineers ESA HDR/The Hoyt Company
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Site Observation and Analysis

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Small Storefronts



Large Storefronts



Notable Buildings



Secondary Street Frontage

Downtown - Building Character

Santa Cruz Avenue and Vicinity

El Camino Real/Downtown Specific Plan
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Small Storefronts



Articulated Massing



Notable Buildings



Secondary Street Frontage

Downtown - Building Character Precedents

El Camino Real/Downtown Specific Plan
City of Menlo Park

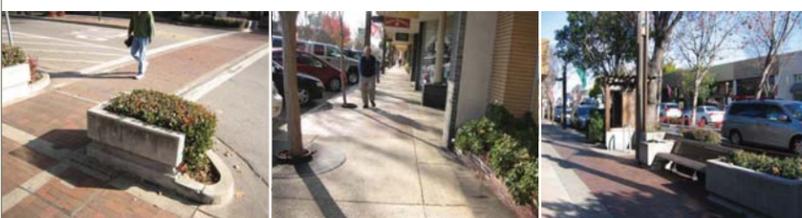
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Street Character



Pedestrian Realm/Circulation



Use of Sidewalk Space



Edge Condition

Downtown - Streetscape Character

Santa Cruz Avenue

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Street Character



Pedestrian Realm/Circulation



Use of Sidewalk Space



Edge Condition

Downtown - Streetscape Character Precedents

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Site Observation and Analysis

June 18, 2009



Northern El Camino Real



Southern El Camino Real



Vacant/Underutilized Space



Various Frontage Responses

Corridor - Building Character

El Camino Real, Menlo Park

El Camino Real/Downtown Specific Plan
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2 Story



3-4 Story Residential



4+ Story Commercial and Residential



4+ Story Commercial

Corridor - Building Character - Other Cities

El Camino Real/Downtown Specific Plan
City of Menlo Park

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Vehicular and Pedestrian/Bicycle Underpass



Station Area Access



Elevated Rail Tracks



Pedestrian/Bicycle Greenway

Station Area/Rail Crossings - Other Cities

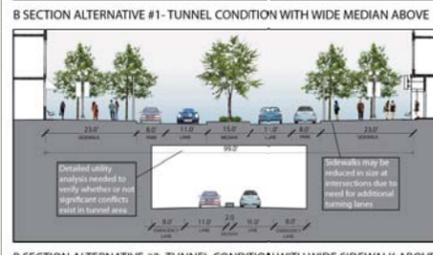
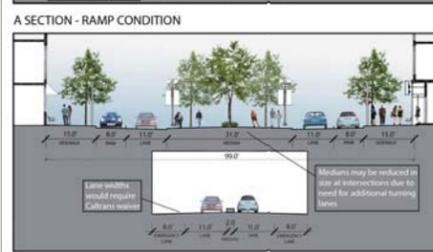
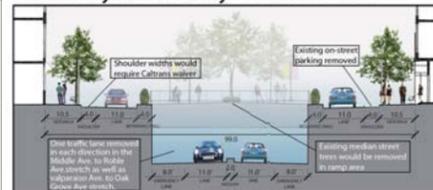
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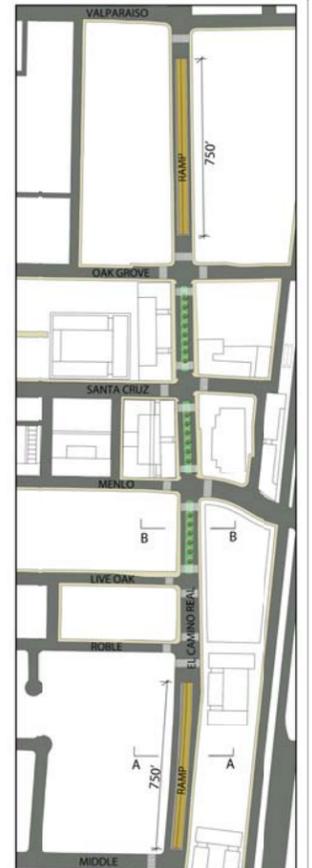
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Preliminary Tunnel Study - El Camino Real



Preliminary Findings

- The existing El Camino Real right-of-way constrains the amount of space available for ramp infrastructure, travel lanes, parking lanes, and sidewalks, particularly where ramp conditions are proposed.
- The preliminary traffic analysis results indicate the concept may work technically, with through traffic (approximately 50% of traffic flow) and primary turning movements accommodated. However, a detailed traffic analysis would need to be conducted to understand the full impacts and it could result in the need for additional turn lanes and other improvements that minimize the potential aesthetic impacts discussed below.
- The primary benefits would be seen in the stretch between Roble and Oak Grove Avenues, where two lanes of through traffic (one in each direction) would be fully underground. In this area, significant aesthetic and pedestrian/bicycle connectivity improvements would be possible through widened sidewalks/medians and reduced automotive traffic.
- Between Middle and Roble Avenues and Oak Grove and Valparaiso Avenues, two 750-foot-long open ramps would present significant challenges with poor aesthetics, loss of existing street trees, removal of on-street parking, removal of two traffic lanes (in the stretch between Middle and Roble Avenues), and impacts to existing business with loss of access.
- Costs would clearly be significant, with no likely funding sources identified. There are still many unknowns at this point, including location and potential impediments from underground utilities and potential objections or concerns from Caltrans.
- Construction would require delays and/or rerouting over an extended period.



DOWNTOWN TUNNEL PLAN

- From a business perspective, the tunnel could send a message that Menlo Park is a market to be bypassed, with the gains from an improved visual character and pedestrian/bicycle connectivity in the central area offset by a loss of visibility and unclear access.

Assumptions (based on typical Caltrans standards)

- Ramp slope: 5%
- Ramp length: 750 feet, inclusive of vertical approach
- Vertical clearance: 16.5 feet
- Tunnel cover: 6 feet
- Travel line widths: 11 feet (with require Caltrans waiver)
- Shoulder widths: 8 feet in tunnel and 4 feet at-grade (latter of which would require Caltrans waiver)

Preliminary Study of Undergrounding of El Camino Real between Oak Grove Avenue and Roble Avenue

El Camino Real/Downtown Specific Plan
City of Menlo Park

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