

EL CAMINO REAL/DOWNTOWN VISION PLAN-WALKING TOUR PHOTOS

Downtown Walking Tours



Caltrain Station: Connectivity, housing and parking issues were discussed at this stop.



Menlo Center: Pedestrian safety on El Camino Real, setbacks, noise and the historical significance of the BBC Building were discussed.



Stacks: The entrance to the Stacks' building is raised a half-story. This building condition was discussed and compared to traditional at-grade building entries.



Menlo Avenue: The appropriateness and scale of office uses on Menlo Avenue was discussed.



Parking Plazas: Parking availability in the plazas and potential for reuse of the parking plazas for parks, plazas, parking structures, or commercial or mixed-use development were discussed.



Formula Retail: The appropriateness and design of formula retail, or "chain stores", in downtown Menlo Park was discussed.



1720 Crane Avenue: The design of this building and its uses were examined. Many were unaware the building contained residential and office units.



Parking Plaza (Crane and Oak Grove): This location was examined for its appropriateness for parking. Some thought development should occur in this area due to its location at a key intersection.



Oak Grove Avenue: Office uses, landscaping, building design, setbacks and relationship to residential uses were discussed.



Santa Cruz at Chestnut: Groups discussed parking and sidewalk width, as well as landscaping along Santa Cruz Avenue.



Santa Cruz at University: Participants discussed this gateway to the downtown area.



Fremont Park: The type and availability of public open space in Downtown Menlo Park were discussed.

El Camino Real Walking Tours



1600 El Camino Real: Participants discussed this office building's setbacks, massing, architectural detailing, landscaping and parking.



1550 El Camino Real: This office building was compared to 1600 El Camino with respect to building form, setbacks, landscaping and parking.



Vacant Auto Dealer: This vacant lot was discussed for its reuse potential. Participants brainstormed a range of possibilities, including retail, office, hotel, recreational and housing development.



Sidewalk Condition: Sidewalks were extensively discussed on the El Camino Real tours. Many thought that pedestrian comfort was a problem, but that trees helped to mitigate those concerns.



Housing: Tour participants observed housing types along San Antonio Street. Parking configuration, setbacks, building orientation and other issues were discussed.



Stone Pine: The South El Camino Real Tour ended with a walk along Stone Pine Lane. Participants discussed these townhomes and the proximity of residential uses to rail tracks.



Victoria Lane: Participants discussed the design of this shopping area, in particular the courtyard protected from El Camino and the more pedestrian-friendly scale, although uses are hidden from the street.



Menlo Station: Participants described it as unwelcoming due to limited entrances and signage on El Camino, as well as exhibiting a lack of visual interest.



El Camino Real Restaurant: This vacant restaurant was discussed with respect to possible reuse, whether the patio was useful space, and restrictions on remodeling to City review processes.



Caltrain tracks: The groups discussed possible bicycle and pedestrian connections between Burgess Park and destinations to the west of the tracks.



Safeway: Participants discussed the Safeway site with respect to parking, access, setback, and landscape elements, such as newspaper racks, gazebos and benches.



Intero Building: The architectural detailing, textures, color, height and the underground parking used to serve the Intero Building were discussed.