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PERKINS
+WILL

Memo

To:	Thomas Rogers, City of Menlo Park
From:	Mark Hoffheimer
Date:	March 8, 2012
Subject:	Task F. Downtown Parking Plaza 2 Study

Purpose

To conduct a feasibility study to determine how a parking structure might fit on Parking Plaza 2 within Draft Specific Plan standards and guidelines, to include gross and net parking counts.

Key Findings

A parking structure can be accommodated on Parking Plaza 2 providing from 250 parking spaces to 310 parking spaces, as follows:

- Parking structure using the entire parcel less a pocket park on the east side of the parcel (per the Draft Specific Plan): 250 spaces
- Parking structure using the entire parcel: 310 spaces

A parking structure would displace 95 existing parking spaces on the existing lot.

See attachment for garage layout, plan, massing and section.

Recommendations for Specific Plan Revisions

Replace the mixed-use project now showing on Parking Plaza 2 with a 5 level parking structure (4 levels above and one level below) and revise the parking count numbers accordingly in the Circulation chapter.

Methodology

The Perkins+Will Team conducted a parking structure accommodation study on Parking Plaza 2 using industry standards plus Menlo Park parking standards. The team also looked at garages in downtown Walnut Creek and Palo Alto as possible “precedents” for garages built on constrained sites.

Discussion of Findings

Parking Structure Features

The parking structure features:

- Two parking aisles;
- The southern aisle, with parking on ramp, sloped at 6.5%;
- Ingress and egress from Crane Street; and a
- Pocket Park, consistent with the Draft Specific Plan, on Chestnut Street opposite the garage entrance/exit on Crane Street to minimize pedestrian/auto conflict.

The parking structure is fully accessible, meeting ADA parking and access requirements.

Parking Structure Height

The parking structure falls within the 30-foot façade height limit and 38-foot building height limit established for the area, rising four levels to 28 feet (approximately 32 feet with parapet). Adding a fifth level above-grade, and stepping back the fifth level consistent with the Draft Specific Plan, would result in an inefficiently configured parking level and was not included.

Pocket Park and Adjacent Alley

The parking structure accommodates a pocket park along Chestnut Street, consistent with the Draft Specific Plan.

The parking structure could incorporate ½ of the adjacent alleyway to increase parking capacity. To ensure service access to the rear of buildings along Crane and Chestnut Streets and ease of circulation, only ½ of the alleyway should be used, if the alleyway is used at all. In addition, access to buildings along the alleyway adjacent to the garage could be adversely affected, suggesting that any use of the alleyway to increase parking capacity should be carefully considered. Using the alleyway in this manner could increase the parking count by approximately 45 spaces.

Parking Counts

The accommodation study results in the following parking counts:

Parking Spaces in Garage (Rounded)

- 250 spaces with pocket park
- 310 spaces without pocket park

Existing Parking Spaces on Surface

- 95 spaces

Parking Spaces Gained (Net)

- 155 spaces with pocket park
- 215 spaces without pocket park

Additional Parking Spaces Gained if Adjacent Alleyway Used

- 9 additional spaces per floor for a total of 45 spaces

Aesthetics

Given that the study shows a garage that is highly visible from the street on three sides, there will be additional costs to consider for façade treatments, such as decorative screening, to ensure compatibility with the surrounding downtown character.

Efficiency

The overall layout of the garage does not achieve the highest efficiency for a garage of this nature given that the site creates parking on only one side of the travel aisle on the south side (most efficient to have two-sided "double-loaded" parking). This inefficiency will create higher cost per space for the garage to that of other comparable and efficient parking garages that provide parking on both sides of the travel aisle.

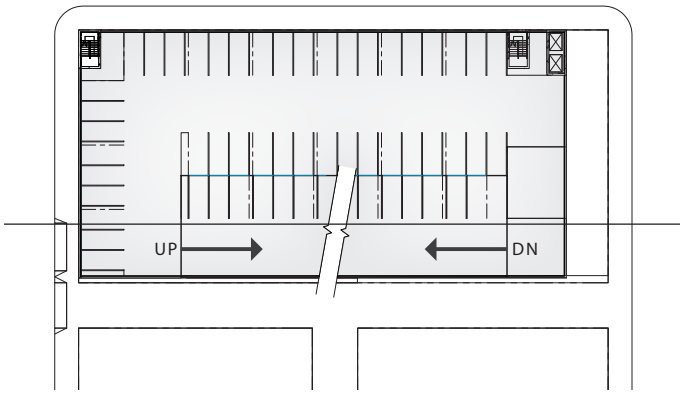
The precedent study of garages in downtown Walnut Creek and Palo Alto (see Figure F.2) show garages on narrow sites with garage lengths comparable to Parking Plaza 2. The High/Alma South Garage in Downtown Palo Alto, approximately 85' wide, accommodates only one "double-loaded" parking aisle and one ramp, an inefficient layout "shoe-horned" into a narrow downtown parcel providing needed parking in support of downtown businesses.

References

- City of Menlo Park Parking Plaza 2 Improvement Project – 06/01/11
- City of Menlo Park Parking Stalls and Driveway Design Guidelines
- TimHaahs Engineers Fundamentals of Parking

Attachments

- F.1 Perkins+Will Parking Plaza 2 Study
- F.2 Perkins+Will Parking Plaza 2 Study - Precedents



LEVELS 2, 3, 4, BELOW GRADE

Parking Garage Features:

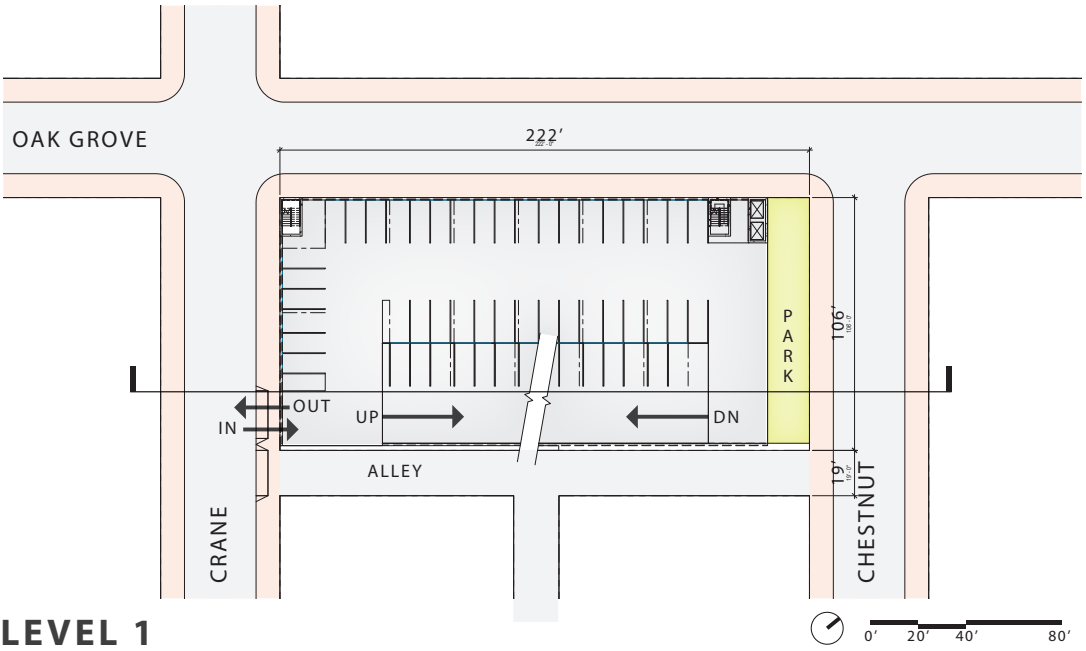
- Incorporates pocket park along Chestnut per Draft Specific Plan
- Access garage from Crane Street
- Five level garage: 4 levels above grade and 1 level below grade
- Garage height:
  28 feet
  32 feet with parapet

Parking Counts:

Parking Spaces in Garage (Rounded)
- 250 spaces
- 310 spaces without pocket park

Existing Parking Spaces on Surface
- 95 spaces

Parking Spaces Gained (Net)
- 155 spaces
- 215 spaces



LEVEL 1

Parking Plaza 2 Study - Oak Grove Parking Garage

9 February 2012

El Camino Real/Downtown Specific Plan
City of Menlo Park

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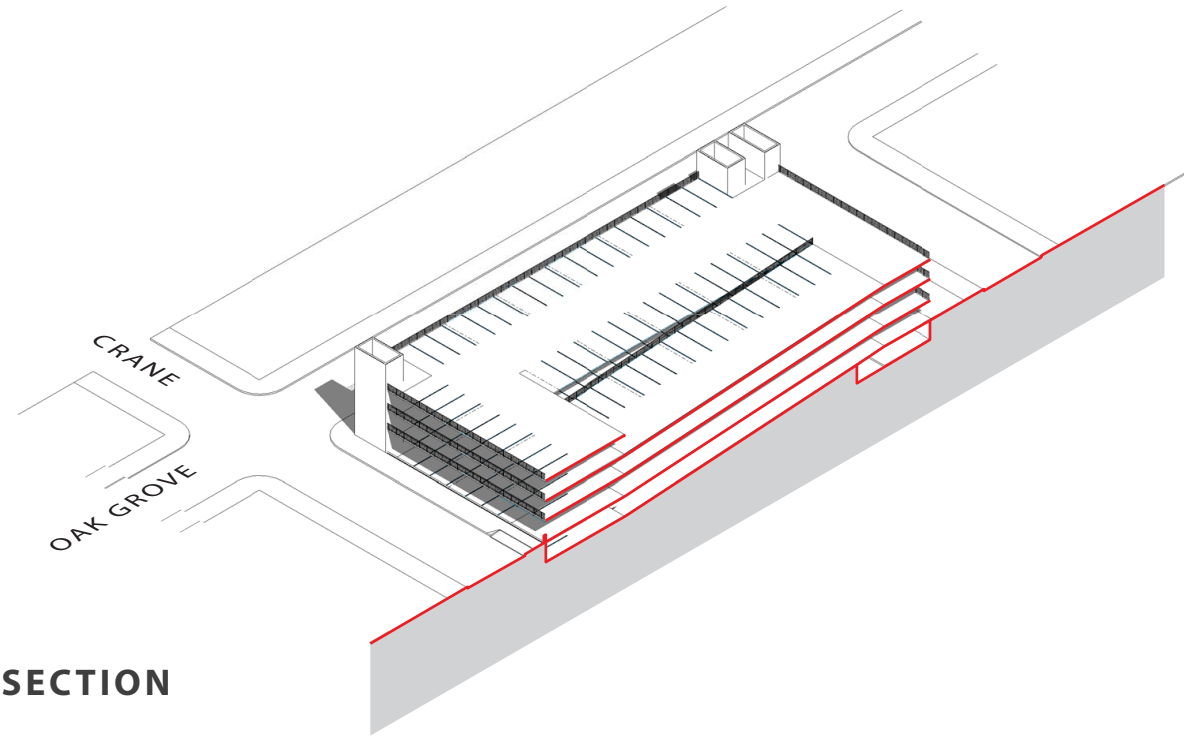
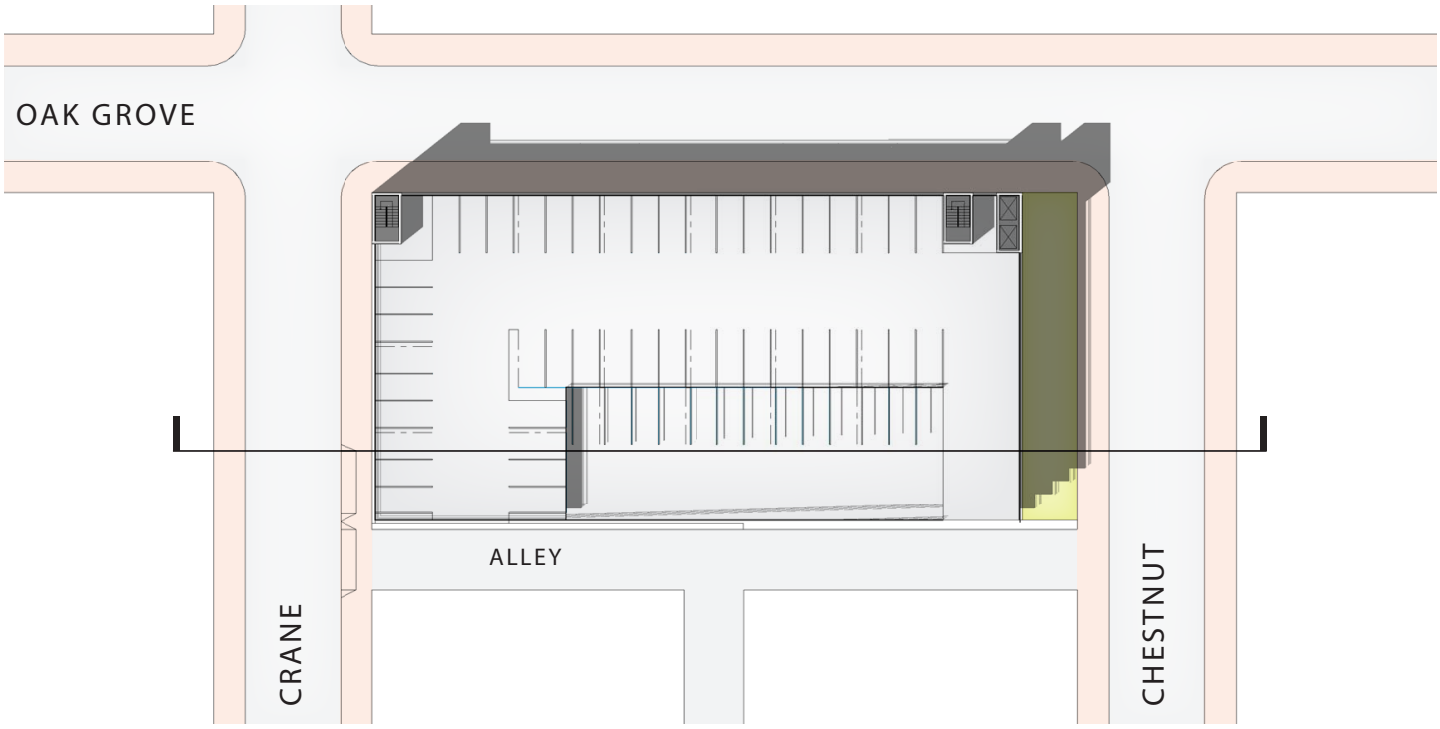
ATTACHMENT F.1



AXON/SECTION



SITE PLAN

Parking Plaza 2 Study - Oak Grove Parking Garage

9 February 2012

El Camino Real/Downtown Specific Plan
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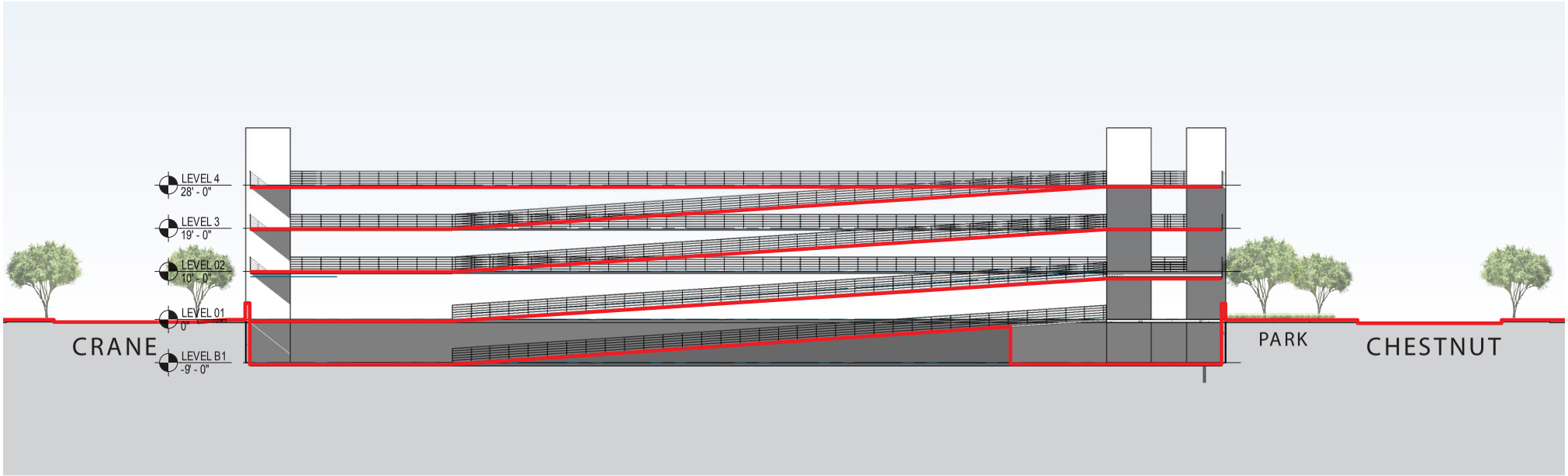
ATTACHMENT F.1



Parking Plaza 2 Study - Oak Grove Parking Garage

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El Camino Real/Downtown Specific Plan

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ATTACHMENT F.1

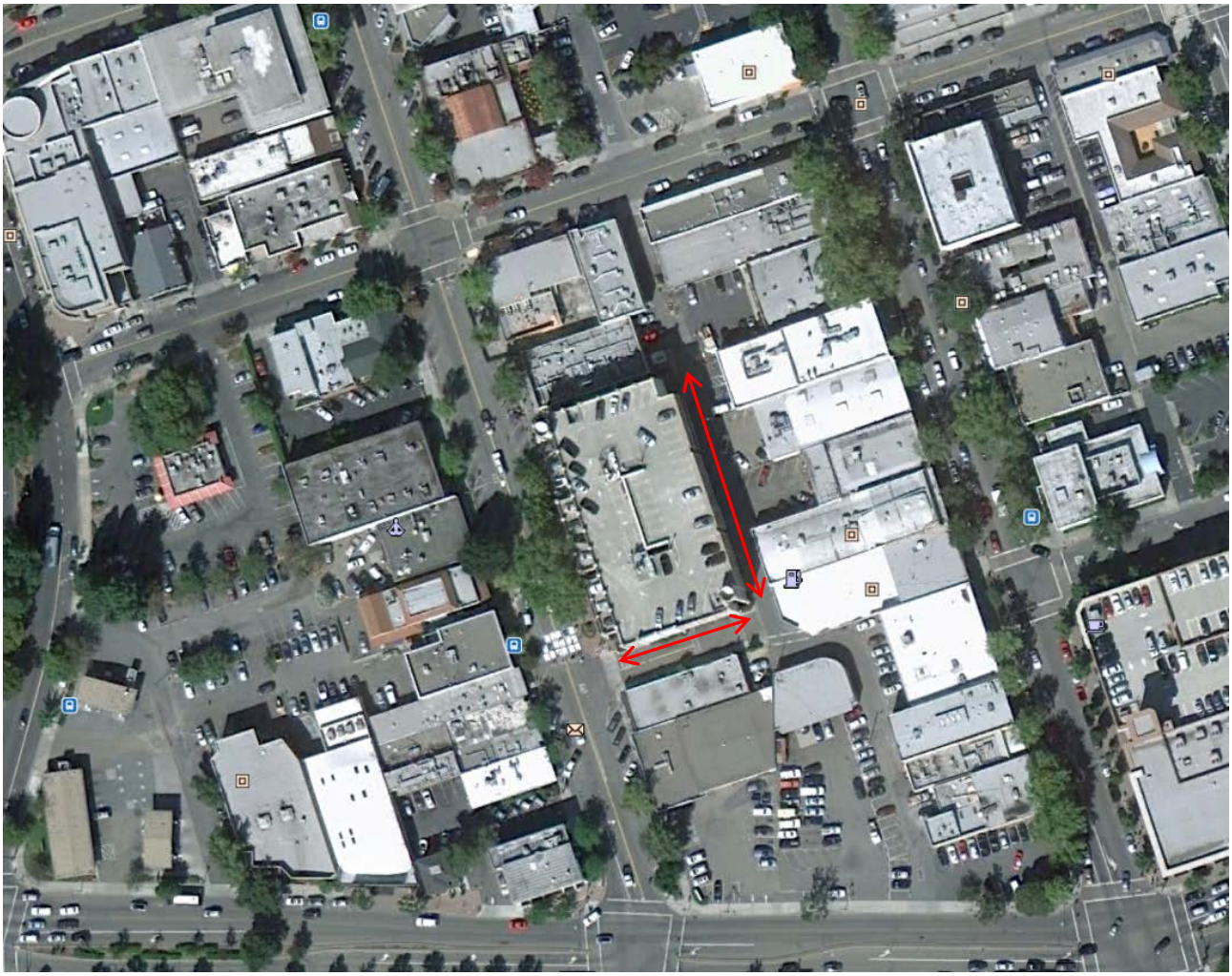
ATTACHMENT F.2

Menlo Park Parking Plaza 2 Study – Precedents Study

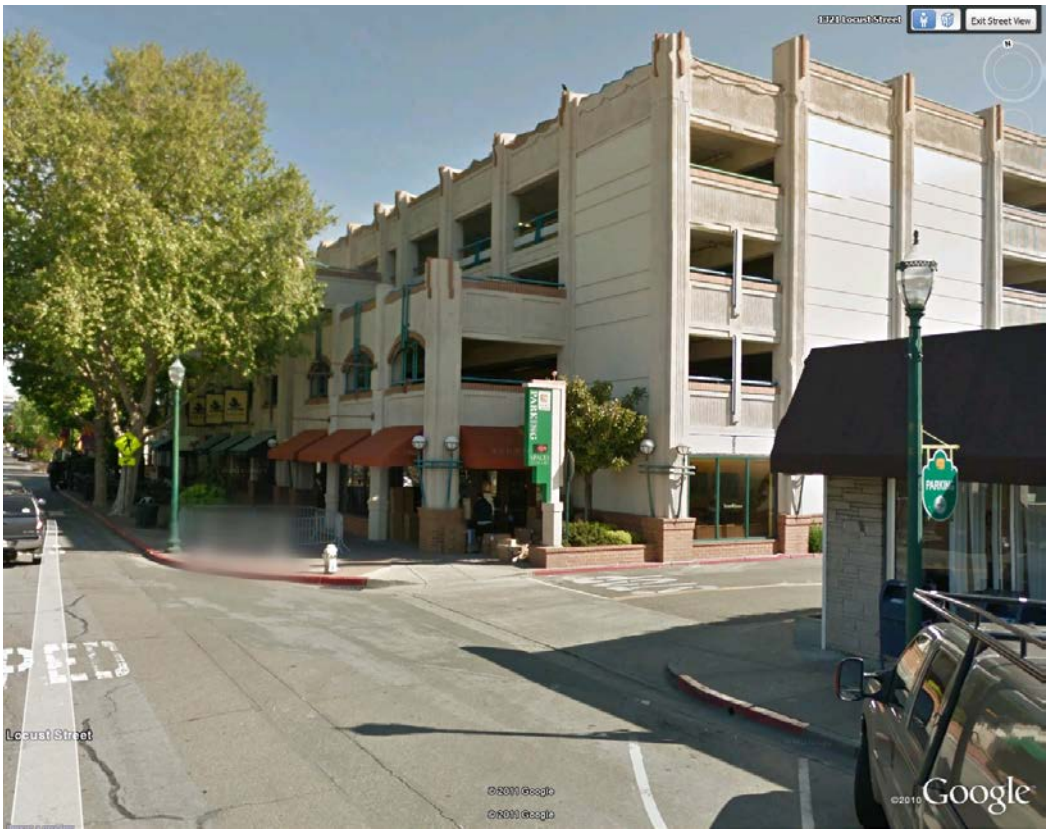
23 December 2011

Locust Street Garage – Downtown Walnut Creek

120’ x 200’

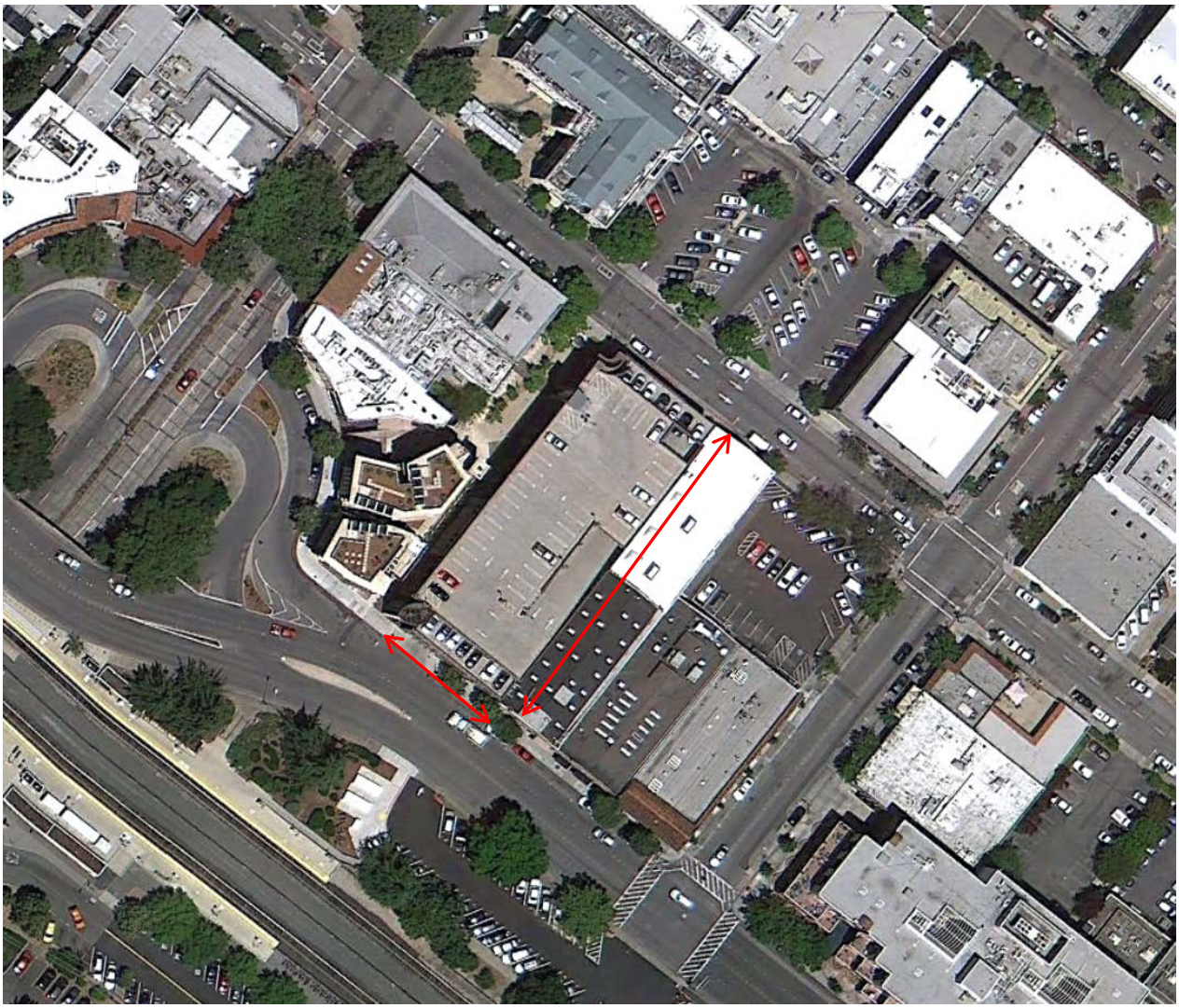


Locust Street Garage – Downtown Walnut Creek



High/Alma South Garage – Downtown Palo Alto

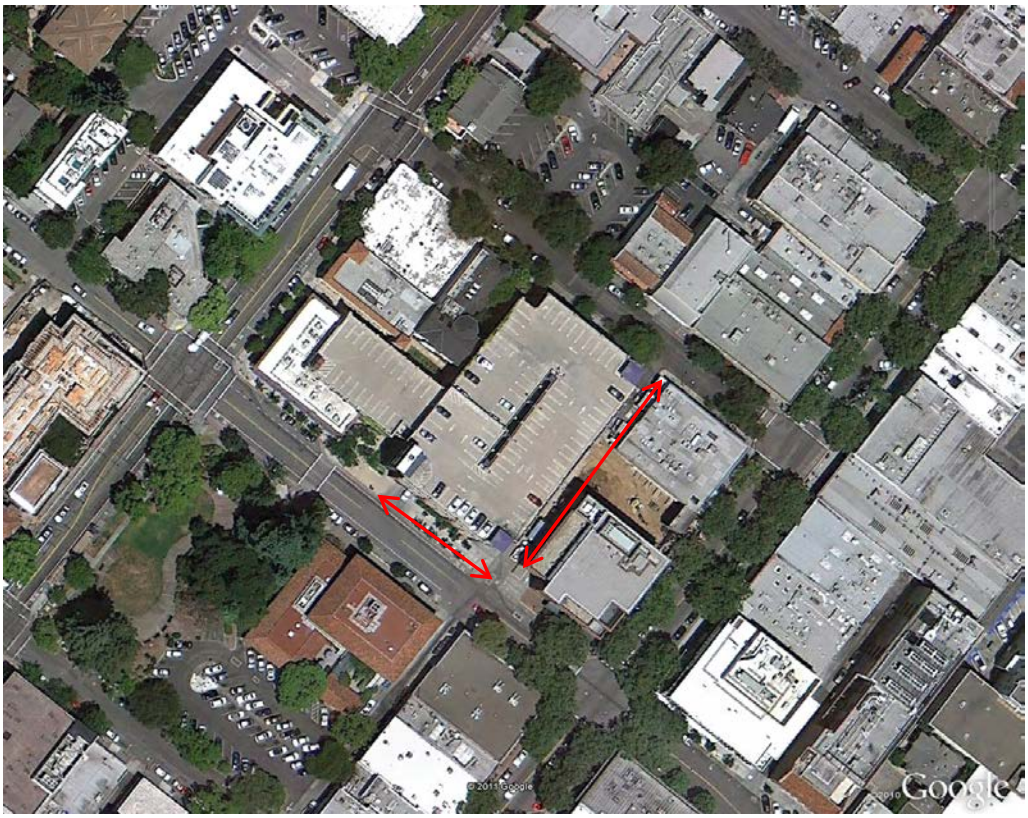
85’ x 220’



High/Alma South Garage – Downtown Palo Alto

Bryant/Lytton Garage – Downtown Palo Alto

128’ x 210’



Bryant/Lytton Garage – Downtown Palo Alto