

EI CAMINO REAL/DOWNTOWN VISION PLAN

Planning Commission Workshop



City of Menlo Park | May 19, 2008



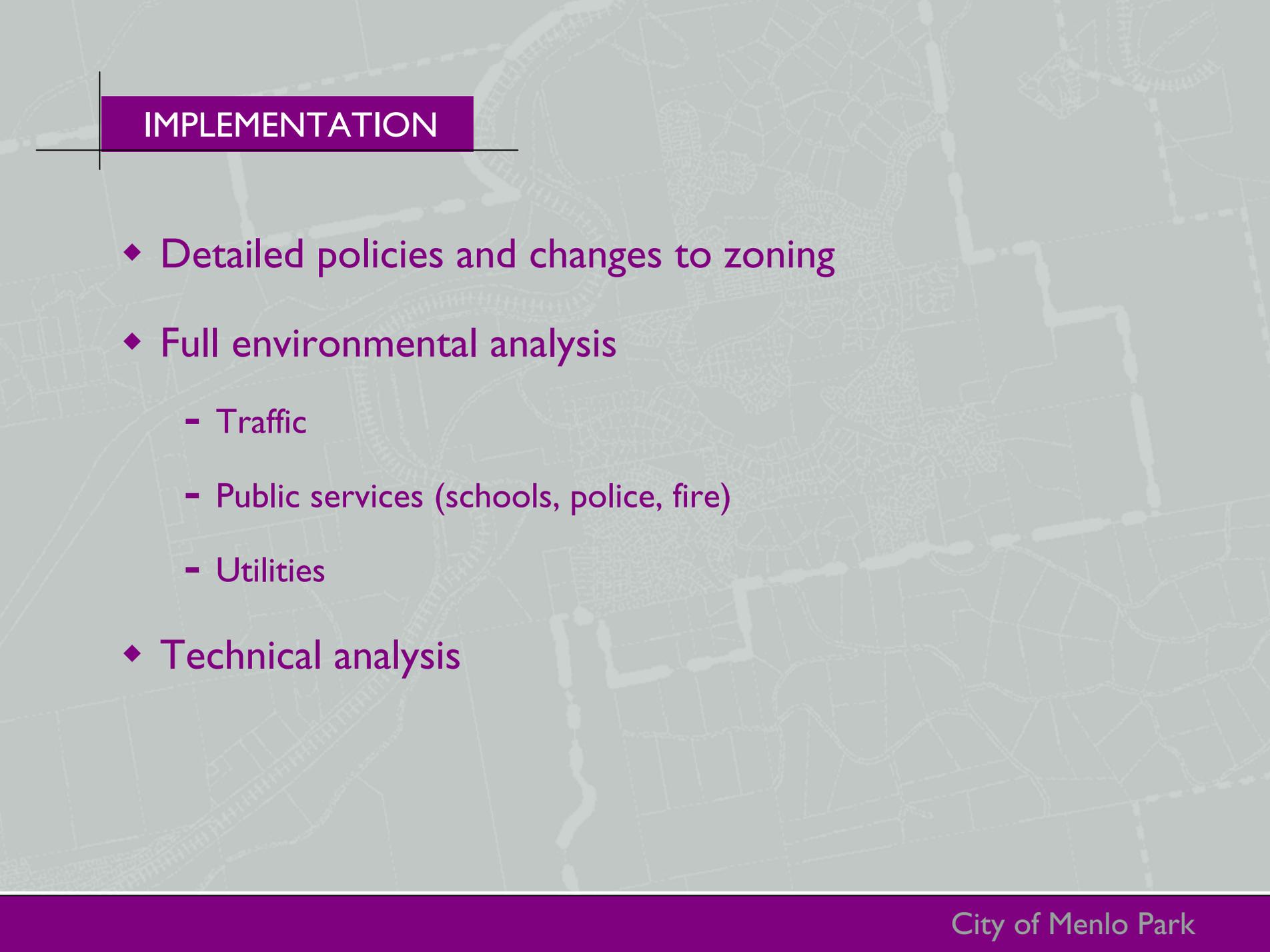
AGENDA

- ◆ 7:00 Welcome and Introductions
- ◆ 7:10 Vision Process Summary
- ◆ 7:40 Small Group Discussion
- ◆ 8:40 Small Group Reports
- ◆ 9:00 Planning Commission Discussion with Small Groups
- ◆ 9:30 Public Comment
- ◆ 10:00 Planning Commission Review and Comment
- ◆ Adjourn at completion of Review and Comment

A light green background map of Menlo Park, California, showing street grids, parks, and geographical features. A dark purple rectangular box is positioned in the upper left corner, containing the text 'THE VISION'.

THE VISION

- ◆ Broad
- ◆ Inspirational
- ◆ Big Picture
- ◆ Community-Driven

A light gray background map of Menlo Park, California, showing street grids, parks, and geographical features. A dark purple horizontal bar is positioned at the top left, containing the word 'IMPLEMENTATION' in white, uppercase letters. The map is partially obscured by this bar and the text on the left.

IMPLEMENTATION

- ◆ Detailed policies and changes to zoning
- ◆ Full environmental analysis
 - Traffic
 - Public services (schools, police, fire)
 - Utilities
- ◆ Technical analysis

INPUT TO DATE

- ◆ Oversight and Outreach Committee

- Meetings # 1, 2, 3 and 4
- Mobile Tour

- ◆ Stakeholder Interviews

- ◆ Walking Tours

- ◆ Two Community Surveys

- Initial Survey: ~600 responses
- Follow-up Survey: ~2000 responses

- ◆ Community Workshops #1, 2 and 3



- ◆ Daytime Outreach

- ◆ Speaker Series—7 educational forums

DAYTIME OUTREACH

Belle Haven

- ◆ Improve public transportation
- ◆ Family-oriented destinations/learning opportunities
- ◆ Expand housing opportunities

Recreation Center

- ◆ Consider impacts of development on schools and traffic
 - ◆ Underpasses across El Camino
 - ◆ More restaurants/shops to serve existing population
- ### Downtown
- ◆ Limit additional density

COMMUNITY WORKSHOP #I

- ◆ Approximately 100 attendees
 - ◆ Pedestrian and bicycle improvements and facilities
 - ◆ Density to support new public amenities
 - ◆ Underground Caltrain and/or El Camino
 - ◆ Expand housing opportunities
- 
- ◆ Preserve and encourage a diverse group of businesses
 - ◆ Expand open space in Downtown

COMMUNITY WORKSHOP #2

- ◆ Approximately 100 attendees
- ◆ Focused on El Camino Real
- ◆ Detailed Results of Outreach
- ◆ Discussed various land uses and their impacts
- ◆ Defined Menlo Park Identity
- ◆ Parking/Circulation Discussion
- ◆ Aesthetic Character
- ◆ Scale of Development
- ◆ Economic Development/Tax Revenue
- ◆ Bike/Ped Improvements
- ◆ Expanded Housing Opportunities
- ◆ Civic Gathering Places/Open Space



COMMUNITY WORKSHOP #3

- ◆ Approximately 70 attendees
- ◆ Focused on the Downtown portion of the study area
- ◆ Summarized input from Workshop #2
- ◆ Discussed various land uses and their impacts
- ◆ Discussed development types appropriate for Downtown
- ◆ Group discussion of community members' vision for Downtown
- ◆ Received feedback on three conceptual development alternatives





VISION

- ◆ Downtown Menlo Park and the El Camino Real corridor through Menlo Park will be places where people live, work and shop. It will provide services, create cultural opportunities and maintain a unique identity that builds on the attributes and opportunities existing today as community assets in the Vision Plan Area.



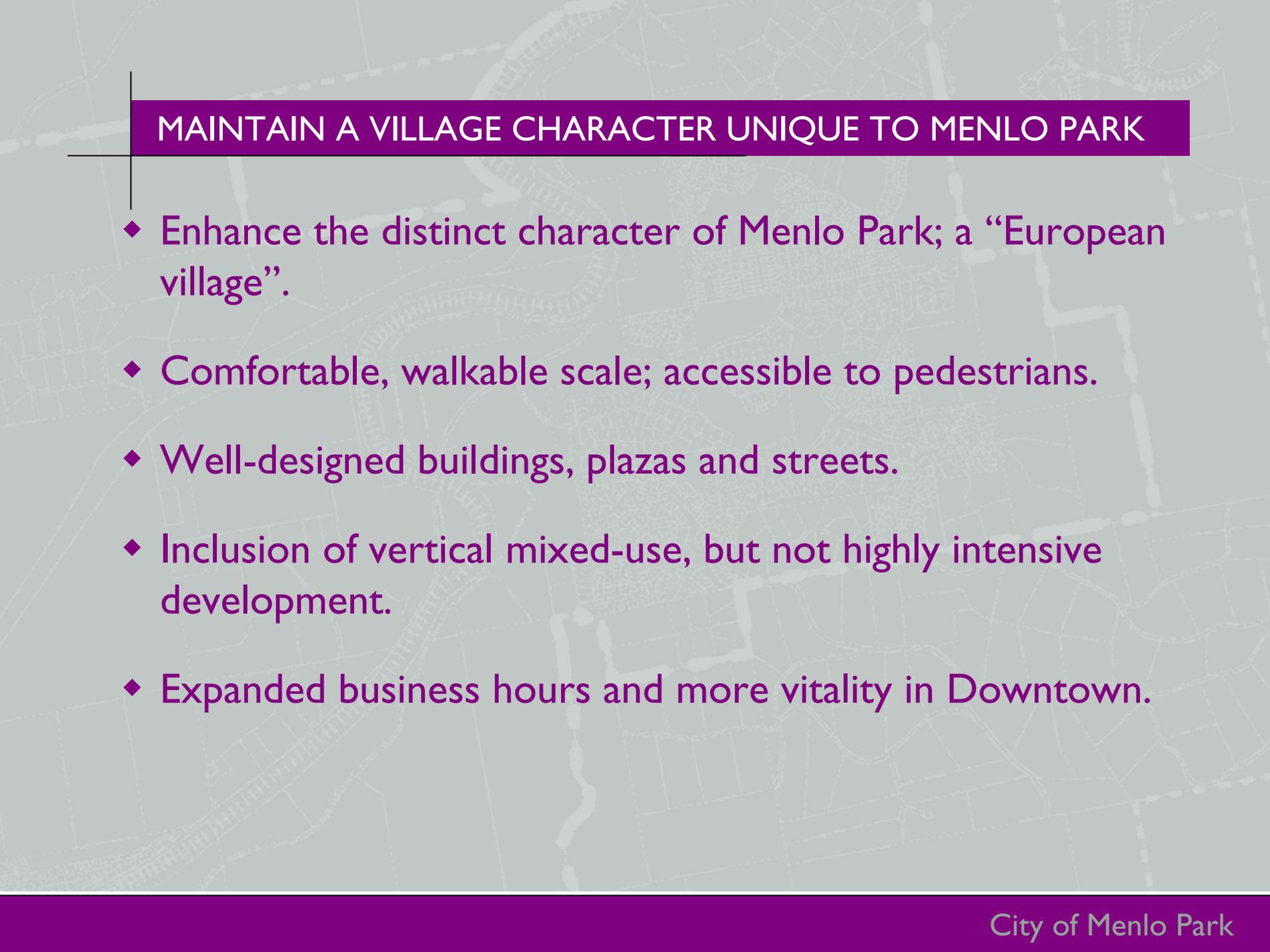
EXISTING ASSETS

- ◆ Santa Cruz Avenue
- ◆ The Menlo Park Train Station
- ◆ Menlo Park's Independently-Owned Businesses
- ◆ Strategic Opportunities for Near-Term Change
- ◆ City-owned Parking Plazas
- ◆ Future Railroad Conditions

A faint, light-colored map of Menlo Park, California, serves as the background for the slide. The map shows a dense network of streets, including residential streets and major thoroughfares like El Camino Real. A prominent road, likely El Camino Real, runs diagonally from the top left towards the bottom right. The map is overlaid with a dark purple header and footer.

GOALS

- ◆ First eight goals are those developed from community compromise reached through workshop process.



MAINTAIN A VILLAGE CHARACTER UNIQUE TO MENLO PARK

- ◆ Enhance the distinct character of Menlo Park; a “European village”.
- ◆ Comfortable, walkable scale; accessible to pedestrians.
- ◆ Well-designed buildings, plazas and streets.
- ◆ Inclusion of vertical mixed-use, but not highly intensive development.
- ◆ Expanded business hours and more vitality in Downtown.

MAINTAIN A VILLAGE CHARACTER UNIQUE TO MENLO PARK



ENSURE THAT EL CAMINO REAL DEVELOPMENT IS SENSITIVE TO ADJACENT NEIGHBORHOODS

- ◆ Variations in use and character (heights, setbacks, landscaping) can help differentiate sub-areas.
- ◆ Accommodate higher intensity development, east of El Camino Real, south of Ravenswood.
- ◆ West side of El Camino Real: 2-3 stories, stepping down to existing residential neighborhoods.
- ◆ East side of El Camino Real, south of Ravenswood: up to 4 stories.
- ◆ East side of El Camino Real, north of Oak Grove Avenue: 2 to 3 stories.

ENSURE THAT EL CAMINO REAL DEVELOPMENT IS SENSITIVE
TO ADJACENT NEIGHBORHOODS





REVITALIZE UNDERUTILIZED BUILDINGS AND PARCELS

- ◆ Incorporate hotel and conference facilities on the south end of El Camino Real.
- ◆ Utilize the Park Theater site as a cultural amenity complementary to Downtown.
- ◆ Provide wider sidewalks on El Camino Real.
- ◆ Leverage vacant sites to improve the character of El Camino Real.
- ◆ Ensure that infill development is sensitive to adjacent neighborhoods.

REVITALIZE UNDERUTILIZED BUILDINGS AND PARCELS



REVITALIZE UNDERUTILIZED BUILDINGS AND PARCELS



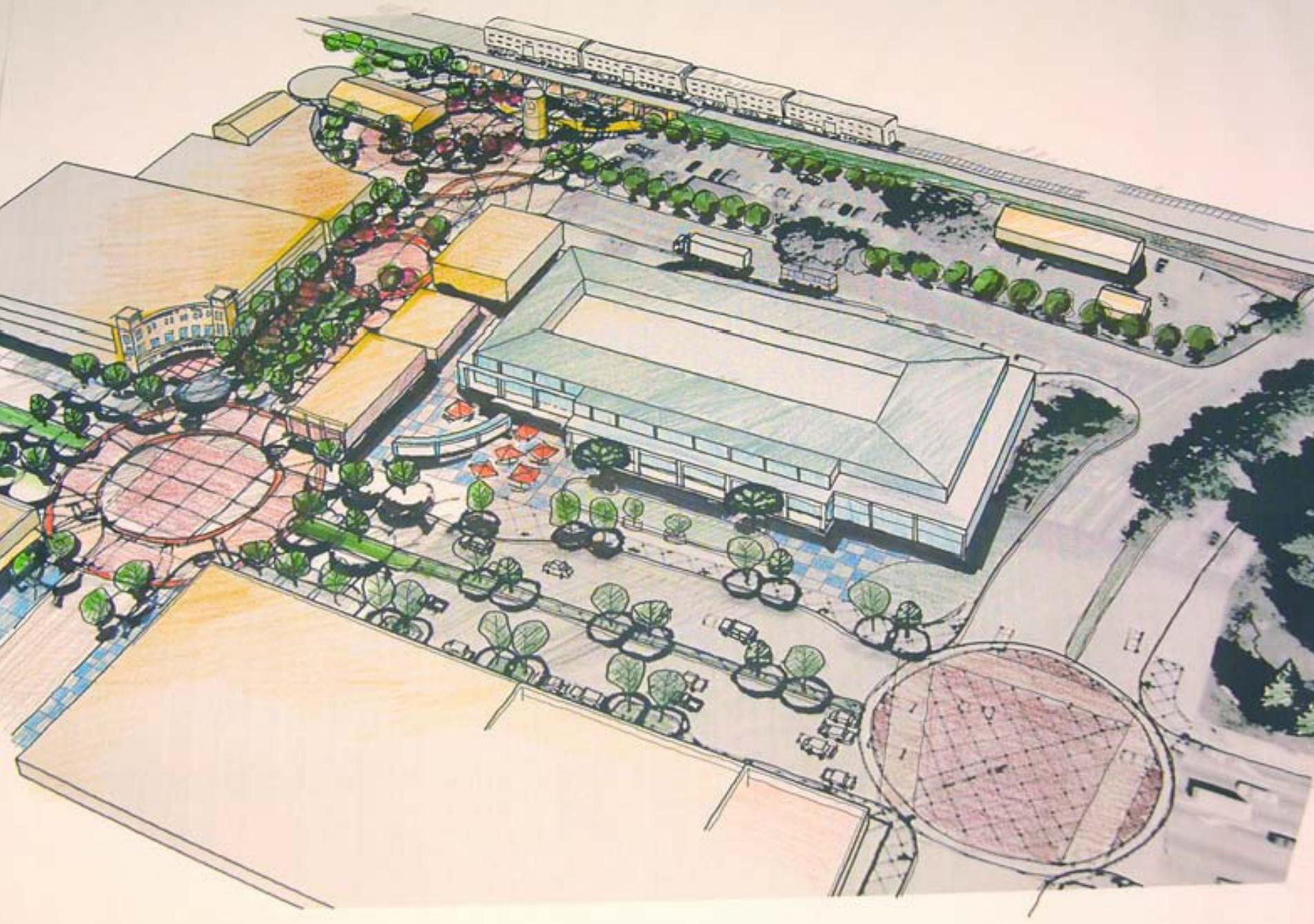
REVITALIZE UNDERUTILIZED BUILDINGS AND PARCELS





ACTIVATE THE TRAIN STATION AREA

- ◆ Expand housing opportunities, specifically for seniors.
- ◆ Create cultural institutions or similar facilities to contribute to the liveliness of the area.
- ◆ Encourage new parking facilities to be located underground.
- ◆ Introduce a new public plaza as Santa Cruz Avenue reaches the train station area.
- ◆ Create a livelier waiting area for train passengers.



ACTIVATE THE TRAIN STATION AREA

City of Menlo Park

EXPAND SHOPPING, DINING AND NEIGHBORHOOD SERVICES TO ENSURE A VIBRANT DOWNTOWN

- ◆ Expand housing opportunities to draw more active users of downtown businesses.
- ◆ Restaurants and stores open in the evenings and on weekends.
- ◆ New development is 2 to 3 stories, with the third story stepped back from the street.
- ◆ Improve anchor destinations at both ends of Downtown.
- ◆ Create more active and pedestrian friendly parking areas.
- ◆ Pursue a shuttle bus in Menlo Park with Downtown as its hub.

EXPAND SHOPPING, DINING AND NEIGHBORHOOD SERVICES TO ENSURE A VIBRANT DOWNTOWN



PROVIDE RESIDENTIAL OPPORTUNITIES IN THE VISION PLAN AREA

- ◆ Develop different types of housing with respect for neighborhood context.
- ◆ Create more affordable housing as well as housing for people who work in Menlo Park.
- ◆ Attract people to downtown housing to bring more life to the area.
- ◆ Consider impacts of additional residential development on Menlo Park schools and other community facilities and services.

PROVIDE RESIDENTIAL OPPORTUNITIES IN THE VISION PLAN AREA



GRAPHIC RENDERING OF CHINO, CA

City of Menlo Park

A background map of Menlo Park, California, showing streets and parks. A purple title bar is at the top left, and a list of three items is on the left side. The map is light gray and semi-transparent.

PROVIDE PARK AND PLAZA SPACES

- ◆ Implement new park spaces, particularly in conjunction with residential development.
- ◆ Provide plazas as passive and active recreational spaces activated by storefront activity.
- ◆ Introduce a larger park or plaza space on the southern portion of El Camino Real.

PROVIDE PARK AND PLAZA SPACES

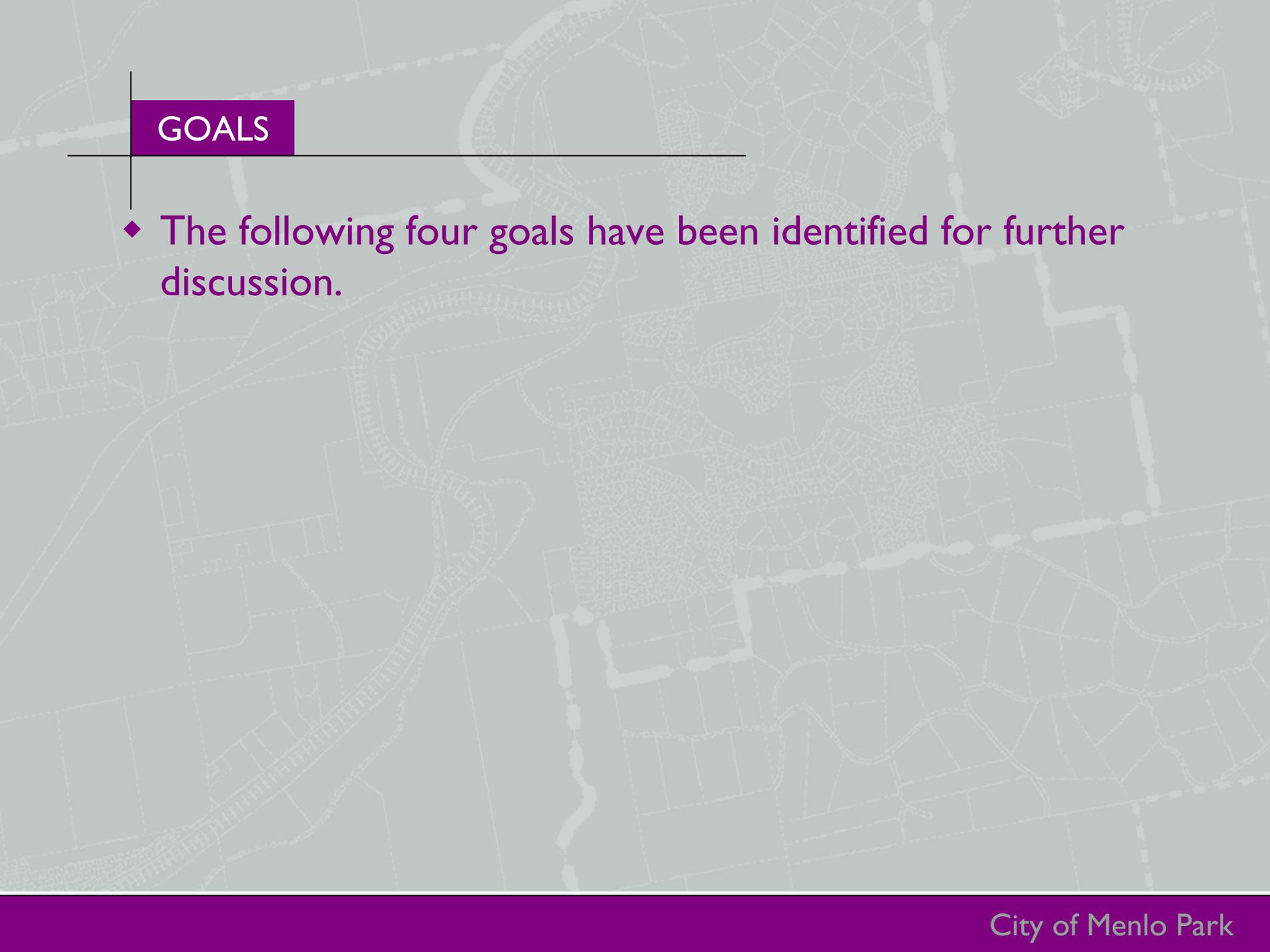


PROVIDE AN INTEGRATED, SAFE AND WELL-DESIGNED PEDESTRIAN AND BICYCLE NETWORK

- ◆ Encourage north-south bicycle and pedestrian connections to provide alternatives to walking and biking on El Camino Real.
- ◆ Create a bicycle path that runs along the train tracks.
- ◆ Connect pedestrian and bicycle traffic to the pedestrian bridge to Palo Alto on the south end of the city.
- ◆ Enhance pedestrian and bicycle connection to Burgess Park.

PROVIDE AN INTEGRATED, SAFE AND WELL-DESIGNED
PEDESTRIAN AND BICYCLE NETWORK



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GOALS

- ◆ The following four goals have been identified for further discussion.



PROVIDE GREATER EAST-WEST, TOWN-WIDE CONNECTIVITY

◆ Discussion Topics Include:

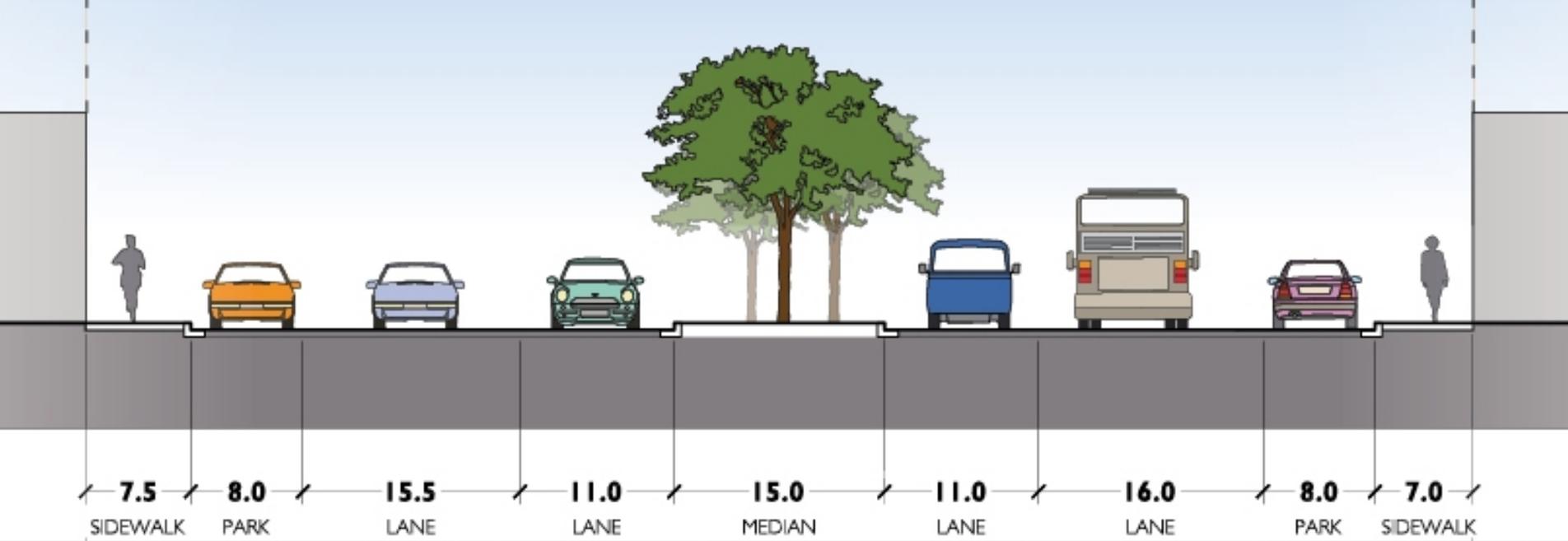
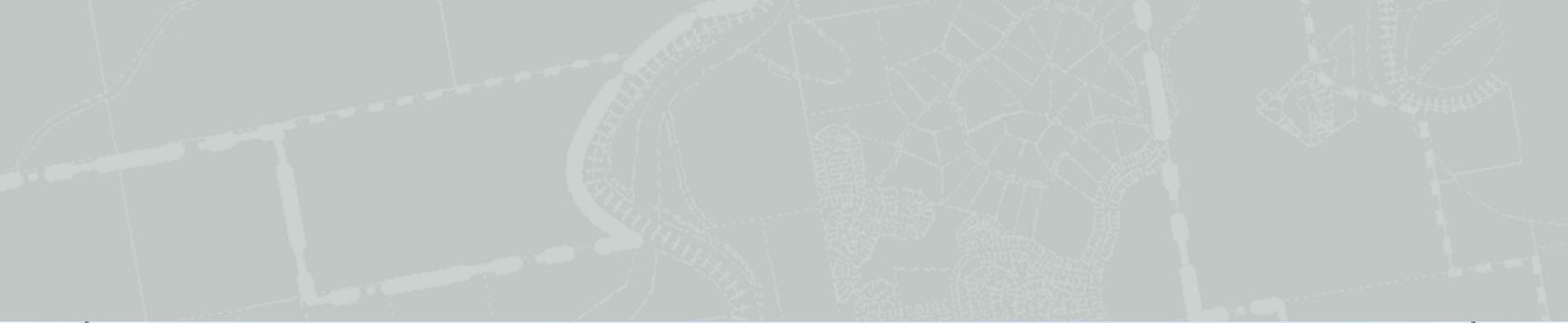
- East-west connections across the railroad tracks.
- Grade separations for streets currently crossing the railroad tracks.
- A pedestrian/bicycle underpass of the railroad tracks and public park or plaza.
- Improved crosswalk and pedestrian connections across El Camino Real.

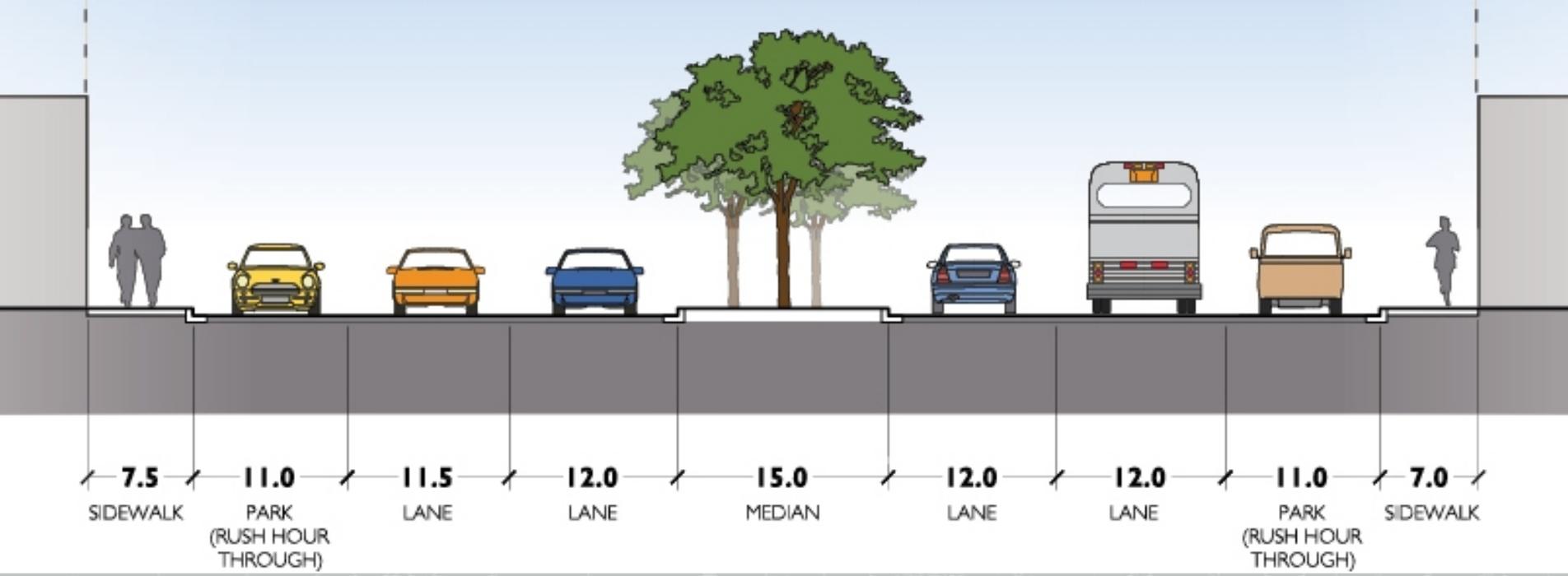
PROVIDE GREATER EAST-WEST, TOWN-WIDE CONNECTIVITY



IMPROVE CIRCULATION AND STREETScape CONDITIONS ON EL CAMINO REAL

- ◆ Discussion Topics Include:
 - Provide opportunities for wider sidewalks.
 - Alleviate congestion.
 - Increase the opportunities for safe connectivity.
 - The configuration of El Camino Real, including number of lanes, lane widths, and availability of parking lanes.





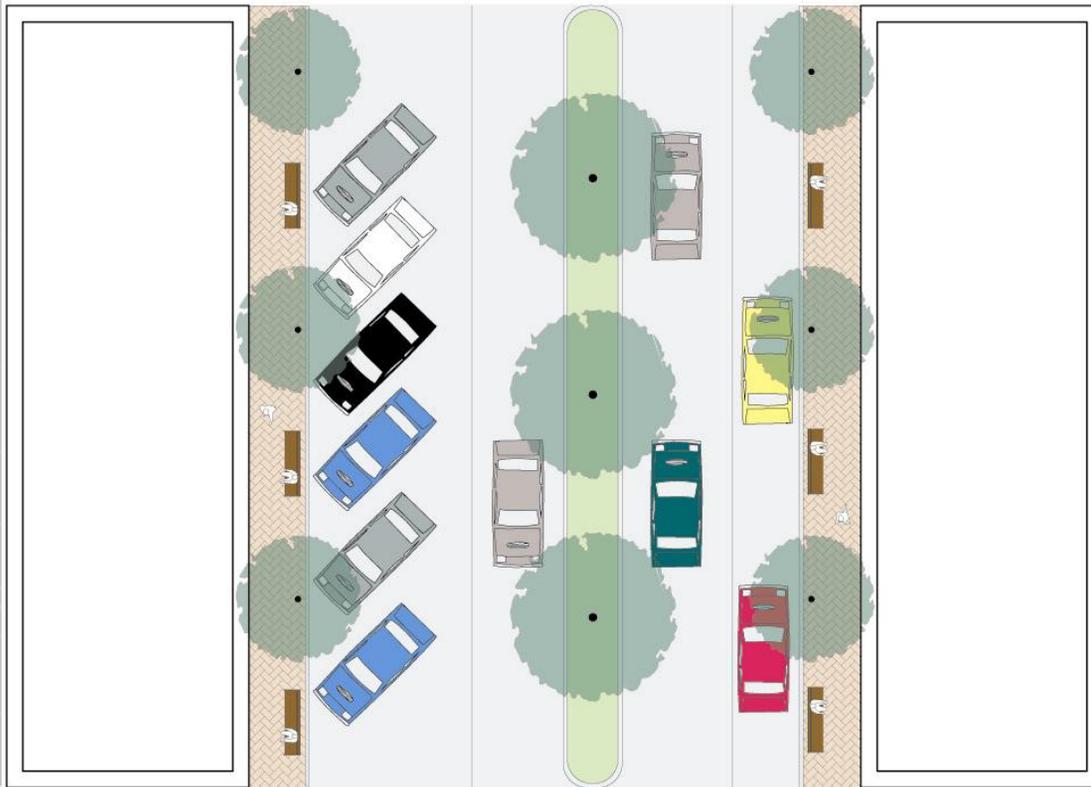
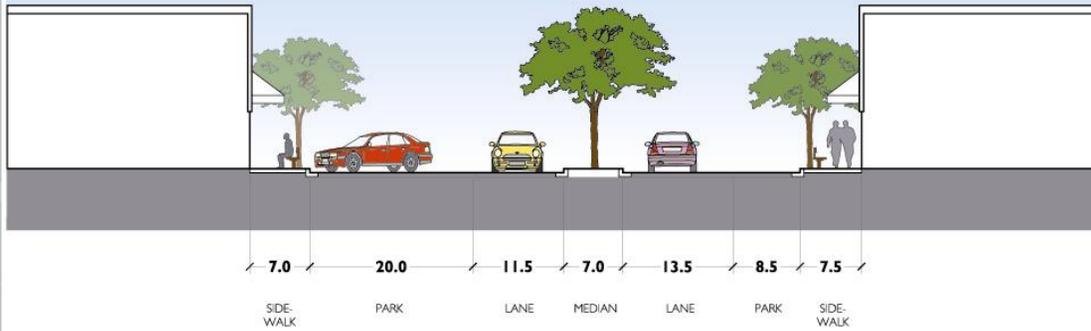
POTENTIAL EL CAMINO REAL

IMPROVE CIRCULATION AND STREETScape CONDITIONS ON EL CAMINO REAL

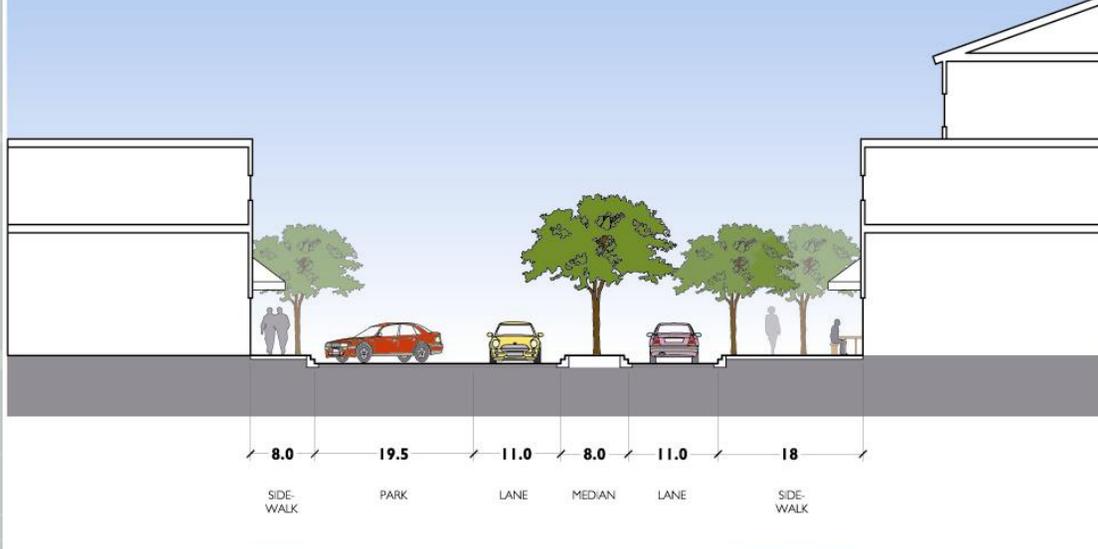


PROTECT AND ENHANCE PEDESTRIAN AMENITIES ON SANTA CRUZ AVENUE

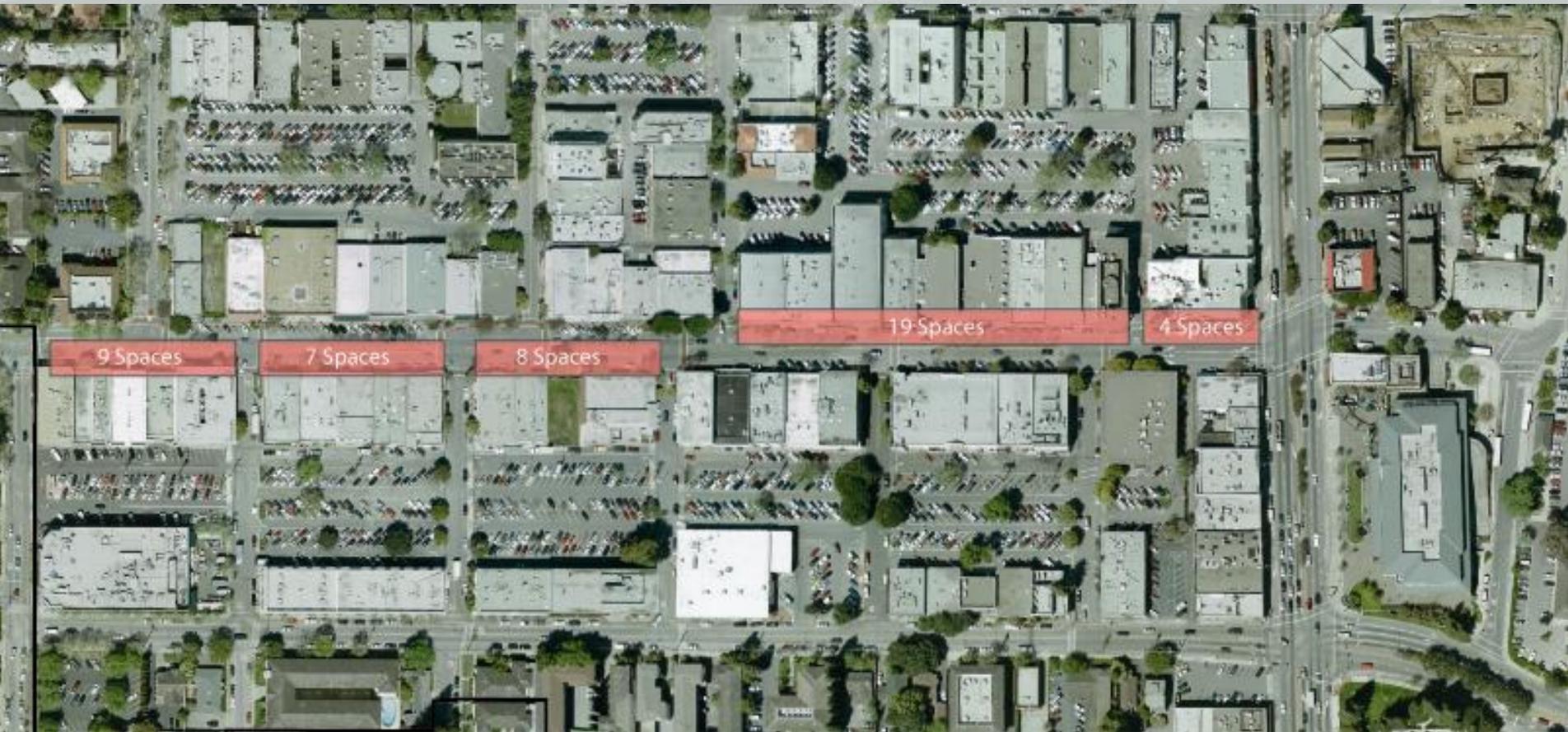
- ◆ Discussion Topics Include:
 - Pedestrian character of Santa Cruz Avenue.
 - Wider sidewalks, less on-street parking, possibly a small pedestrian-only mall.
 - Mid-block connections between the street and the parking plazas.
 - Intermittent plazas that would form a network between Fremont Park and the plaza at Café Borrone.



EXISTING SANTA CRUZ AVE



POTENTIAL SANTA CRUZ AVE

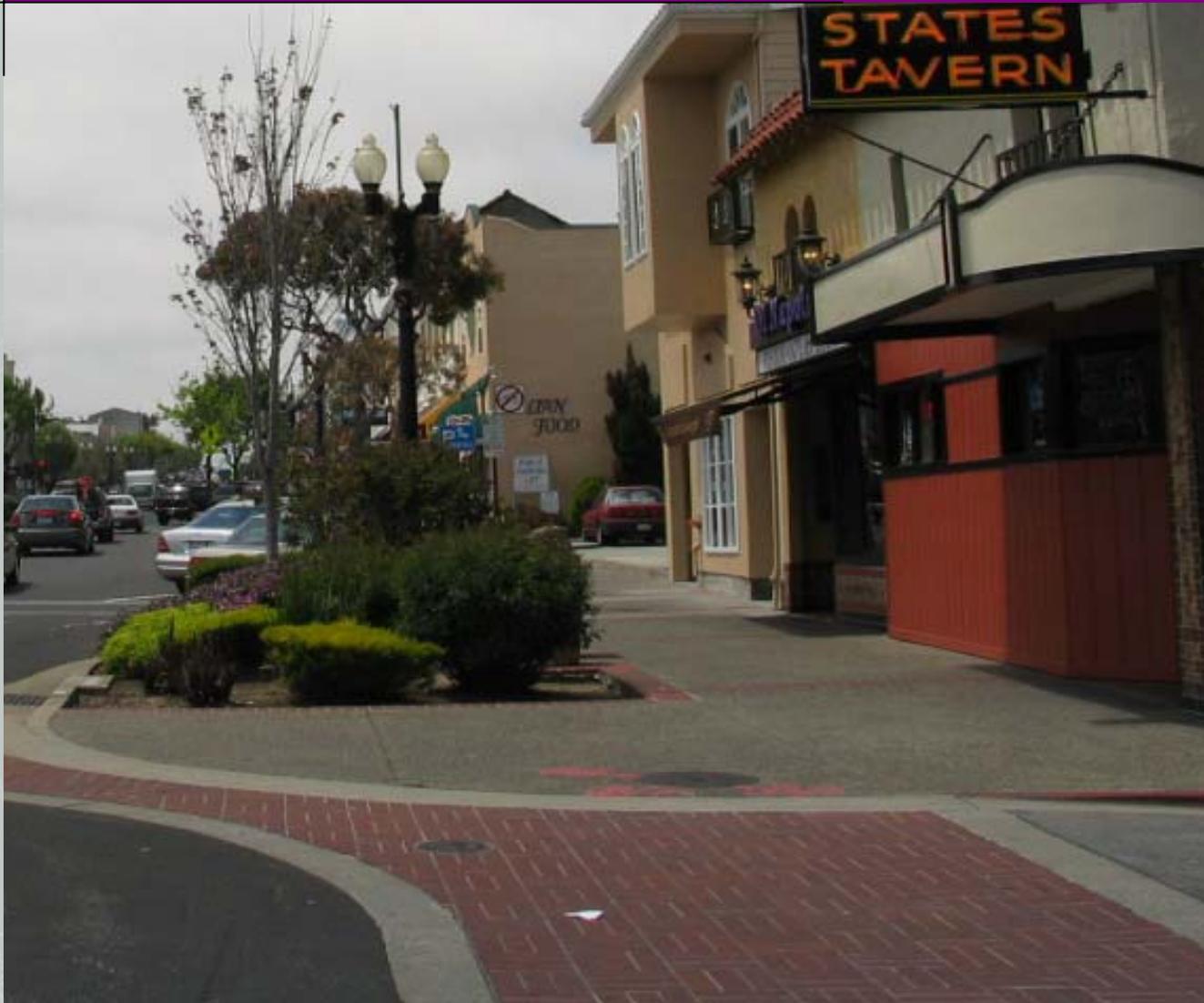


PARALLEL PARKING LOST UNDER PROPOSED



POTENTIAL SANTA CRUZ AVENUE: TEMPORARY EVENTS

PROTECT AND ENHANCE PEDESTRIAN AMENITIES ON SANTA CRUZ AVENUE

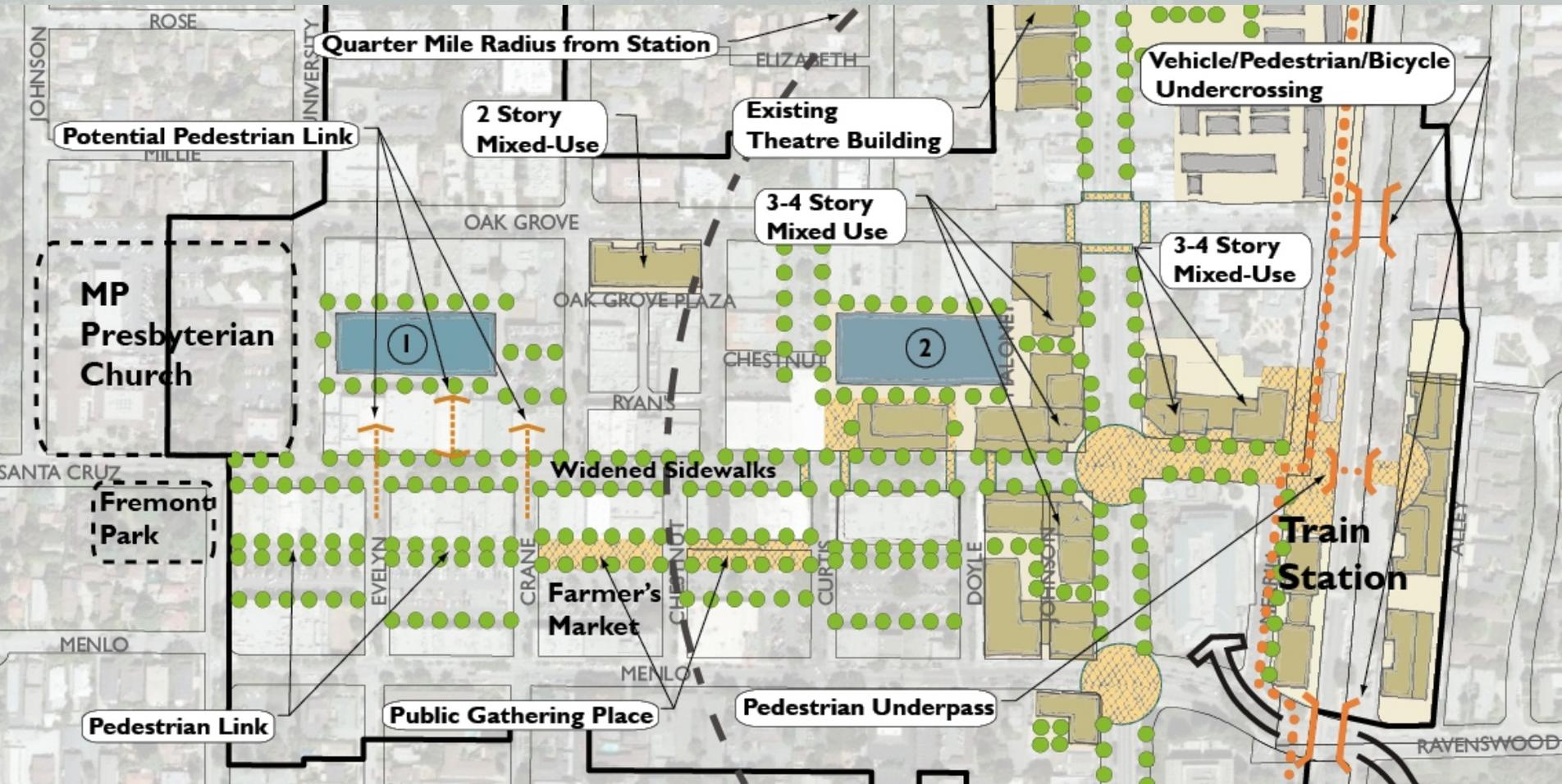


DEVELOP PARKING STRATEGIES AND FACILITIES THAT MEET THE COMMERCIAL AND RESIDENTIAL NEEDS OF THE COMMUNITY

- ◆ Discussion Topics Include:
 - Develop a “Park Once” strategy.
 - Parking strategies and pricing and timing mechanisms.
 - Parking structures – or not; above grade or below.
 - Below-grade parking as an opportunity to create park/public plaza at grade.
 - Coordination with Menlo Park Presbyterian Church.

DEVELOP PARKING STRATEGIES AND FACILITIES THAT MEET THE COMMERCIAL AND RESIDENTIAL NEEDS OF THE COMMUNITY





DOWNTOWN PARKING STRUCTURES

SMALL GROUP DISCUSSION

- ◆ Introductions
- ◆ Discussion of Draft Conceptual Illustrative & First Eight Goals
- ◆ Discussion of Last Four Goals
- ◆ Select a Spokesperson



NEXT STEP

- ◆ City Council Meeting, June 10, 7:00 pm



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