



STAFF REPORT

Planning Commission

Meeting Date: 5/23/2016
Staff Report Number: 16-039-PC

Study Session: General Plan Study Session on the Proposed M-2 Area Zoning

Recommendation

Staff recommends that the Planning Commission conduct a study session on the proposed M-2 Area zoning associated with the General Plan Update. The Planning Commission should open the discussion for public comment and provide consensus input to staff. No formal action is required, but the Commission's comments will assist staff in the preparation of the final draft Zoning Ordinances.

Policy Issues

The General Plan and M-2 Zoning update process will consider a number of policy issues. The General Plan, itself, is a policy document that will serve as the blueprint for future development in the City. The goals, policies and programs established in the Land Use and Circulation Elements are intended to identify where development would be appropriate, the type of land uses that would be permitted, and how development and infrastructure improvements would occur in the City.

While policies set the overall direction, they generally do not define the specific details about how to achieve goals. Through zoning, the City can establish performance standards, procedures, and regulations that can help achieve goals. The proposed Zoning Ordinances are necessary for consistency with the proposed land use changes in the M-2 Area, and would also serve as tools to help reinforce goals and policies as development and infrastructure improvements occur in the City. The Planning Commission and City Council will need to consider whether the proposed zoning requirements reflect desired development and support the overall Guiding Principles, and goals and policies of the General Plan Update.

Background

The General Plan serves as the City's comprehensive and long range guide to land use and infrastructure development in the City. Although required by State law, a General Plan is customized to reflect the values and vision of each jurisdiction. Since the summer of 2014, the City has embarked on the General Plan Update and M-2 Area Zoning Update process known as ConnectMenlo. Thus far, approximately 60 meetings, events and activities related to ConnectMenlo have occurred to help educate and inform, share ideas, and gather input on the potential changes in the current M-2 Area of the City and citywide circulation. A schedule of ConnectMenlo events and activities is included as Attachment A. Members of the community, property owners and other interested parties from varying organizations have been involved, and broad community outreach continues to be a key aspect of the process. The General Plan Advisory Committee (GPAC), comprised of Council, Commission and community representatives has also played an important role in helping guide the process.

The General Plan update process began with the development of the Guiding Principles. The Guiding Principles were established through a collaborative process and describe the kind of place that community members want Menlo Park to be. The Planning Commission and City Council provided key input into the

acceptance of the Guiding Principles in December 2014. Additionally, the Commission and Council provided input on the Notice of Preparation (NOP) for the Environmental Impact Report (EIR), which described the maximum potential development that could occur in the M-2 Area, and was released in June 2015. In September 2015, the Planning Commission conducted a study session on the draft Land Use and Circulation Elements and the draft M-2 Area zoning regulations summary, and a scoping session on the EIR. At that meeting, the Commission expressed interest in the community amenities program, a desire to think creatively about issues such as the use of unbundled parking, and supported sustainable requirements for all buildings. Following revisions to the draft Land Use and Circulation Element, the City Council then conducted a meeting in October 2015 to receive public input and provide feedback on the draft Land Use and Circulation Elements and the draft M-2 Zoning regulations summary. In general, the Council discussed and asked staff to consider a variety of concepts, including public amenities, affordable housing, sea level rise and other sustainability measures, full service hotels, a main street concept, emergency services, intergovernmental coordination, local employment, and jobs/housing balance.

In early January 2016, the ConnectMenlo team released the draft M-2 Area zoning ordinances, which include three new districts – Office (O), Life Science (LS) and Residential Mixed Use (R-MU). Each of the districts includes both development regulations and design standards, and will be further discussed in the Analysis section below. Since the release of the draft zoning, the ConnectMenlo team has hosted a number of meetings to engage with the GPAC and the community to receive feedback. One focus group meeting on the proposed M-2 Area zoning, three topic sessions on the subjects of 1) zoning and design regulations, 2) green and sustainable building regulations, and 3) community amenities, and two GPAC meetings were held between January and April 2016. The first drafts of the O, LS and R-MU zoning districts and summaries from the meetings are included in the April 21, 2016 GPAC packet, which is included by hyperlink in Attachment B, and a summary of the April 21 GPAC meeting is included in Attachment C. The majority of the comments received on the proposed zoning ordinances sought greater flexibility or clarity. A compilation of the public comments and the ConnectMenlo team's responses are included in a table of the April 21 GPAC packet. Additional information related to past meetings, including the presentations, video recordings, and handouts, is available for review on the ConnectMenlo webpage at www.menlopark.org/connectmenlo.

Analysis

Study Session

The May 23, 2016 Planning Commission meeting is a study session on the proposed zoning changes in the M-2 Area, with the primary focus on the new O, LS and R-MU zoning districts. In general, the ConnectMenlo team is seeking input from members of the public and the Commission on the proposed ordinances. Based on guidance from the GPAC, the staff report also highlights several specific questions for the Planning Commission to consider and on which to provide feedback. Since the April 21 GPAC meeting, the ConnectMenlo team has been revising the draft O, LS and R-MU zoning districts to reflect changes based upon feedback received from the GPAC and the public, and to make refinements to the language for clarity and consistency. The revised O, LS and R-MU zoning ordinances are included as Attachments D-F, respectively. The accompanying zoning map for the M-2 Area, which illustrates where in the City the proposed zoning districts would be located, is included as Attachment G. Staff would note that the documents are a working draft, and additional modifications for formatting, clarity and consistency will be needed as the final drafts are prepared.

As a study session, no formal action will be taken. However, staff would recommend that the Planning Commission try to gain consensus on items in an effort to provide clear direction. The comments will be used by the ConnectMenlo team to prepare the final draft ordinances. A future public hearing on the final draft Ordinances will be publicly noticed and conducted by the Planning Commission. At that time, the

Planning Commission will make a recommendation on the proposed Land Use and Circulation Elements and the draft M-2 Area Zoning Ordinances to the City Council, who is the final decision-making body.

M-2 Area Zoning Update

As part of the General Plan Update, the City is concurrently working on the M-2 Area Zoning Update to develop zoning that is consistent with the proposed new General Plan land use designations. The proposed O, LS, and R-MU zoning ordinances would implement Program LU1.A (Bayfront Area Zoning Ordinance Consistency) of the proposed Land Use Element and set the framework for creating the live/work/play environment concept that was desired for the area. All of the proposed zoning changes would be incorporated into Title 16 (Zoning Ordinance) of the Municipal Code, but would generally only impact properties in the M-2 Area.

To further enhance the live/work/play concept, the idea of permitting residential uses on existing commercial properties zoned C-2-B was discussed as part of the creation of the M-2 Area potential maximum development map. As part of the proposed zoning ordinance update, staff is suggesting to revise the C-2-B (Commercial Neighborhood) zoning district to allow residential uses up to a density of 30 du/ac as a conditional use. There are several C-2-B zoned parcels in the M-2 Area, located along the western side of Willow Road at the corners of Newbridge Street and Ivy Drive. The addition of residential uses would increase housing, allow mixed use developments to foster the live/work/play environment, and provide opportunities for growth on key locations in the area.

Throughout the process, a number of comments have been included about the desire for more predictability and streamlining of processes. Because the use and storage of hazardous materials is often a key component of uses located in the M-2 Area, staff is exploring modifications to the hazardous materials process, which currently triggers a use permit in the M-2 Area. As part of the current review process, the Menlo Park Fire Protection District, San Mateo County Health, West Bay Sanitary District, and the City's Building Division all review and provide input on the proposed hazardous materials use prior to Planning Commission review. Given the interagency coordination and expertise by the respective agencies to ensure safeguards are in place and proper handling and storage occur, staff believes it is appropriate to pursue zoning changes that would allow for the administrative review of hazardous materials by the Community Development Director instead of a use permit.

Proposed Office (O), Life Science (LS) and Residential Mixed Use (R-MU) Zoning Districts

As part of the Zoning Update, the ConnectMenlo team is proposing three new zoning districts, with the name of the district representing the predominant use category for the district. Like other zoning districts in the Zoning Ordinance, the proposed language specifies the types of uses that are allowed in each district, as well as uses that require administrative review by the Community Development Director or a use permit, subject to the review and approval of the Planning Commission. In addition, each district outlines detailed development standards such as setbacks, floor area ratio, and height requirements. In response to the Guiding Principles that call for corporate contribution in exchange from increased development potential, well integrated and designed development, and sustainable planning, the ConnectMenlo team crafted zoning language that addresses community amenities, and establishes design standards and green and sustainable building regulations into each zoning district. These standards attempt to reflect values from community input and guidance from the Council, Planning Commission and GPAC on how to balance growth and potential impacts.

Most of the existing M-2 zoned land would be replaced by one of the three new zoning districts. A small portion of M-2 zoning would be retained on Haven Avenue. The proposed zoning map for the M-2 Area (Attachment G) reflects a mix of land uses to help transform the area from a traditional warehousing and

industrial district into a live/work/play environment. One of the key changes to the area is the introduction of residential uses, up to 4,500 new units. Residential uses zoned R-MU would be concentrated in either stand-alone or mixed-use developments in two primary locations, including 1) an area between Menlo Gateway and between Jefferson Drive and Constitution Drive and 2) along the eastern side of Willow Road on a portion of the Menlo Park Science and Technology campus. Most of the other M-2 zoned properties would be rezoned to Office or Life Science, with the latter zoning to occur on properties that already predominantly engage in research and development type uses along O'Brien Drive and Adams Drive.

Each of the three zoning districts is intended to be compatible with each other in both uses and physical form. Each of the proposed chapters for the O, LM and R-MU districts includes the same sections, but may have varying standards depending on the district. Table 1 identifies the sections and includes a brief description of the section.

Table 1: Overview of Proposed O, LS and R-MU Zoning Districts	
Section	Description
Purpose	Provides the purpose and intent of the zoning district.
Permitted Uses	Identifies the uses that are allowed by-right.
Administratively Permitted Uses	Identifies the uses that are permitted, subject to an administrative permit review and approval by the Community Development Director.
Conditional Uses	Identifies the uses that are permitted, subject to a use permit review and approval by the Planning Commission.
Development Regulations	Identifies various regulations such as minimum and maximum setbacks, FAR, height, and minimum open space requirements. Requirements are included for both base level development and bonus level development. The intent is to generally maintain the existing development regulations under the current M-2 zoning as the base level standards while providing flexibility to increase the FAR and/or density and heights under bonus level development requirements.
Additional Bonus Development Regulations	A development may seek a bonus in floor area ratio and/or height in areas denoted with a "B" for bonus level development.
Community Amenities Required for Bonus Development	To be eligible for bonus FAR and/or density and height, a project shall provide one or more community amenities, either through the construction of the amenity, which is preferred, or payment of a fee. The section describes three different mechanisms for determining how community amenities can be provided. For reference, Attachment H includes the list of community amenities for the M-2 Area that was developed through the ConnectMenlo process.
Parking Standards	Minimum and maximum parking ratios are established based on a land use. In addition, minimum parking ratios for both short and long term parking are included. Shared parking facilities may be considered at the discretion of the Transportation Manager. In the R-MU district, parking spaces would be unbundled from the price of the residential units.

Table 1: Overview of Proposed O, LS and R-MU Zoning Districts	
Transportation Demand Management	New construction, additions and changes of uses affecting 10,000 or more square feet of floor area would be required to develop a Transportation Demand Management (TDM) plan to reduce the associated vehicle trips to at least 20 percent below the standard generation rates for the uses on the project site.
New Connections	The zoning map identifies future connections in the form of either a public street or paseo. New development will be required to provide new pedestrian, bicycle and/or vehicle connections to support connectivity and circulation.
Required Street Improvements	New construction, building additions, and interior alterations of an existing building, or a combination thereof, affecting 10,000 or more square feet of gross floor area will be required to provide street frontage improvements.
Design Standards	Identifies various design standards that must be met for all new construction and additions involving 10,000 or more square feet of gross floor area. The standards address the following: 1) relationship to the street, 2) building mass and scale, 3) ground floor exterior, 4) open space, 5) paseos, 6) building design, and 7) access and parking. Compliance with the design standards will be reviewed through architectural control. One or more of the design standards may be modified through approval of a use permit.
Green and Sustainable Building	Identifies standards related to the following categories: 1) green building, 2) energy, 3) water use and recycled water, 4) hazard mitigation and sea level rise resiliency, 5) waste management, and 6) bird-friendly design.

Key topics for the Planning Commission’s Consideration

As part of the ConnectMenlo’s team review of the comments received on the first draft of the proposed Zoning Ordinances, the team identified key areas that would benefit from discussion and guidance from the GPAC. During the April 21 GPAC meeting, the GPAC believed some of the topics would benefit from additional consideration by the Planning Commission. The topics are noted below. As part of the study session, the ConnectMenlo team is requesting Planning Commission feedback on these questions as well as overall comments on the proposed zoning districts.

1. Sharing FAR: Should properties in close proximity to each other be allowed to share FAR? The public comments received express a desire for FAR to be shared across properties in close proximity, potentially of the same or different zoning districts in the M-2 Area, under the condition that the total FAR allowed for all sites would not exceed the stated maximums. Staff is supportive of the shared FAR concept amongst parcels of the same zoning to allow for greater site planning and design flexibility. However, this type of provision could also create the potential for imbalanced massing and heights with larger and taller buildings on one property and a smaller or no buildings on another property. Other issues that should be considered are the number of properties that can be included and whether to define what is meant by “in close proximity”.

2. Development Potential (FAR): Should the maximum allowed FAR in the R-MU be increased

beyond 200% to accommodate more three bedroom units? The comments express a concern that 200% FAR (bonus level) will only accommodate studios, one-bedroom, and two-bedroom units. Under the proposed bonus level R-MU zoning, the maximum density is 100 dwelling units per acre, meaning the average unit size is 871 square feet. The Commission may wish to consider the value of having larger units or more three bedroom units, potentially family-sized units as part of future residential in the area. Staff would note that there are no proposed restrictions or limitations on the number of bedrooms in a unit, but larger size units would effectively result in a reduction in overall density without an increase in FAR.

3. Heights: Should adjustments be made to the base and bonus level maximum heights and average heights to accommodate additional sea level rise and flood zone requirements and to match construction types? As part of the proposed sea level rise measures as part of the Green and Sustainable Regulations, the proposed ordinance requires new buildings to be constructed a minimum of 24 inches above base flood elevation when properties are located in a flood zone or a minimum of 24 inches above existing grade for properties not located in a flood zone. The additional height required to meet the measures for hazard planning could place constraints on overall height. Several comments related to height were received, all seeking greater heights and more flexibility. For hotels, the request is for 130 feet and 12 stories instead of 110 feet and 10 stories. For residential in the R-MU district, the desire is to see the maximum base height increase from 40 to 50 feet and the maximum bonus level height from 70 to 85 feet. In the O district, the desire from a commenter is to remove the requirement for a maximum average height of 4.5 stories and the maximum number of stories because the requirements are believed to be too restrictive and results in the underutilization of land.

While staff generally agrees that additional height may be appropriate to accommodate construction types and sea level rise measures, no changes to the draft zoning ordinances have been proposed given the extensive prior discussions conducted by the GPAC and City Council regarding appropriate heights for the area. The Planning Commission may wish to consider whether heights should be adjusted and how this may impact the overall average heights and number of stories that were discussed as part of the development of the maximum potential development map. Any adjusted heights that are being contemplated by the Planning Commission should be considered as part of the EIR to provide flexibility to the decision-makers should an increase in maximum buildings heights be ultimately desired.

4. Affordable Housing (Community Amenities): Should residential development be required to provide community amenities in addition to the 15% affordable units required as a threshold for bonus level development? Should the threshold percentage of affordable units be higher than 15%? Throughout the ConnectMenlo process, affordable housing and housing for all income levels has been a common theme. The draft R-MU district requires any residential development seeking a density bonus to provide a minimum of 15% of the total number of units as affordable to low, very low and extremely low-income households. This requirement for bonus level development is in addition to the City's existing Below Market Rate (BMR) requirement (which currently applies only to for sale housing), and the provision for community amenities. Concerns have been raised about the feasibility of providing community amenities on top of the 15% affordable housing requirement. The Planning Commission may wish to discuss the appropriate mix of affordable housing and community amenities as part of bonus level development in the R-MU zoning district.
5. Community Amenities List: What should be the framework for reevaluating the community amenities list? A list of community amenities (Attachment H) was developed through the ConnectMenlo process and stemmed from the Belle Haven Visioning process. A number of

comments have suggested that the list is inadequate in that some items should be provided by the City and that the list does not appropriately prioritize the amenities that are most desired. A grocery store, improvements to education in Belle Haven, job opportunities for residents and underground power lines have been consistently noted as priorities. The Planning Commission may wish to provide guidance on whether any changes to or prioritization of the amenities on the list should occur. As development occurs and community amenities are removed from the list and/or community priorities shift, the Planning Commission may also wish to consider triggers or factors to consider when the community amenities list should be reevaluated.

Schedule

The ConnectMenlo process is anticipated to be completed in October 2016. The Planning Commission meeting of May 23 is an opportunity for the Planning Commission and public to provide comments on the proposed zoning ordinances prior to the final draft ordinances, along with the draft Land Use and Circulation Elements, being presented to the Planning Commission for a recommendation and City Council for action in late August and September, respectively.

Staff anticipates releasing the Draft EIR in early June. The Planning Commission is tentatively scheduled to conduct a meeting on June 20, during the 45-day review period, to receive and provide comments on the Draft EIR. Responses to comments will be circulated as part of the Final EIR in the late summer.

Conclusion

The Planning Commission meeting of May 23 is a study session on the proposed M-2 Area zoning update. Although no formal action is required, the Planning Commission should provide comments and seek public input on the highlighted questions and overall content of the proposed zoning ordinances. Following input on May 23, staff will make revisions based upon feedback from the study session and continue to review and enhance the document for completeness, and may further refine the language and format the document for comprehension and consistency.

Impact on City Resources

The General Plan Update scope of services and budget was approved by the City Council on June 17, 2014, and amended in April 2015 to accommodate additional outreach.

Environmental Review

An EIR is being prepared for the project. Following the release of the Draft EIR, a public hearing will be held by the Planning Commission to provide an opportunity for verbal public comment. Written comments on the Draft EIR will also be solicited at that time. Comments will then be addressed as part of the Final EIR, which would be reviewed at a subsequent meeting.

Public Notice

Public Notification was achieved by posting the agenda, with the agenda items being listed, at least 72 hours prior to the meeting. Public notification also consisted of publishing a notice in the local newspaper. In addition, the ConnectMenlo project page is available at www.menlopark.org/connectmenlo. This page provides up-to-date information about the project page, allowing interested parties to stay informed of its progress.

Appeal Period

No action is required by the Planning Commission at this time.

Attachments

- A. Schedule of Events and Activities (August 2014 to April 2016)
- B. General Plan Advisory Committee (GPAC) April 21, 2016 Packet
<http://menlopark.org/AgendaCenter/ViewFile/Agenda/04212016-2745>
- C. General Plan Advisory Committee (GPAC) April 21, 2016 Meeting Summary
- D. Draft O – Office District Zoning
- E. Draft LS – Life Sciences District Zoning
- F. Draft R-MU – Residential Mixed Use District Zoning
- G. Proposed M-2 Area Zoning Map
- H. Proposed M-2 Area Community Amenities List

Exhibits to Be Provided at Meeting – None

Report prepared by:
Deanna Chow, Principal Planner

Report reviewed by:
Arlinda Heineck, Community Development Director



CONNECTMENLO
menlo park land use & mobility update

**ConnectMenlo Activities and Events
(August 2014 – April 2016)**

Meeting Topic	Meeting Date
GPAC Meeting #1	August 25, 2014
Launch ConnectMenlo Survey – Guiding Principles	September 10, 2014
Workshop #1 – Guiding Principles	September 11, 2014
Workshop #1 – Guiding Principles (repeat)	September 17, 2014
Symposium #1: Growth Management & Economic Development	September 23, 2014
Focus Group #1: Receive community feedback on ideas discussed at Symposium #1	September 29, 2014
Mobile Tour #1: Menlo Park	October 1, 2014
Stakeholders Meeting	October 2, 2014
Symposium #2 – Transportation – LOS Case Studies	October 8, 2014
Mobile Tour #2 – Other Communities	October 14, 2014
Focus Group #2 – Receive community feedback on ideas discussed at Symposium #2	October 16, 2014
Launch ConnectMenlo mobile app	October 20, 2014
End Survey on Guiding Principles	October 26, 2014
GPAC Meeting #2	November 10, 2014
City Council Presentation – Guiding Principles	November 18, 2014
GPAC Meeting #3	December 4, 2014
Joint City Council/Planning Commission Study Session – Guiding Principles	December 9, 2014
City Council – Accept the Guiding Principles	December 16, 2014
Workshop #2- Present Future Land Use and	December 18, 2014

Meeting Topic	Meeting Date
Circulation in M-2 Area	
Launch ConnectMenlo Survey – M-2 Area Land Use Alternatives Map	December 30, 2014
Open House	January 8, 2015
Release Pubic Review Draft Existing Conditions Reports	Week of January 12, 2015
City Council Status Report	January 13, 2015
End Survey on Land Use Alternatives	Tuesday, January 20, 2015
GPAC Meeting #4 – Review Findings from Workshop #2 and Land Use Alternatives	Wednesday, January 28, 2015
Comment Deadline for Public Review Draft Existing Conditions Reports	Week of February 9, 2015
Planning Commission Status Report	Monday, February 9, 2015
GPAC Meeting #5 – Discuss Preferred Alternative	Thursday, February 12, 2015
City Council Status Report	Tuesday, February 24, 2015
Workshop #3 Review Preferred Land Use Alternative and Community Programs	Thursday, March 12, 2015
Launch ConnectMenlo Survey – Community Programs/Amenities	March 17, 2015
Open House #3 Review Preferred Land Use Alternative and Community Programs Survey	Thursday, March 19, 2015
GPAC Meeting #6 – Review Findings from Workshop #3	Wednesday, March 25, 2015
Joint City Council/Planning Commission Meeting on Preferred Land Use Alternative	Tuesday, March 31, 2015

Meeting Topic	Meeting Date
City Council Schedule Update	Tuesday, April 14, 2015
End Survey on Community Amenities	Monday, April 20, 2015
Community Open House	Saturday, May 2, 2015
Community Open House	Thursday, May 7, 2015
City Manager's Budget Workshop	Tuesday, May 26, 2015
Housing Commission Meeting – Housing Panel Discussion	Thursday, May 28, 2015
Joint Transportation and Bicycle Commission Meeting on Circulation/Transportation Issues	Monday, June 1, 2015
GPAC Meeting #6.5 on Preliminary Draft Notice of Preparation (NOP) with Description of Maximum Development Potential and Review Results of Community Program Survey	Wednesday, June 3, 2015
Belle Haven Community Resource Fair	Saturday, June 6, 2015
Planning Commission Meeting on Draft NOP with Description of Maximum Development Potential	Monday, June 8, 2015
City Council Meeting to Authorize Release of NOP with a Maximum Development Potential	Tuesday, June 16, 2015
Downtown Block Party	Wednesday, June 17, 2015
Notice of Preparation (NOP) for Environmental Impact Report (EIR) comment period	Thursday, June 18, 2015 to Monday, July 20, 2015
GPAC Meeting #7 – Review Draft General Plan Policies and Consistency Analysis	Tuesday, June 30, 2015
GPAC Meeting #8 – Review Draft Land Use and Circulation Elements and Zoning Ordinance Update	Thursday, July 23, 2015

Meeting Topic	Meeting Date
GPAC Meeting #8.5 – Review of Draft Land Use and Circulation Elements and Zoning Ordinance Update	Monday, August 24, 2015
Community Open House on Draft Land Use and Circulation Elements and Zoning Ordinance Update	Wednesday, September 2, 2015
Community Open House on Draft Land Use and Circulation Elements and Zoning Ordinance Update	Wednesday, September 9, 2015
Planning Commission – Review of Preliminary Draft Land Use and Circulation Elements and Zoning Ordinance Update and EIR Scoping Session	Monday, September 21, 2015
City Council - Review of Preliminary Draft Land Use and Circulation Elements and Zoning Ordinance Update	Tuesday, October 6, 2015
Symposium on Zoning and Design Standards	Wednesday, November 18, 2015
Focus Group Meeting on Proposed M-2 Area Zoning	Thursday, January 14, 2016
GPAC Meeting – Review of M-2 Area Zoning	Thursday, January 28, 2016
Topic Discussion – Zoning Regulations and Design Standards	Thursday, March 3, 2016
Topic Discussion – Green and Sustainable Building Regulations	Thursday, March 10, 2016
Topic Discussion – Community Amenities	Thursday, March 24, 2016
GPAC Meeting – Review of M-2 Area Zoning	Thursday, April 21, 2016
Belle Haven Community Resource Fair	Saturday, April 23, 2016



CONNECTMENLO

menlo park land use & mobility update

General Plan Advisory Committee Meeting Summary

This General Plan Advisory Committee (GPAC) Meeting was conducted on April 21, 2016 (6:00-9:30 pm) in the City Council Chambers, Menlo Park, CA 94025.

CITY STAFF AND CONSULTANTS PRESENT:

Chip Taylor, Assistant City Manager
 Arlinda Heineck, Community Development Director
 Ron LaFrance, Asst. Community Development Director
 Jim Cogan, Housing & Econ. Development Manager
 Nikki Nagaya, Transportation Manager
 Heather Abrams, Environmental Programs Manager
 Azalea Mitch, Senior Civil Engineer
 Deanna Chow, Principal Planner
 Leigh Prince, Assistant City Attorney
 Charlie Knox, PlaceWorks
 Rosie Dudley, PlaceWorks
 David Shiver, Bay Area Economics

GPAC MEMBERS PRESENT:

Ray Mueller, City Council (Co-Chair)
 Peter Ohtaki, City Council (Co-Chair)
 Harry Bims, At-Large
 Vince Bressler, At-Large
 James Cebrian, Parks and Recreation Commission
 Kristin Duriseti, Environmental Quality Commission
 Katherine Strehl, Planning Commission
 Michele Tate, Housing Commission
 Roger Royse, At-Large
 Cindy Welton, Bicycle Commission
 Matt Zumstein, At-Large

MEETING PURPOSE AND OVERVIEW

The primary purpose of the meeting was to present the comments received on the M-2 Area zoning regulations and design standards and get the GPAC's feedback on the proposed response and potential revisions. Principal Planner Deanna Chow welcomed everyone, described the meeting format, and turned the presentation over to PlaceWorks Principal Charlie Knox. Mr. Knox went over the agenda and asked if there were any public comments on items that were not on the agenda. When there were none he presented updates on the project schedule, process, community engagement, and the status of the draft zoning. He then reviewed the major comments received on the draft zoning by topic: Zoning Regulations, Community Benefits, and Green and Sustainable Building. He described the key changes proposed by Staff in response to the comments, and he posed questions for the GPAC to consider according to the three topics.

Following the presentation, discussion on each topic began. For each topic, GPAC began by asking clarifying questions, then the floor was opened up for public comment (with speaker cards), and finally GPAC provided

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guidance and responses to specific outstanding questions. The discussion is summarized below.

Note: The comments are not verbatim.

ZONING REGULATIONS

GPAC CLARIFYING QUESTIONS

- Harry Bims: Projects of all sizes would have to contribute to affordable housing. Have you considered for all development to pay into a community amenity fund, not just those with bonus level development?
Response: We are suggesting an alternative approach which is to lower the minimum lot size to 25,000 square feet to be eligible to build at the bonus level, thereby increasing the potential for more projects to pay into a community amenity fund.
- Bims: Currently there is a big bump in cost to go above base level? Why not ask base level to contribute?
Response: We received direction from City Council to allow existing land use rights to remain.
- Duriseti: Would there be an adjustment to the school impact fee if we had more 3-bedroom units?
Response: Fees are paid based on the square footage of the units, regardless of bedroom size. Since 3-bedroom units tend to be larger, it could result in higher fees to the school districts.
- Bressler: Regarding water, is there a mechanism to make sure people are paying for the mitigation services they are receiving?
Response: We have been studying feasibility of bringing in recycled water. Payments would be based on usage. Anyone using would have to pay.
- Strehl: I was under the impression that we would see the revised zoning before we went to Planning Commission. Is that not correct?
Response: It was not our intent to revise the zoning for GPAC. It will be revised in advance of the Planning Commission in May. It would require another GPAC meeting prior to PC in May which is not part of our scope.
- Strehl: Concerned that we can't absorb all these changes in the current format and need to see them all in one place.
- Ohtaki: Let's discuss that possibility at the end of discussion.
- Mueller: A change to the scope would have to be approved by the Council.

PUBLIC COMMENTS

- Tim Tosta: This is a very complex process. You're being asked to decide without seeing the EIR document and that could impact your decision. The fee for amenities is also unknown and it could have huge impacts on development. The process is getting more into the weeds and don't let it distract from the big picture. This is

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about a deal with the developers to develop and give benefits to the Belle Haven neighborhood. This is not “wrapped up” since we do not know the answers to those 2 huge components.

- Rich Truempfer: The M-2 is a collection of older buildings that don’t meet current needs. We recognize the housing and traffic conditions in the area. Sobrato is a major property owner in the area. We are excited about developing a mix of housing and office to balance employment growth and housing. The affordable housing requirement should stay at 15% (5% moderate, 5% low, 5% very low). The renewable energy requirement is important, yet solar panels can meet the goals. Dual plumbing should be the City’s responsibility. Regarding height, slightly higher would be beneficial especially near Menlo Gateway with taller buildings. We would like to build 5 stories over 2 stories of parking. We will provide more housing, market rate and affordable.
- Fergus O’Shea: This update will shape the future generation. We want to get it right. We are pleased with the majority of proposed changes; we have some comments. Regarding height, we agree with Sobrato that increased height in certain areas will allow us to provide more housing and increase the supply of affordable housing. Height increases should be allowed in specific areas only; not along Willow. It should be set back from certain streets. Increasing the height will help the jobs/housing balance. We recommend that you allow FAR sharing across lots. All projects will still go through a public review process where it will be decided if the future projects are appropriate. We encourage the GPAC to move this process along.

GPAC DISCUSSION AND GUIDANCE

ARE THEATERS IN OFFICE & RESIDENTIAL-MIXED USE DISTRICTS AND AUTO DEALERS IN THE OFFICE DISTRICT APPROPRIATE?

- Bims: Concern that there would not be space for surface parking and that certain new uses are going to require a lot of parking.
- Bressler: Auto dealerships have new models that don’t require surface parking. We can make it work.
- Mueller: Agree we can make it work. Are certain areas being contemplated for theater?
Response: No specific site is specified. Theaters are not allowed in the Life Science district, they would be a conditional use in Office and R-MU districts.
- Mueller: It makes sense to have a theater; it would require a conditional use permit so would be reviewed closely.
- Royse: Theater adds to the live/work/play environment and should be driven by the market. Leave it in as is.

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SHOULD NEARBY PROPERTIES BE ALLOWED TO SHARE F.A.R.? SHOULD TALLER BUILDINGS BE ALLOWED DUE TO FLOOD PROTECTION AND CONSTRUCTION-TYPE NEEDS?

- *Clarification: It wouldn't change the total development, since sites that will not develop can share their FAR with another site that wants to build higher/more. It is tied into the taller building discussion.*
- Ohtaki: So there still will be an aggregate? Doesn't that promote variation? Lots near each other will have a mix of heights, correct?
Response: Yes, but every project would need review.
- Duriseti: Would the average stories remain? Or would the average increase?
Response: Only a certain amount of square feet is allowed in the General Plan Update, so the average height would remain across the M-2.
- Mueller: What's the limit? How high can the building be? Has the public been properly noticed about this discussion?
Response: Seven stories is the limit. The memo that was released to the public in advance of this meeting asks whether heights should be increased to accommodate Sea Level Rise and construction types? Many of the comments asked for 7 stories.
- Duriseti: Adding another story at this stage is problematic. The Sobrato properties are surrounded by taller buildings is a specific request.
- Mueller: I'm not comfortable making a recommendation on height; recommend Planning Commission consider with more notice to public.
- Bressler: Would the bonus benefit still be required if FAR is shared?
Response: Yes.
- Ohtaki: Include the flood zone map in the Planning Commission packet to show which properties are going to be affected by it and SLR.
- Bims: Sharing FAR would likely increase the property values of lots adjacent to single-family homes because they would be able to sell their "air rights" to other properties.
- *Summary Response: We'll report the discussion to the Planning Commission, but GPAC does not appear ready to make a recommendation.*

SHOULD MAPPED LOCATIONS OF PASEOS AND STREETS SUBSTITUTE FOR BLOCK LENGTH STANDARDS?

- *Summary Response: All GPAC members agree with map approach.*

COMMUNITY AMENITIES

GPAC CLARIFYING QUESTIONS

- Bims: With respect to the list of amenities, there has been discussion about creating a basic city services list vs. an amenities list. Are we going to separate them?

Response: It is for discussion tonight. We may not have to take any off depending on the discussion about prioritizing the list.

- Bims: Can some amenities be combined to make a project more viable (e.g., aggregate bank, pharmacy, ATM, etc.)?

Response: Yes, they can be aggregated.

PUBLIC COMMENTS

- Rose Bickerstaff: My topic is schools. We keep hearing it doesn't fit into a meeting's agenda and we can't discuss it. I feel we have to address schools—in particular, Belle Haven Elementary School. We have two extreme districts: Menlo Park School District is performing highest in the state. The other is the worst performing. It is shameful that we are letting students fall off the cliff. Standards are so low and they make students non-competitive. They aren't at the same level. We are doing all this planning in the M-2 Area, but we haven't addressed schools. All the dollars spent on consultants and none are spent on studying schools. Leaders owe it to the community to address this. We need a commitment from the City to address the Ravenswood School District. It is broken. We can't keep developing and overlooking these kids.
- Sheryl Bims: I agree that it's time to do something transformative. It needs a new approach. It's been at least 15 years since it's been worked on without visible progress. We see world class areas being created but it's not showing up in Belle Haven. Where is the money going? There are so many developer impact fees, yet where is that being spent/allocated? We need to be able to account for it. One example is Hamilton Avenue, which under the Redevelopment Agency project had its power lines put underground. The residents are bearing the brunt of the impacts (traffic on Willow). We need commitment to study traffic. I recommend an Infrastructure Financing District/Community Improvement District is put in place so we see results. Regarding affordable housing—the people who live in Belle Haven now live in single family homes. Consider using BMR funds to supplement existing residents so current residents aren't forced out.
- Rachel Bickerstaff: I reiterate the previous two comments regarding: 1) Education—all schools should prepare students to reach fullest potential. Belle Haven has become an educational desert. Ravenswood School District is not performing. We need to create an actionable plan to address. I support realignment of schools and include Belle Haven Elementary and Saint Anton. 2) Affordable housing—it needs to help current residents. They need help now, not with new housing developed.
- Rich Truempner: The single-most important community benefit is affordable housing. We don't think residential projects should be required to provide additional community benefits. The cost of the affordable

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units should be enough given the cost to construct. Community amenities should benefit new development and Belle Haven. I'm interested in funding a district if it helps get community benefits done sooner.

GPAC DISCUSSION AND GUIDANCE

SHOULD THE LIST BE REVISED, INCLUDING BY REMOVING OR ADDING ANY?

- Bims: It's helpful to group together amenities to achieve a goal. In an attempt to answer the question, residents have met with developers to come up with groups of amenities:
 - 1) Streetscape improvements (curb, gutters, sidewalks, dark fiber, undergrounding power)
 - 2) K-8 education
 - 3) Affordable housing to address current residents living in single family housing, since they will not move into the new units. We need a solution to allow residents can remain in their homes.
- Strehl: Clarify that some of these are huge projects, and not items developers can pay for (i.e. Dumbarton Rail).
- Ohtaki: Undergrounding power lines should be broadened into overall streetscape improvements. Regarding the grocery store—there is a fund (California Fresh Works) with \$200 Million available to finance full-service grocery stores in food deserts. Education improvements in Belle Haven: request that Sobrato Foundation which has expertise in education, look into this and meet with Belle Haven residents.
Truempner's Response: The Sobrato organization, Tarlton, Bohannon, and (I think) Facebook have talked to the Belle Haven community and have agreed to fund the study.

SHOULD THE CONTRIBUTION PROCESS BE CHANGED TO ALLOW DIRECT RESPONSIBILITY, STUDY-BASED FEE AND/OR DEVELOPMENT AGREEMENTS?

- Bressler: The appraisal fee is needed to know what dollar amount is needed for community amenities. I can't think of a simpler way to understand the value of the land with bonus development.
Response: It would be an area-wide approach. The nexus study based fee would establish the number now for the whole area. City Council will have to decide how often to reassess the number. The appraisal process was going to be on a project by project basis.
- Ohtaki: I am open to looking at the different options and having Planning Commission and City Council decide. What are other cities charging/proposing? I don't want our fee to be too high compared to surrounding cities.
Response: At the topic session on Community Amenities we showed rates/approaches in other cities. Many use a negotiated method that determines a rate per project. Mountain View in the Precise Plan Area charges \$20/square foot. Eastern Neighborhoods in SF use varied rates (\$12-16 per residential unit and \$20-24/square foot for non-residential), plus requires inclusionary housing. Culver City is 50% of developer profit. Central South of Mission in SF's target is 66% to

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75%, but it is not adopted yet; Cupertino has a target of 15%, but it is not adopted yet. We can look into other adjacent cities.

- Bressler: The proposed approach is 50% of increased land value.
Response: There are two different ways at getting at the same thing—the additional value. The appraisal method is one way. The negotiated approach is another and uses a spreadsheet/pro forma.
- Bims: Regarding the construction cost—if it's more than 50% of the appraised value, bonus development won't be worth doing. The appraisal process is problematic since you don't know what the cost will be until the end, it's not known upfront. The City hires an appraiser which is not ideal for the developer. The fund that Ohtaki mentioned is good to supplement these contributions. External funding will make this much more viable for the developer. I support a collaborative study to address the K-8 education and has the commitment of property owners in the area and using the Redevelopment Agency model used on Hamilton Avenue to address streetscape.
- Mueller: We didn't discuss the 3-bedroom question in the previous topic. Let's go back to it later. There's a portion of our community that are renters. We are adding more demand for rental housing. I'd like to see how other communities combatted displacement through processes like these. We have to see best practices. A study-based fee will get down to the details and without them it's hard to make the decision. We should talk about an Education Overlay Zone that target schools in the area, which all property owners would have to contribute to if the study doesn't result in anything. That is the number one issue in Belle Haven.
- Ohtaki: Will there be an amenity fund to track where the dollars are going. Is that still included?
Response: Yes, the details are being discussed. The nexus study is an industry standard process and will assess amenities.
- Bims: The HIP program is promoting shared housing to split the cost of housing for residents. The Hello program and MidPen Housing are purchasing single family homes and renting them at a low, stable rate.

SHOULD RESIDENTIAL PROJECTS PROVIDE:

More than 15% affordable units?

Amenities in addition to required affordable units?

What size should units be?

Should affordable housing be able to be located anywhere in the city?

- Duriseti: Draw a comparison between the percentage of affordable units and the 50% profit of increased value. Can we say 50% across the board, and then have a share between residential and non-residential?
Response: Believe at 15% the developer would be below the 50%.
- Bims: The priority is the displacement issue. We need data on how many people in the neighborhood are at risk of displacement and compare to number of BMR units that are being proposed to see how they will address current residents.
Response: According to the census, 30% of households are at extremely low. General Plan zoning cannot ensure that existing residents will get to live in new units. The best it can do is create the opportunity to build more housing. There are limits on deed-restricted housing under California State law. City Council is scheduling a meeting on displacement and rent costs to address existing concerns.

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- Strehl: We cannot require 15% on rental housing at the base level. We don't want to disincentivize with too high of a requirement for affordable units.
Response: We can only require it in bonus development on not-for-sale units. The exact percentage depends on the type and size of the unit.
- Ohtaki: It would be useful to see a feasibility study looking at rental housing. How can we maximize affordable housing in rental housing and not kill the feasibility? Can we see some cases?
Response: A nexus study would illuminate that. Will use data from the 21 Elements effort, but the nexus study will be specific to Menlo Park. These will be addressed as soon as possible.
- *Summary: Not lower than 15%; somewhere above based on feasibility (to be studied), the type of unit will impact feasibility.*
- Bims: Regarding whether affordable housing can be built anywhere in the city, the city already has a BMR fund for affordable units to be built throughout the city; use up that fund before allowing other non-residential uses to choose affordable housing as their amenity.
- Mueller: Should create a roadmap for staff to prioritize other amenities and when get to the bottom of the list of amenities.

GREEN AND SUSTAINABLE DEVELOPMENT

GPAC CLARIFYING QUESTIONS

- None.

PUBLIC COMMENTS

- Clark Brockman: I'm a LEED Fellow and green building expert. I applaud the efforts; they are very reasonable. Regarding LEED: be more specific on the system; draft proposes two versions that are allowed; specify the "most current version". LEED has a lot of options, the City can choose which aspects they want development to address to meet the standards. I strongly encourage you to require LEED certification so the burden isn't on City staff. Regarding Energy: energy efficiency and Title 24 – provide a selection criteria and create a gradient. Regarding Water: Have a richer discussion to get to goals. It's not cost-effective to address at the building scale, except for multi-family housing, – it can address gray water. I have other specific comments that I will submit.
- Sheryl Bims: Bike lanes aren't in Belle Haven; until they are, biking won't be safe in the community. As such, we have to drive everywhere. In addition to developer fees, property taxes, TOT from the hotels, sales taxes are going to increase, so it's important to look at those sources of revenue to fund all these improvements and amenities.

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- John Tarlton: I would like to revisit the issue of raising buildings up 24 inches. Need to focus on levee improvements rather than raising all buildings to the detriment of single-family homes.

GPAC DISCUSSION AND GUIDANCE

- Duriseti: It is important to distinguish between flooding and Sea Level Rise. Are we requiring that property owners invest in a levee system?

Response: We have been meeting with San Mateo County to discuss measures to address flooding and Sea Level Rise. The JPA project is looking to decide what is feasible portion or "fair share" from new development. We are studying what we can do now.

SHOULD PROJECTS OF VARYING SIZES MEET DIFFERENT LEVELS OF LEED?

- Duriseti: The LEED standards have been adequately addressed. I understand that regulations are coming. Not sure how they relate to the current standards. We should not approve tiers or levels that will be lesser than the regulations that are in the pipeline.

Response: Some of the proposed standards are now being revisited. They are based on CALGreen and those will become more stringent. In all cases, we are requiring more green standards than what is required today.

- Summary: We need to protect entire area with a holistic strategy rather than by individual buildings to address sea level rise.

- Mueller: Where did the 24 inches come from?

Response: The maximum rise by 2050; recommend adaptive measure to add a level of protection; it's buying us time.

- Mueller: What are we doing to address liquefaction?

Response: The state did a survey of Menlo Park. The state will take further measures to address areas that are becoming more liquefied.

WHAT PERCENTAGE OF POTENTIAL ON-SITE ENERGY GENERATION SHOULD BE REQUIRED?

- Ohtaki: Clean energy is different than on-site energy. Is this percentage including on-site?

Response: To make more feasible, we decided to require 100% renewable power achieved by a combination of credits/programs. What percentage of this should be on-site?

- Duriseti: EQC recommends a ranked approach: 3 options. Why is percentage requirement decreased? Shouldn't feasibility study determine what can be provided?

Response: There still is an opportunity to rank the items. Some sites have other uses on the roof that then cannot use solar.

- Bims: There are efficiencies for sharing energy.

- Bressler: Favor off-site options nearby, so one property is overprescribed.

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SHOULD THE USE OF RECYCLED WATER AND ON-SITE TREATMENT SYSTEMS BE REQUIRED?

- Ohtaki: The Redwood City recycled water lines will be within 1-mile of Menlo Park by 2018, correct?
Response: Correct. Modeled after San Francisco, focused on buildings over 250,000 square feet. We are evaluating all the options now to determine cost effectiveness. Cost of recycled water for Redwood City is \$16/unit which is more than 3 times as much as potable water. We won't have enough potable water to meet our needs. Redwood City is subsidizing the water for users.

CONCLUDING REMARKS

- Ohtaki: Thanks for the hard work.
- Mueller: Thanks to staff and consultants for the hard work, and thanks to all the stakeholders' for your participation; we appreciate all the long hours.
- Bims: Thanks for opportunity to participate in the process. Let's mobilize the political will to activate the Dumbarton Rail and see how we can make it happen, not saddled on the backs of private development.
- Bressler: Thanks Charlie and team, you've done a terrific job. Feel good about the community engagement. I am concerned about Willow Development and connections; the community should stay involved.

Chapter 16.XX
O – OFFICE DISTRICT

Sections:

- 16.XX.010 Purpose.
- 16.XX.015 Definitions.
- 16.XX.020 Permitted uses.
- 16.XX.030 Administratively permitted uses.
- 16.XX.040 Conditional uses.
- 16.XX.050 Development regulations.
- 16.XX.060 Additional bonus development regulations.
- 16.XX.070 Community amenities required for bonus development.
- 16.XX.080 Parking standards.
- 16.XX.090 Transportation demand management.
- 16.XX.100 New connections.
- 16.XX.110 Required street improvements.
- 16.XX.120 Design standards.
- 16.XX.130 Green and sustainable building.

16.XX.010 Purpose.

The purpose and intent of the Office district is to:

- (1) Accommodate and encourage large-scale administrative and professional office development.
- (2) Provide retail and service uses at administrative and professional office sites and nearby.
- (3) Provide quality employment opportunities and promote emerging technology, entrepreneurship, and innovation.
- (4) Facilitate the creation of a “live/work/play” environment with goods and services that support adjacent neighborhoods as well as the employment base.
- (5) Accommodate light industrial and research and development uses that do not pose hazards to or disrupt adjacent businesses or neighborhoods.

16.XX.015 Definitions.

Terms are defined in the City’s Municipal Code Chapter 16.04 unless otherwise stated in this chapter.

16.XX.020 Permitted uses.

Permitted uses in the Office district are as follows:

- (1) Administrative and professional offices and ancillary uses in buildings two hundred fifty thousand (250,000) or less square feet of gross floor area;
- (2) Light industrial and research and development, except when requiring hazardous material review ();
- (3) Hotel, in a location identified on the adopted City of Menlo Park Zoning Map;
- (4) Financial services, including banks and other financial institutions;
- (5) Retail sales establishments, excluding the sale of beer, wine and alcohol;
- (6) Eating establishments, excluding the sale of beer, wine and alcohol, live entertainment, and/or that are portable ;
- (7) Personal services, excluding tattooing, piercing, palm-reading, or similar services;
- (8) Recreational facilities privately operated, twenty thousand (20,000) or less square feet of gross floor area;
- (9) Community education/training center, which provides free or low-cost educational and vocational programs to help prepare local youth and adults for entry into college and/or the local job market.

16.XX.030 Administratively permitted uses.

Uses allowed in the Office district, subject to obtaining an administrative permit per Municipal Code Chapter 16.82, are as follows:

- (1) Any outside storage of material, equipment or vehicles associated with the main use (Ord 931 § 5, 2004);
- (2) Child day care center;
- (3) Eating establishments, including beer and wine only, and/or that have live music or other live entertainment;
- (4) Research and development and light industrial uses, including uses involving hazardous materials;
- (5) Diesel generators.

16.XX.040 Conditional uses.

Conditional uses allowed in the Office district, subject to obtaining a use permit per Municipal Code Chapter 16.82, are as follows:

- (1) Administrative and professional offices in buildings greater than two hundred fifty thousand (250,000) square feet of gross floor area;
- (2) Hotel in locations not specifically shown on the City Zoning Map;

- (3) Eating and drinking establishments with alcohol sales, or that are portable;
- (4) Retail sales establishments with alcohol sales;
- (5) Movie theater;
- (6) Automobile dealership, provided that all vehicles for sale or being serviced are contained in enclosed buildings;
- (7) Special uses, in accordance with Chapter 16.78 of this title, including private recreational facilities exceeding twenty thousand (20,000) square feet of gross floor area;
- (8) Uses identified in 16.XX.020, 16.XX.030, and 16.XX.040 proposing Bonus level development, in accordance with Section 16.XX.060 of this Chapter;
- (9) Public utilities, in accordance with Chapter 16.76 of this title.

DRAFT

16.XX.050 Development regulations.

Development regulations in the Office district are as follows:

<i>Regulation</i>	<i>Definition</i>	<i>Base level</i>	<i>Bonus level</i>	<i>Notes/Additional Requirements</i>
<i>Minimum lot area</i>	Minimum area of building site (includes public access easements).	25,000 square feet	25,000 square feet	
<i>Minimum lot dimensions</i>	Minimum size of a lot calculated using lot lines.	100 feet width 100 feet depth	100 feet width 100 feet depth	
<i>Minimum setback at street</i>	Minimum linear feet building can be sited from property line adjacent to street.	5 feet	5 feet	Setbacks shall be measured from the property line. In instances where there will be a sidewalk easement, measure the setback from the back of the sidewalk. See build-to area requirements in Section 16.XX.120(1).
<i>Maximum setback at street</i>	Maximum linear feet building can be sited from property line adjacent to street.	25 feet	25 feet	See build-to area requirements in Section 16.XX.120 (1).
<i>Minimum interior side and rear setbacks</i>	Minimum linear feet building can be sited from interior and rear property lines.	10 feet	10 feet	See Section 16.XX.120 (5) if property is required to have a paseo. Interior side setback may be reduced to 0 feet for the entire building mass where there is retail frontage.
<i>Maximum floor area ratio</i>	Maximum permitted ratio of the total square footage of the gross floor area of all buildings on a lot to the square footage of the lot.	45% (plus 10% commercial and 175% hotel, if allowed)	100% (plus 25% commercial)	Per community amenities requirements of Section 16.XX.070.
<i>Maximum commercial floor area ratio</i>	Maximum permitted ratio of commercial square footage of the gross floor area of all buildings on a lot to the square footage of the lot.	10%	25%	
<i>Maximum height</i>	Maximum building height not including roof utilities.	35 feet; except hotels: 110 feet and 10 stories	110 feet and 6 stories	A parapet used to screen mechanical equipment is not included in the maximum height. The maximum allowed height for rooftop mechanical equipment is 14 feet, except for elevator towers and associated equipment, which may be 20 feet. Per community amenities requirements of Section 16.XX.070.
<i>Average height</i>	The average of building heights on one site that cannot be exceeded.	35 feet	4.5 stories except hotels	For calculation purposes, a story is defined as 15 feet.
<i>Minimum open space requirement</i>	Minimum portion of the building site open, unobstructed and unoccupied.	30%	30%	See Section 16.XX.120 (4) for open space requirements.

16.XX.060 Additional bonus development regulations.

A development may seek an increase in floor area ratio and/or height as established in Bonus level per Section 16.XX.050 of this Chapter in areas denoted as O-B district on the City Zoning Map, subject to obtaining a use permit per Chapter 16.82 and providing community amenities consistent with Section 16.XX.070.

16.XX.070 Community amenities required for bonus development.

To be eligible for bonus floor area ratio and/or height, a project shall provide one or more community amenities, either through construction of the amenity, which is preferable, or payment of a fee.

- (1) An applicant's proposal for community amenities shall be subject to review by the Planning Commission in conjunction with a Use Permit or Conditional Development Permit. Consideration by the Planning Commission shall include differentiation between amenities proposed to be provided on-site and amenities proposed to be provided off-site, which may require a separate discretionary review and environmental review per the California Environmental Quality Act.
- (2) A community amenity shall be provided utilizing any one of the following three mechanisms:
 - (A) Part of the Project. An applicant, as part of the project, designs and constructs one or more of the community amenities provided that the value of the amenity or amenities is reasonably equivalent to the value defined in subsection (3) or per nexus study. Once any one of these community amenities is provided, it will no longer be an option available to other applicants. Prior to approval of the Final Occupancy Permit for any portion of the project, the applicant shall complete (or bond for) the construction and installation of the community amenities included in the project and shall provide documentation sufficient for the City Manager or designee to certify compliance with this section. The amenities proposed by the applicant shall be selected from a list of amenities adopted by the City Council pursuant to resolution.
 - (B) Impact Fee Payment. If the City has adopted an impact fee that identifies a square foot fee for community amenities, an applicant for the bonus development shall pay 120% of the fee provided that the fee adopted by the Council is less than full cost recovery. In the alternative, the applicant may design and construct one or more those amenities identified in the nexus study in an amount equal to the fee payment.
 - (C) Agreement. An applicant may propose amenities to be included in an agreement, including a development agreement. The amenities proposed by the applicant shall be selected from a list of amenities adopted by the City Council pursuant to resolution. If an impact fee per square foot has

been identified through an impact fee, the proposal for amenities shall be reasonably equivalent to the value of the fee, otherwise the value shall be reasonably equivalent to the value defined in subsection (3). The timing of the provision of the community amenities shall be identified in the agreement.

- (3) **Bonus Value Calculation.** An applicant shall provide, at their expense, an appraisal performed within ninety (90) days of the application date by a licensed appraisal firm approved by (and with form and content approved by) the Community Development Director that sets a single value per square foot of the finished floor area of the development ("floor area-foot" value). The City, at applicant's expense, may obtain a second appraisal also by a licensed appraisal firm that identifies floor area-foot value. If the two appraisals are obtained, the average of the two appraisals shall be utilized to set the floor area-foot value. The value of the community amenities shall be fifty percent for the floor area-foot value multiplied by the amount of gross floor area that is proposed beyond the base-level zoning.
- (4) All community amenities, except affordable housing, must be provided within the area between U.S. Highway 101 and the San Francisco Bay in the City of Menlo Park. Affordable housing may be located anywhere housing is allowed in the City of Menlo Park.

16.XX.080 Parking standards.

Development in the Office district shall meet the following parking requirements.

<i>Land Use</i>	<i>Minimum Spaces (Per 1,000 Sq. Ft.)</i>	<i>Maximum Spaces (Per 1,000 Sq. Ft.)</i>	<i>Minimum Bicycle Parking¹</i>
<i>Office</i>	2	3	
<i>Light Industrial, Research and Development</i>	1.5	2.5	1 per 5,000 sq. ft. of gross floor area; Minimum two spaces
<i>Retail</i>	2.5	3.3	
<i>Financial services</i>	2	3.3	For Office and Research Development:
<i>Eating and drinking establishment</i>	2.5	3.3	80% for long-term ² and 20% for short-term ²
<i>Personal services</i>	2	3.3	For all other commercial uses:
<i>Private recreation</i>	2	3.3	20% for long-term ² and 80% for short-term ²
<i>Daycare facility</i>	2	3.3	
<i>Hotel</i>	0.75 spaces per guest room	1.1 spaces per guest room	
<i>Publicly accessible parking lot or structure</i>			One space per 20 vehicle spaces
<i>Other</i>	At Community Transportation Manager discretion	At Transportation Manager discretion	At Transportation Manager discretion

¹ See Section 16.XX.120 (7) and the latest edition of best practice design standards in Association of Pedestrian and Bicycle Professionals Bicycle Parking Guidelines.

² Long-term parking is for use over several hours or overnight, typically used by employees and residents. Short-term parking is considered visitor parking for use from several minutes to up to a couple of hours.

Parking facilities may be shared at the discretion of the City's Transportation Manager if multiple uses cooperatively establish and operate the facilities, if these uses generate parking demands primarily during different hours than the remaining uses, and if a sufficient number of spaces are provided to meet the maximum cumulative parking demand of the participating uses at any time. An individual development proposal may incorporate a shared parking study to account for the mixture of uses, either on-site or within a reasonable distance. However, the precise shared parking supply impact would be subject to review and approval based on the specific design and site conditions. Project applicants may also be allowed to meet the minimum parking requirements through the use of nearby off-site facilities at the discretion of the Transportation Manager.

16.XX.090 Transportation demand management.

New construction and building additions of an existing building involving ten thousand (10,000) or more square feet of gross floor area, or a change of use of ten thousand (10,000) or more square feet of gross floor area shall develop a Transportation Demand Management (TDM) plan necessary to reduce associated vehicle trips to at least twenty (20) percent below standard generation rates for uses on the project site. Each individual applicant will prepare its own TDM plan and provide an analysis to the satisfaction of the City's Transportation Manager of the impact of that TDM program.

- (1) Eligible TDM measures may include but are not limited to:
 - (A) Participation in a local Transportation Management Association (TMA) that provides documented, ongoing support for alternative commute programs;
 - (B) Appropriately located transit shelter(s);
 - (C) Preferred parking for carpools or vanpools;
 - (D) Designated parking for car-share vehicles;
 - (E) Requiring drivers to pay directly for using parking facilities;
 - (F) Public and/or private bike share program;
 - (G) Provision or subsidy of carpool, vanpool, shuttle, or bus service, including transit passes for site occupants;
 - (H) Required alternative work schedules and/or telecommuting;
 - (I) Passenger loading zones for carpools and vanpools at main building entrance;
 - (J) Safe, well-lit, accessible, and direct route to the nearest transit or shuttle stop or dedicated, fully accessible bicycle and pedestrian trail;
 - (K) Car share membership for employees or residents;

- (L) Emergency Ride Home programs;
- (M) Green Trip Certification.

(2) Measures receiving TDM credit shall be:

- (A) Documented in a TDM plan developed specifically for each project and noted on project site plans, if and as appropriate;
- (B) Guaranteed to achieve the intended reduction over the life of the development, as evidenced by annual reporting provided to the satisfaction of the City's Transportation Manager;
- (C) Required to be replaced by appropriate substitute measures if unable to achieve intended trip reduction in any reporting year;
- (D) Administered by a representative whose updated contact information is provided to the Transportation Manager.

16.XX.100 New connections.

Proposed development will be required to provide new pedestrian, bicycle, and/or vehicle connections to support connectivity and circulation as denoted in the City Zoning Map. These connections may be in the form of either a public street or a paseo as denoted in the City Zoning Map and are pursuant to the standards in Section 16.XX.120. Streets shall meet the requirements of the adopted City of Menlo Park street classification map in the General Plan Circulation Element.

- (1) If the location of new connection is split between parcel/ownership, the first applicant must set aside the required right-of-way through dedication or a public access easement and bond for the completion of the new connection, or reach agreement with the other property owner(s) to allow the first applicant to complete the entire new connection;
- (2) If the location of new connection is located on multiple properties with the same owner, applicant may move the connection up to 50 feet in either direction from what is shown on the City Zoning Map for enhanced connectivity, and/or other considerations, subject to the approval of the City's Public Works Director;
- (3) For phased project implementation, applicant must show implementation plan for the new connection and the City may require a bond or right of way dedication or public access easement prior to the completion of the first phase;
- (4) The land area dedicated for new connections in the form of public streets (right-of-way) will be subtracted from the total lot area to determine the site's Floor Area Ratio;

- (5) The land area dedicated for new connections in the form of paseos will require a public access easement (PAE). The area of the PAE is included in the total lot area to determine the site's Floor Area Ratio.

16.XX.110 Required street improvements.

For new construction, building additions, and interior alterations of an existing building, or a combination thereof, affecting ten thousand (10,000) or more square feet of gross floor area, the Public Works Director shall require the project to provide street improvements on public street edges of the property that comply with adopted City of Menlo Park street construction requirements for the adjacent street type. When these are required by the Public Works Director these do not count as public benefit pursuant to Section 16.XX.070.

- (1) Improvements shall include curb, gutter, sidewalk, street trees, and street lights;
- (2) Overhead electric distribution lines of less than sixty (60) kilovolts and communication lines shall be placed underground along the property frontage;
 - (A) The Public Works Director may allow a Deferred Frontage Improvement Agreement, including a bond to cover the full cost of the improvements and installation to accomplish needed improvements in coordination with other street improvements at a later date.

16.XX.120 Design standards.

All new construction, regardless of size, and building additions and/or exterior alterations affecting 10,000 square feet or more of gross floor area of an existing building shall adhere to the following design standards, subject to architectural control established in Section 16.68.020. For building additions and/or exterior alterations, the applicable design standards apply only to the new construction. The existing building and new addition and/or alteration shall have an integrated design. Design standards may be modified subject to approval of a use permit established in Section 16.82.030 or a conditional use permit per Section 16.82.050.

- (1) Relationship to the street. The following standards regulate the siting and placement of buildings, parking areas, and other features in relation to the street. The dimensions between building facades and the street and types of features allowed in these spaces are critical to the quality of the pedestrian experience.

<i>Standard</i>	<i>Definition</i>	<i>Base level</i>	<i>Bonus level fronting a Local street*</i>	<i>Bonus level fronting a Boulevard, Thoroughfare, Mixed Use Collector, or Neighborhood street*</i>	<i>Notes/Additional Requirements</i>
<i>Build-to Area Requirement (see Figure 1)</i>	The minimum building frontage at the ground floor or podium level, as a percentage of the street frontage length, that must be located within the area of the lot between the minimum and maximum setback lines parallel to the street.	Minimum 40% of frontage	Minimum 40% of frontage	Minimum 60% of frontage	Ground-floor retail uses must be a minimum 75% of frontage.
<i>Corner Build-to Area Requirement</i>	The minimum building frontage, as a percentage of the street frontage length, that must be located within the build-to area, defined as the area of the lot between the minimum and maximum setback lines parallel to streets on a corner lot.	75% of building frontage must be located within build-to area.	75% of building frontage must be located within build-to area.	75% of building frontage must be located within build-to area.	Exception: If public plaza is provided pursuant to open space standards in 16.XX.120 (4) and bounded by buildings on at least two sides.
<i>Frontage Landscaping</i>	The percentage of the setback area devoted to ground cover and vegetation. Trees may or may not be within the landscaped area. For this requirement, the setback area is the area between the property line and the face of the building.	Minimum of 40% (50% of which shall provide on-site infiltration of stormwater runoff). No maximum.	Minimum of 25% (50% of which should provide on-site infiltration of stormwater runoff). Maximum of 40%.	Minimum of 25% (50% of which should provide on-site infiltration of stormwater runoff). Maximum of 40%.	Setback areas adjacent to active ground-floor uses, including lobbies, retail sales, and eating and drinking establishments are excepted. In the case of a PUE adjacent to the street, frontage landscaping requirement may be measured from street right-of-way instead of property line.
<i>Frontage Uses</i>	Allowable frontage uses in order to support a positive integration of new buildings into the streetscape character.	No restrictions	No restrictions	Setback areas parallel to street not used for frontage landscaping must provide pedestrian circulation (e.g., entryways, stairways, accessible ramps), other publicly accessible open spaces (e.g., plazas, gathering areas, outdoor seating areas), access to parking, bicycle parking, or other uses that the Planning Commission deems appropriate.	Hotels are allowed to use this area for guest arrivals/drop-off zone. Commercial uses shall be a minimum of 50 feet in depth. Publicly accessible open space is further defined and regulated in Section 16.XX.120 (4).
<i>Surface Parking Along Street Frontage (See Figure 2, A)</i>	Surface parking may be located along the street. The maximum percentage of linear frontage of property adjacent to the street allowed to be off-street surface parking.	Maximum of 35%	Maximum of 35%	Maximum of 25%	

*See the General Plan Circulation Element Street Classification Map for street types.

Figure 1. Build-to Area

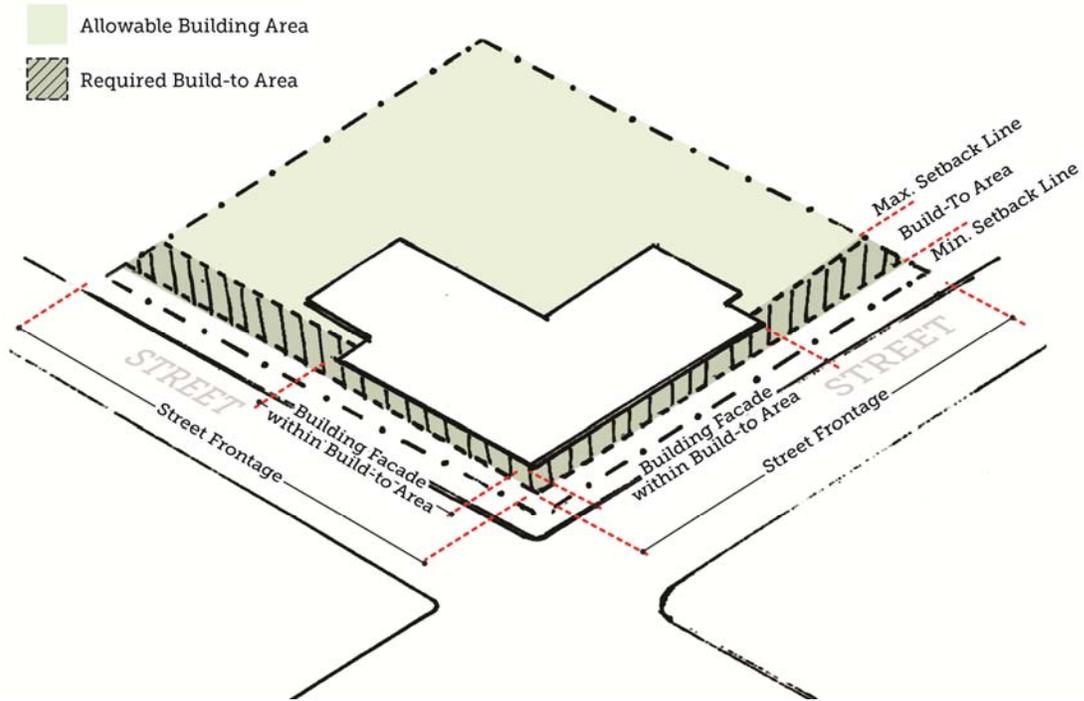
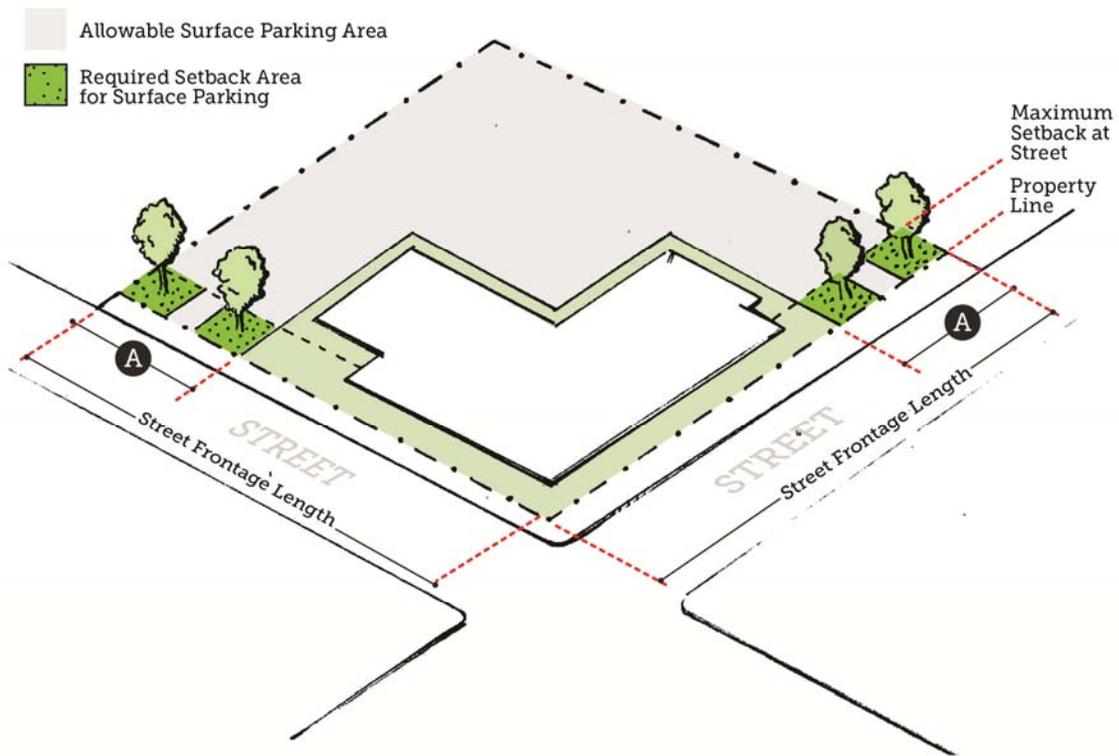


Figure 2. Surface Parking

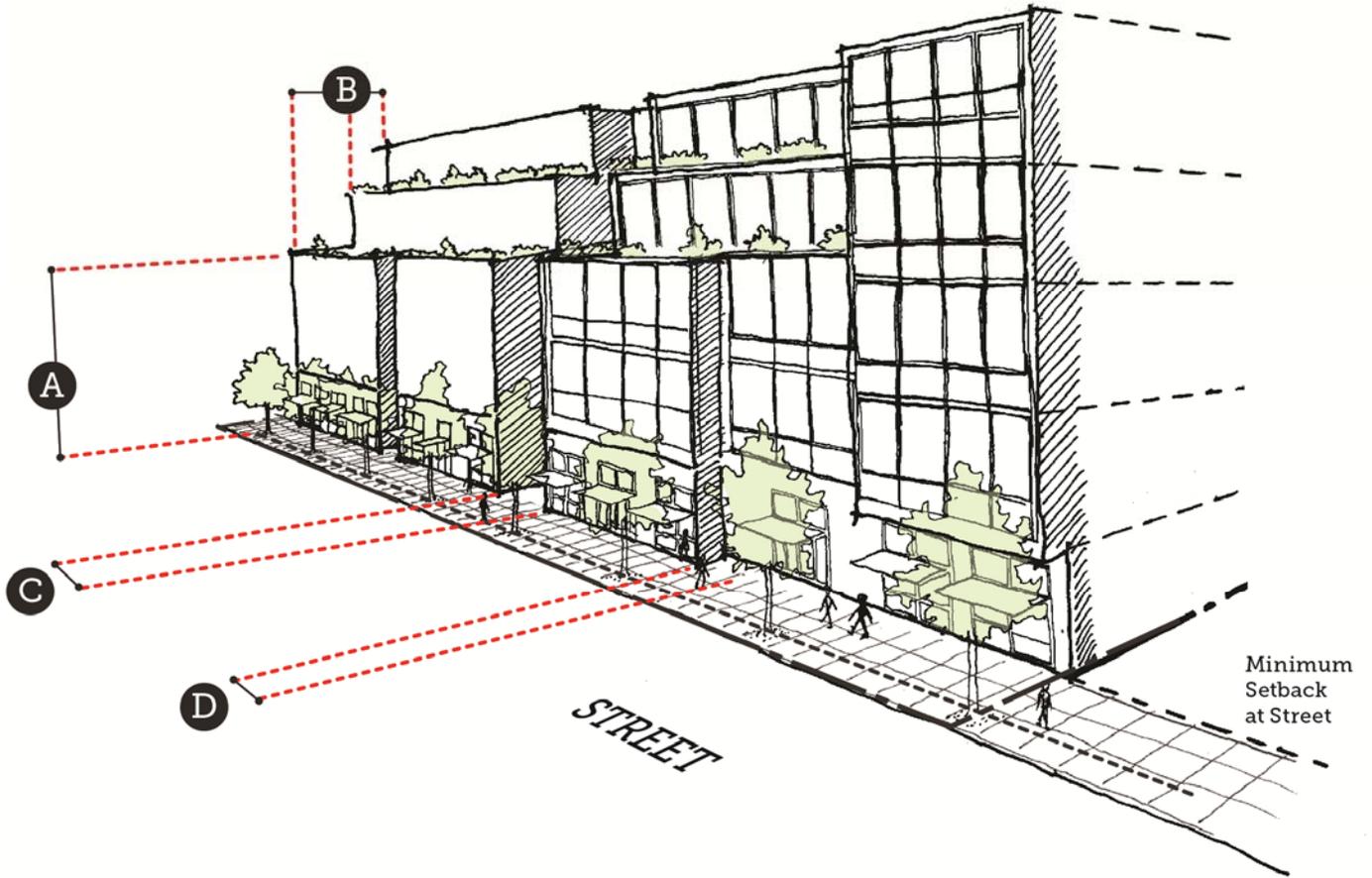


- (2) Building mass and scale. The following standards regulate building mass, bulk, size, and vertical building planes to minimize the visual impacts of large buildings and maximize visual interest of building facades as experienced by pedestrians.

Standard and Figure 3 label (in Caps)	Definition	Base level	Bonus level fronting a Local street*	Bonus level fronting a Boulevard, Thoroughfare, Mixed Use Collector, or Neighborhood street*	Notes/Additional Requirements
Base Height A	The maximum height of a building at the setback line adjacent to the street.	35 feet	45 feet	45 feet	
Minimum Stepback B	The horizontal distance a building's upper story(ies) must be set back above the Base level height.	N/A	10' for a minimum of 75% of the building face along public street(s)	10' for a minimum of 75% of the building face along public street(s)	A maximum of 25% of the building face along public streets may be excepted from this standard in order to provide a significant vertical feature, such as a tower. Exception: hotels shall step back a minimum of 15 feet above 60 feet and an additional 10 feet for buildings 75 feet.
Building Projections	The maximum depth of allowable building projections, such as balconies or bay windows, from the required stepback for portions of the building above the ground floor.	6 feet	6 feet	6 feet	
Building Modulations C & D	A major building modulation is a break in the building plane from the ground level to the top of the buildings' base height that provides visual variety, reduces large building volumes and provides spaces for entryways and publicly accessible spaces.	One every 200 feet or a minimum of one per façade, whichever is greater	One every 200 feet or a minimum of one per façade, whichever is greater	One every 200 feet or a minimum of one per façade, whichever is greater	Modulation is required regardless of build-to area. Parking is not allowed in the modulation recess. Building projections with 3 feet to 6 feet depth may satisfy this requirement in-lieu of a recess.

*See the General Plan Circulation Element Street Classification Map for street types.

Figure 3. Building Mass and Scale

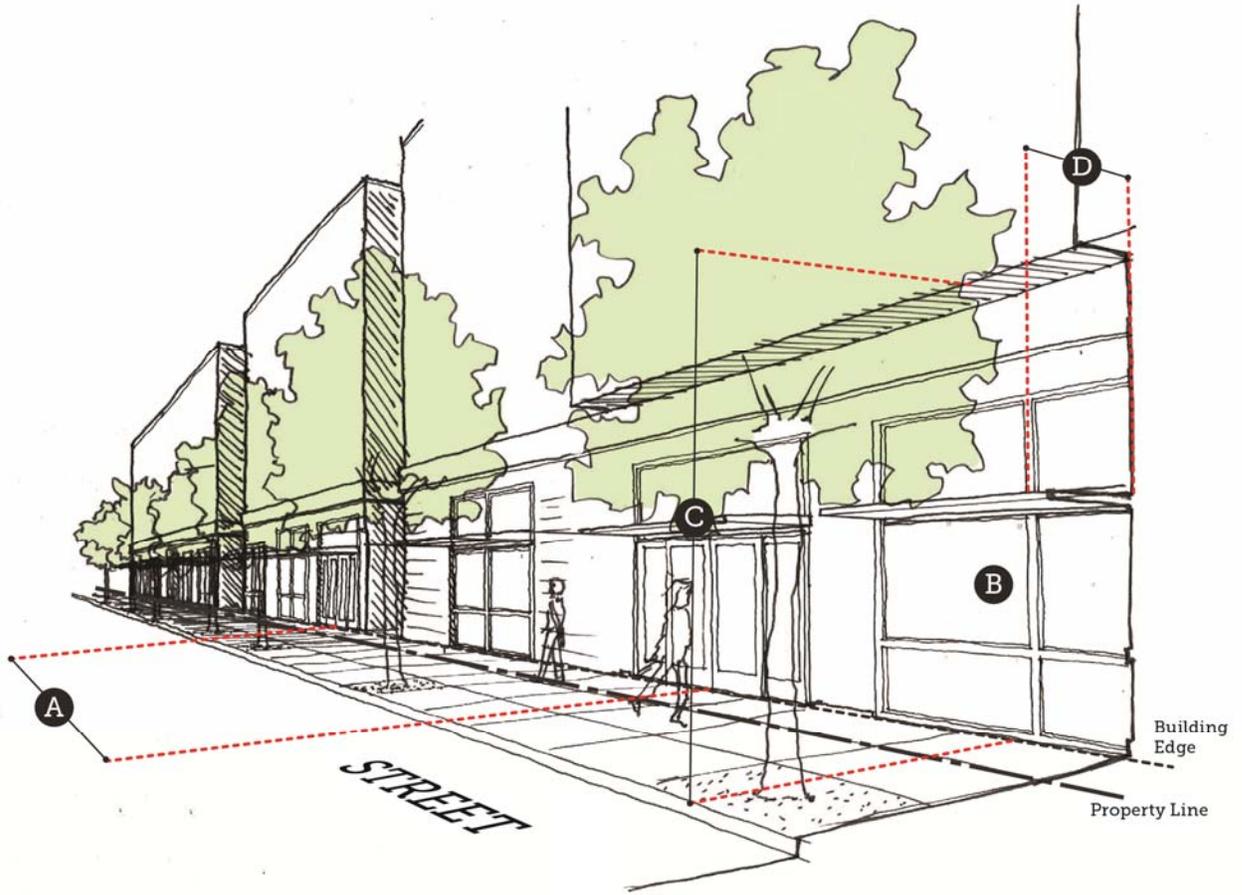


(3) Ground-floor exterior. The following standards regulate the ground-floor façade of buildings in order to enhance pedestrian experience, as well as visual continuity along the street.

Standard and Figure 4 label (in Caps)	Definition	Base level	Bonus level fronting a Local street*	Bonus level fronting a Boulevard, Thoroughfare, Mixed Use Collector, or Neighborhood street*	Notes/Additional Requirements
Building Entrances A	The minimum ratio of entrances to building length along a public street or paseo.	One entrance per public street frontage	One entrance per public street frontage	One entrance per public street frontage	Entrances at building corners may be used to satisfy this requirement. Stairs must be located in locations convenient to building users.
Ground-floor Transparency B	The minimum percentage of the ground-floor façade area that must provide visual transparency, such as clear-glass windows, doors, etc.	30%; 50% for commercial uses	50%	50%	Windows shall not be opaque or mirrored.
Minimum Ground Floor Height Along Street Frontage C	The minimum height between the ground-level finished floor to the second level finished floor along the street.	n/a	15 feet	15 feet	
Garage Entrances	Width of garage entry/door along street frontage.	Maximum 12-foot opening for one-way entrance; Maximum 24-foot opening for two-way entrance.	Maximum 12-foot opening for one-way entrance; Maximum 24-foot opening for two-way entrance.	Maximum 12-foot opening for one-way entrance; Maximum 24-foot opening for two-way entrance.	Garage entrances must be separated by a minimum of 100 feet to ensure all entrances/exits are not grouped together or resulting in an entire stretch of sidewalk unsafe and undesirable for pedestrians.
Awnings, Signs, and Canopies D	The maximum depth of awnings, signs, and canopies that project horizontally from the face of the building.	7 feet	7 feet	7 feet	A minimum vertical clearance of 8 feet from finished grade to the bottom of the projection is required.

*See the General Plan Circulation Element Street Classification Map for street types.

Figure 4. Ground-Floor Exterior

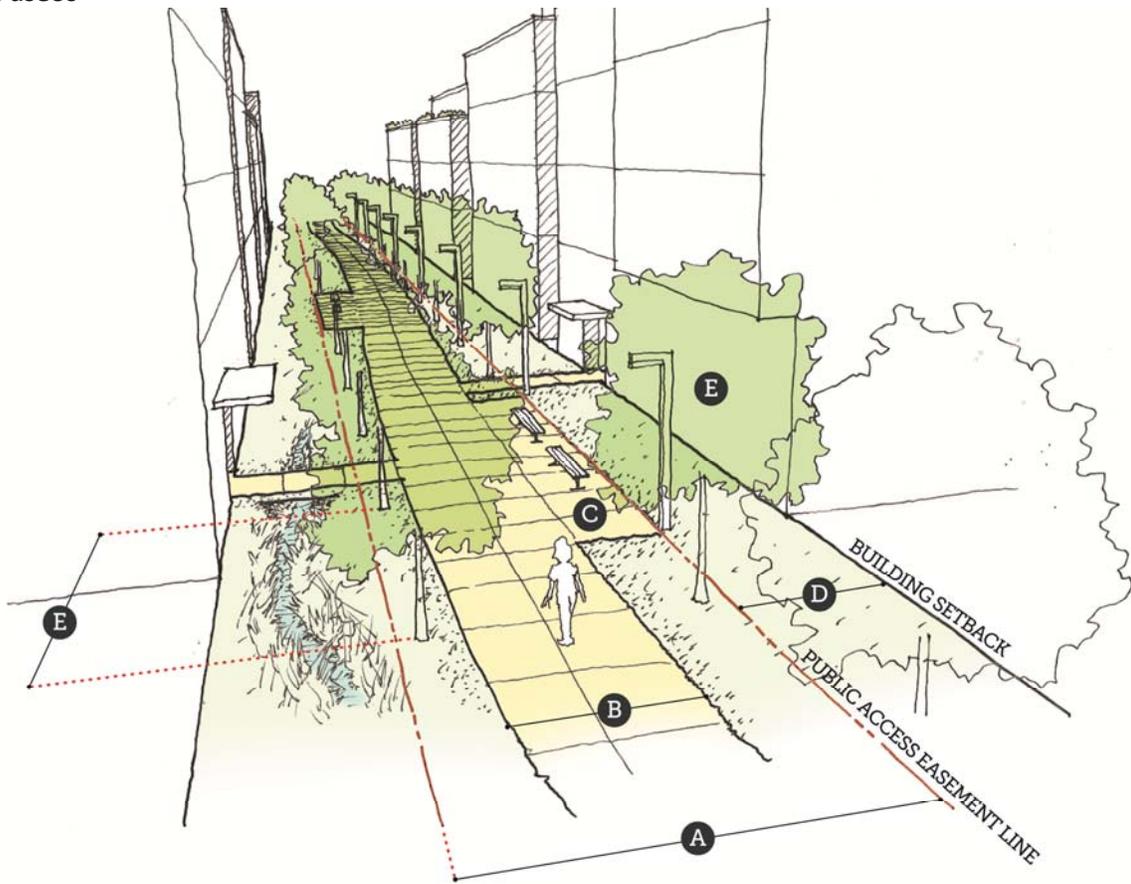


- (4) Open space. All development in the Office district shall provide a minimum amount of open space equal to thirty (30) percent of the total lot area, with a minimum amount of publicly accessible open space equal to fifty (50) percent of the total open space area.
- (A) Publicly accessible open space consists of areas unobstructed by fully enclosed structures with a mixture of landscaping and hardscape that provides seating and places to rest, places for gathering, passive and/or active recreation, pedestrian circulation, or other similar use as determined by the Planning Commission. Publicly accessible open space types include, but are not limited to paseos, plazas, forecourts and entryways, and outdoor dining areas. Publicly accessible open space must:
- (i) Contain site furnishings, art, or landscaping;
 - (ii) Be on the ground floor or podium level;
 - (iii) Be at least partially visible from a public right-of-way such as a street or paseo;
 - (iv) Have a direct, accessible pedestrian connection to a public right-of-way or easement.
- (B) Quasi-public and private open spaces, which may or may not be accessible to the public, include patios, balconies, roof terraces, and courtyards.
- (C) All open spaces shall:
- (i) Interface with adjacent buildings via direct connections through doors, windows, and entryways;
 - (ii) Be integrated as part of building modulation and articulation to enhance building façade and should be sited and designed to be appropriate for the size of the development and accommodate different activities, groups and both active and passive uses;
 - (iii) Be incorporated into the landscaping design of the project and include:
 - (iv) Sustainable stormwater features;
 - (v) A minimum landscaping bed no less than three (3) feet in length or width and five (5) feet in depth for infiltration planting;
 - (vi) Native species able to grow to their maximum size without shearing.
- (D) All exterior landscaping counts towards open space requirements.

- (5) Paseos. A paseo is defined as a pedestrian and bicycle path that provides a member of the public access through one or more parcels and to public streets and/or other paseos. Paseos must meet the following standards:
- (A) Paseos may be located within the required side setback areas. Paseos may not be located within the minimum setback at street except where it connects to that street;
 - (B) Paseos must be publicly accessible established through a public access easement, but they remain private property;
 - (C) Paseos count as publicly accessible open space.

Standard and Figure 5 label (in Caps)	Definition	Bonus level	Notes/Additional Requirements
Paseo Width A	The minimum dimension in overall width of the paseo, including landscaping and hardscape components.	20 feet	
Pathway Width B	The minimum and maximum width of the paved, hardscape portion of the paseo, which provides the pathway for pedestrians.	10 feet minimum; 14 feet maximum	The paseo pathway shall be connected to building entrances with hardscaped pathways. Pathways may be used for emergency vehicle access use and allowed a maximum paved width exemption to accommodate standards of the Menlo Park Fire Protection District with prior approval by Transportation Manager.
Furnishing Zones C	Requirements for pockets of hardscape areas dedicated to seating, adjacent to the main pedestrian pathway area.	Minimum dimension of 5 feet wide by 20 feet long, provided at a minimum interval of 100 feet.	Furnishing zones must include benches or other type of seating and pedestrian-scaled lighting.
Paseo Frontage Setback D	The minimum setback for adjacent buildings from the edge of the paseo property line.	10 feet	A minimum of 50% of the setback area between the building and paseo shall be landscaped (50% of which should provide on-site infiltration of stormwater runoff.) Plants should be climate-adapted species, able to grow to their maximum size without shearing, and provide screening of at least 1-3 feet in height.
Trees E	The size and spacing of trees that are required along the paseo.	Small canopy trees with a maximum mature height of 40 feet and canopy diameter of 25 feet, planted at maximum intervals of 40 feet.	Trees must be planted within the paseo width, with the tree canopy allowed to overhang into the setback.
Landscaping	The minimum percentage of the paseo that is dedicated to vegetation.	20%	On-site infiltration of stormwater runoff is required.
Lighting	Pedestrian-oriented street lamps.	One light fixture every 40 feet.	Use energy efficient lighting per Title 24. Lights shall be located a minimum of 20 feet from trees.

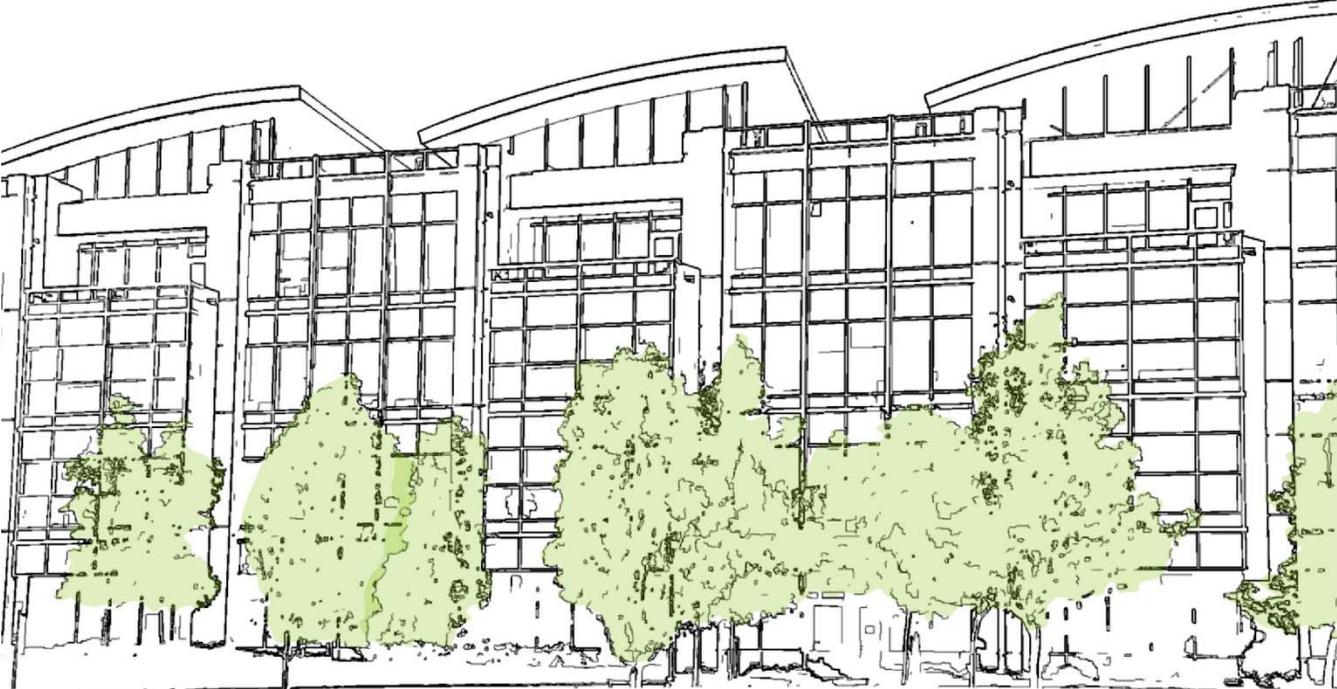
Figure 5. Paseos



(6) Building design.

- (A) Main building entrances shall face the street or a publicly accessible courtyard. Building and/or frontage landscaping shall bring the human scale to the edges of the street. Retail building frontage shall be parallel to the street.
- (B) Utilities, including meters, backflow prevention devices, etc., shall be concealed or integrated into the building design to the extent feasible, as determined by the Public Works Director.
- (C) Projects shall include dedicated, screened, and easily accessible space for recycling, compost, and solid waste storage and collection.
- (D) Trash and storage shall be enclosed attractively screened from public view.
- (E) Materials and colors of utility, trash, and storage enclosures shall match or be compatible with the primary building.
- (F) Building materials shall be durable and high-quality to ensure adaptability and re-use over time. Glass paneling and windows shall be used to invite outdoor views and introduce natural light into interior spaces. Stucco shall not be used on more than fifty (50) percent of the building facade. When stucco is used, it must be smooth troweled.
- (G) Roof lines and eaves adjacent to street-facing facades shall vary across a building, including a four-foot minimum height modulation to break visual monotony and create a visually interesting skyline as seen from public streets (see Figure 6).
- (H) Rooftop elements including mechanical equipment, stair and elevator towers shall be concealed in a manner that incorporates building color and architectural and structural design and shall not exceed twenty (20) percent of roof area. Mechanical equipment does not include solar panels, wind turbines and other passive collection systems, and thus do not count towards the twenty (20) percent maximum.

Figure 6. Roof Lines



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- (7) Access and parking.
- (A) Shared entrances to retail and office uses shall be used where possible.
 - (B) Service access and loading docks shall be located on local or interior access streets and to the rear of buildings, and shall not be located along a publicly accessible open space.
 - (C) Above-ground garages shall be screened (with perforated walls, vertical elements or materials that provide visual interest at the pedestrian scale) or located behind buildings that are along public streets.
 - (D) Garage and surface parking access shall be screened or set behind buildings located along a publicly accessible open space or paseo.
 - (E) Surface parking lots shall be buffered from adjacent buildings by a minimum six (6) feet of paved pathway or landscaped area (see Figure 7, label A).
 - (F) Surface parking lots shall be screened with landscaping features such as trees, planters, and vegetation, including a twenty (20) foot deep landscaped area along sidewalks, as measured from the setback line adjacent to the street, or paseos (see Figure 7, label B). The portion of this area not devoted to driveways shall be landscaped. Trees shall be planted at a ratio of 1 per 400 square feet of required setback area for surface parking.
 - (G) Surface parking lots shall be planted with at least one (1) tree with a minimum size of a twenty-four (24) inch box for every eight (8) parking spaces (see Figure 7, label C). Required plantings may be grouped where carports with solar panels are provided.
 - (H) Surface parking can be located along a paseo for a maximum of forty (40) percent of a paseo's length (see Figure 7, label D).
 - (I) Short-term bicycle parking shall be located within fifty (50) feet of lobby or main entrance. Long-term bicycle parking facilities shall protect against theft and inclement weather, and consist of a fully enclosed, weather-resistant locker with key locking mechanism or an interior locked room or enclosure. Long-term parking shall be provided in locations that are convenient and functional for cyclists. Bicycle parking shall be (see Figure 8):
 - (i) Consistent with the latest edition of the Association of Pedestrian and Bicycle Professionals Bicycle Parking Guide;
 - (ii) Designed to accommodate standard six (6) foot bicycles;
 - (iii) Paved or hardscaped;
 - (iv) Accessed by an aisle in the front or rear of parked bicycles of at least five (5) feet;

- (v) At least five (5) feet from vehicle parking spaces;
 - (vi) At least thirty (30) inches of clearance in all directions from any obstruction, including but not limited to other racks, walls, and landscaping;
 - (vii) Lit with no less than one (1) footcandle of illumination at ground level;
 - (viii) Space-efficient bicycle parking such as double-decker lift-assist and vertical bicycle racks are also permitted.
- (J) Pedestrian access shall be provided, with a minimum hardscape width of six (6) feet, to sidewalks to all building entries, parking areas, and publicly accessible open spaces, and shall be clearly marked with signage directing pedestrians to common destinations.
- (K) Entries to parking areas and other important destinations shall be clearly identified for all travel modes with such wayfinding features as marked crossings, lighting, and clear signage.

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Figure 7. Surface Parking Access

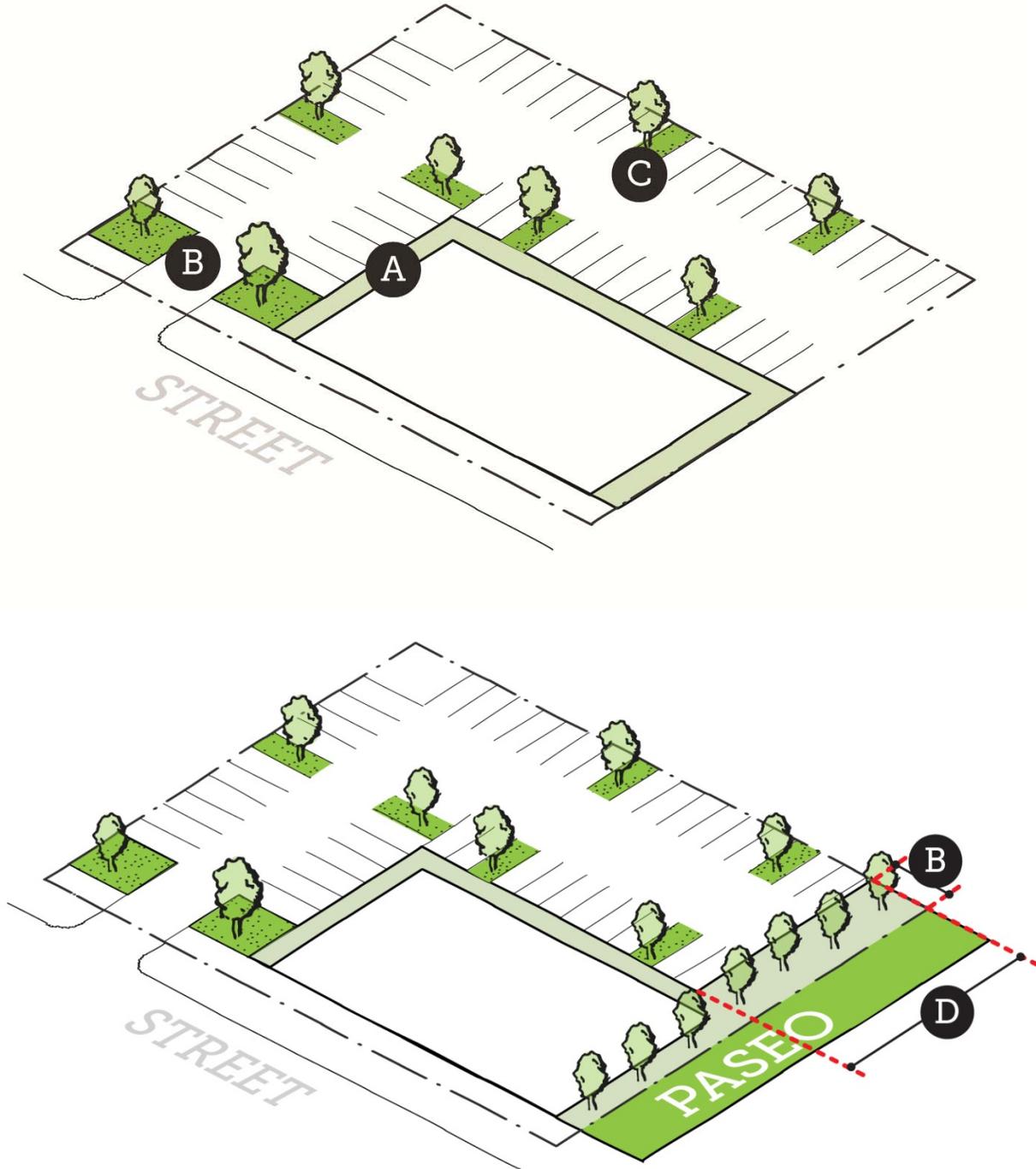
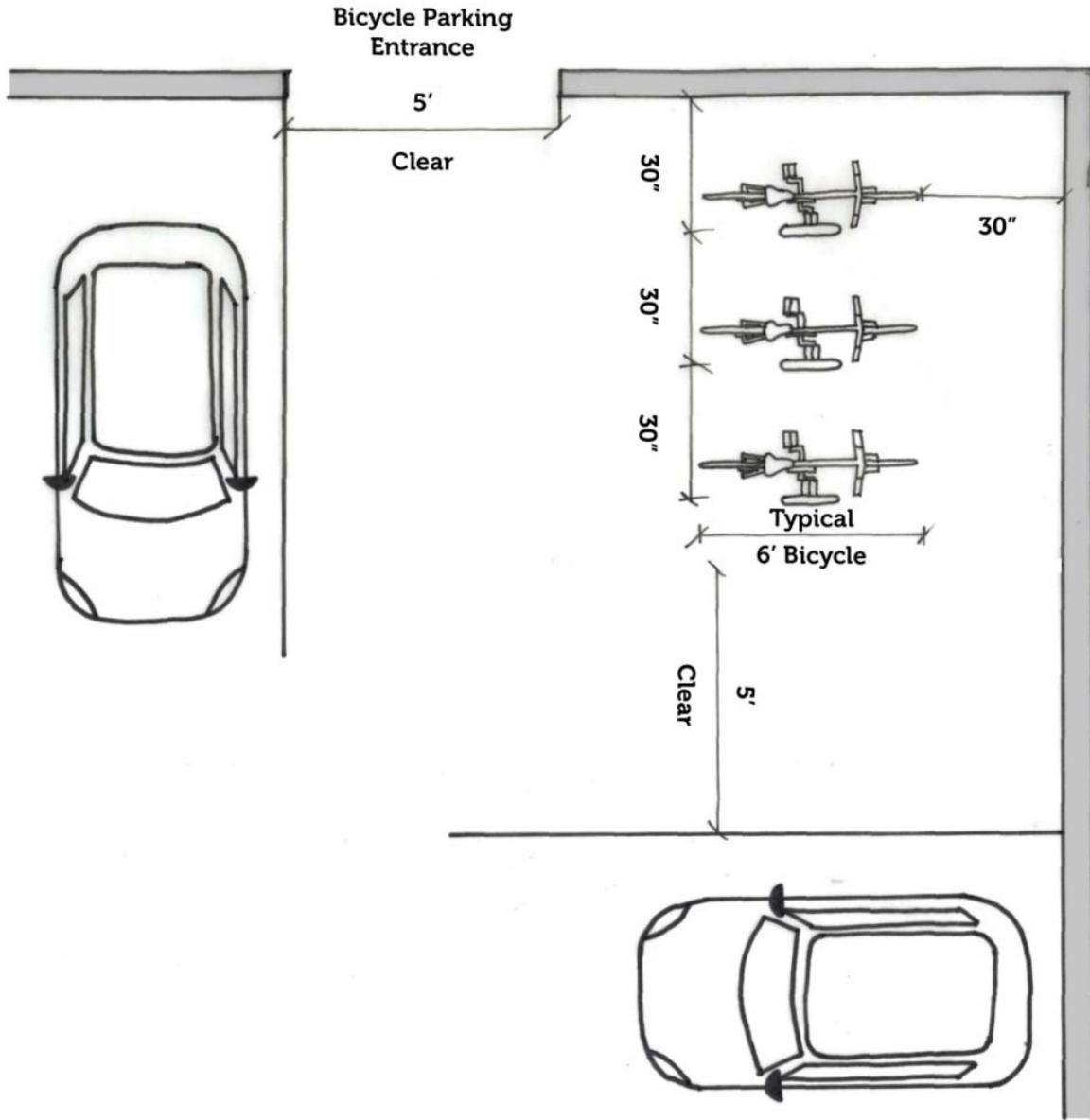


Figure 8. Bicycle Parking



16.XX.130 Green and sustainable building.

In addition to meeting all applicable regulations specified in Municipal Code Title 12 (Buildings and Construction), the following provisions shall apply to projects

(1) Green building.

- (A) Any new construction, addition or alteration of a building shall be required to comply with tables 16.XX.010.A and 16.XX.010.B

(2) Energy.

- (A) All new construction will meet 100% of energy demand (electricity and natural gas) through on-site generation as required in tables 16.XX.010.A and 16.XX.0101.B, and any combination of the following measures:
 - (i) Purchase of 100% renewable electricity through Peninsula Clean Energy or Pacific Gas and Electric Company in an amount equal to the annual energy demand of the project;
 - (ii) Purchase and installation of local renewable energy generation within the City of Menlo Park in an amount equal to the annual energy demand of the project;
 - (iii) Purchase of certified renewable energy credits annual in an amount equal to the annual energy demand of the project.

TABLE 16.XX.010.A: RESIDENTIAL GREEN BUILDING REQUIREMENTS

PROJECT TYPE	NEW CONSTRUCTION			ADDITIONS AND/OR ALTERATIONS		
	10,000 sq. ft. – 25,000 sq. ft.	25,001 sq. ft. – 100,000 sq. ft.	100,001 sq. ft. and above	1 sq. ft. to 1,000 sq. ft./ of conditioned area, volume or size	1,001 sq. ft. – 25,000 sq. ft. of conditioned area, volume or size	25,001 sq. ft. and above of conditioned area, volume or size
Green Building Requirement	10,000 sq. ft. – 25,000 sq. ft.	25,001 sq. ft. – 100,000 sq. ft.	100,001 sq. ft. and above	1 sq. ft. to 1,000 sq. ft./ of conditioned area, volume or size	1,001 sq. ft. – 25,000 sq. ft. of conditioned area, volume or size	25,001 sq. ft. and above of conditioned area, volume or size
Green Building Certification	Designed to meet LEED Silver BD+C*	Designed to meet LEED Silver BD+C*	Designed to meet LEED Gold BD+C*	CALGreen Mandatory	Designed to meet LEED Silver ID+C*	Designed to meet LEED Gold ID+C*
EV Chargers	<p><u>Pre-Wire**</u></p> <ul style="list-style-type: none"> For EV chargers in 5% of total number of parking stalls. <p><u>Install EV Chargers***</u></p> <ul style="list-style-type: none"> Install a minimum of 2 in the pre-wire locations. 	<p><u>Pre-Wire**</u></p> <ul style="list-style-type: none"> For EV chargers in 5% of total number of parking stalls. <p><u>Install EV Chargers***</u></p> <ul style="list-style-type: none"> Install a total of 2 plus 1% of the total parking stalls in the pre-wire locations. 	<p><u>Pre-Wire**</u></p> <ul style="list-style-type: none"> For EV chargers in 5% of total number of parking stalls. <p><u>Install EV Chargers***</u></p> <ul style="list-style-type: none"> Install a total of 6 plus 1% of the total parking stalls in the pre-wire locations. 	N/A (Voluntary)	N/A (Voluntary)	N/A (Voluntary)
On-Site Energy Generation	30% of maximum extent feasible as determined by the On-Site Renewable Energy Feasibility Study****	30% of maximum extent feasible as determined by the On-Site Renewable Energy Feasibility Study****	30% of maximum extent feasible as determined by the On-Site Renewable Energy Feasibility Study****	N/A (Voluntary)	N/A (Voluntary)	N/A (Voluntary)
Energy Reporting	Enroll in EPA Energy Star Building Portfolio Manager and submit documentation of compliance as required by the City.	Enroll in EPA Energy Star Building Portfolio Manager and submit documentation of compliance as required by the City.	Enroll in EPA Energy Star Building Portfolio Manager and submit documentation of compliance as required by the City.	Enroll in EPA Energy Star Building Portfolio Manager and submit documentation of compliance as required by the City.	Enroll in EPA Energy Star Building Portfolio Manager and submit documentation of compliance as required by the City.	Enroll in EPA Energy Star Building Portfolio Manager and submit documentation of compliance as required by the City.

*Designed to meet LEED standards is defined as follows: a) Applicant must submit appropriate LEED checklist and verifying cover letter from a project LEED AP with the project application, b) Applicant must complete all applicable LEED certification documents prior to final building permit issuance to be reviewed either for LEED certification, or for verification by a third party approved by the City for which the applicant will pay for review and/or certification.

**Pre-wire is defined as conduit and wire installed from electrical panel board to junction box at parking stall, with sufficient electrical service to power chargers at all pre-wire locations.

***Charger is defined as follows: One electric vehicle (EV) charger or charger head reaching each designated EV parking stall and delivering a minimum of 240 V and 40 AMPs such that it can be used by all electric vehicles.

**** On-Site Renewable Energy Feasibility Study shall demonstrate the following cases: 1. Maximum on-site generation potential. 2. Solar feasibility for roof and parking areas (excluding roof mounted HVAC equipment). 3. Maximum solar generation potential solely on the roof area.

TABLE 16.XX.010.B: NON-RESIDENTIAL GREEN BUILDING REQUIREMENTS

PROJECT TYPE	NEW CONSTRUCTION			ADDITIONS AND/OR ALTERATIONS		
	10,000 sq. ft. – 25,000 sq. ft.	25,001 sq. ft. – 100,000 sq. ft.	100,001 sq. ft. and above	1 sq. ft. – 1,000 sq. ft. of conditioned area, volume or size	1,001 sq. ft. – 25,000 sq. ft. of conditioned area, volume or size	25,001 sq. ft. and above of conditioned area, volume or size
Green Building Certification	Designed to meet LEED Silver BD+C *	Designed to meet LEED Silver BD+C *	Designed to meet LEED Gold BD+C *	CALGreen Mandatory	Designed to meet LEED Silver ID+C *	Designed to meet LEED Gold ID+C *
EV Chargers	<p><u>Pre-Wire**</u></p> <ul style="list-style-type: none"> For EV chargers in 5% of total number of parking stalls. <p><u>Install EV Chargers***</u></p> <ul style="list-style-type: none"> Install a minimum of 2 in the pre-wire locations. 	<p><u>Pre-Wire**</u></p> <ul style="list-style-type: none"> For EV chargers in 5% of total number of parking stalls. <p><u>Install EV Chargers***</u></p> <ul style="list-style-type: none"> Install a total of 2 plus 1% of the total parking stalls in the pre-wire locations. 	<p><u>Pre-Wire**</u></p> <ul style="list-style-type: none"> For EV chargers in 5% of total number of parking stalls. <p><u>Install EV Chargers***</u></p> <ul style="list-style-type: none"> Install a total of 6 plus 1% of the total parking stalls in the pre-wire locations. 	N/A (Voluntary)	Install conduit, wiring and electrical service for EV Chargers for 5% of parking spaces AND a minimum of 2 chargers***	Install conduit, wiring and electrical service for EV Chargers for 5% of parking spaces AND a minimum of 2 + (1% spaces) chargers***
On-Site Energy Generation	30% of maximum extent feasible as determined by the On-Site Renewable Energy Feasibility Study****	30% of maximum extent feasible as determined by the On-Site Renewable Energy Feasibility Study****	30% of maximum extent feasible as determined by the On-Site Renewable Energy Feasibility Study****	N/A (Voluntary)	N/A (Voluntary)	N/A (Voluntary)
Energy Reporting	Enroll in EPA Energy Star Building Portfolio Manager and submit documentation of compliance as required by the City.	Enroll in EPA Energy Star Building Portfolio Manager and submit documentation of compliance as required by the City.	Enroll in EPA Energy Star Building Portfolio Manager and submit documentation of compliance as required by the City.	Enroll in EPA Energy Star Building Portfolio Manager and submit documentation of compliance as required by the City.	Enroll in EPA Energy Star Building Portfolio Manager and submit documentation of compliance as required by the City.	Enroll in EPA Energy Star Building Portfolio Manager and submit documentation of compliance as required by the City.

*Designed to meet LEED standards is defined as follows: a) Applicant must submit appropriate LEED checklist and verifying cover letter from a project LEED AP with the project application, b) Applicant must complete all applicable LEED certification documents prior to final building permit issuance to be reviewed either for LEED certification, or for verification by a third party approved by the City for which the applicant will pay for review and/or certification.

**Pre-wire is defined as conduit and wire installed from electrical panel board to junction box at parking stall, with sufficient electrical service to power chargers at all pre-wire locations.

***Charger is defined as follows: One electric vehicle (EV) charger or charger head reaching each designated EV parking stall and delivering a minimum of 240 V and 40 AMPs such that it can be used by all electric vehicles.

****On-site Renewable Energy Feasibility Study shall demonstrate the following cases: 1. Maximum on-site generation potential. 2. Solar feasibility for roof and parking areas (excluding roof mounted HVAC equipment). 3. Maximum solar generation potential solely on the roof area.

- (3) Water use efficiency and recycled water.
- (A) Single pass cooling systems shall be prohibited in all new buildings.
 - (B) All new buildings shall be built and maintained without the use of well water.
 - (C) Applicants for a new building(s) one hundred thousand (100,000) square feet or more in gross floor area shall prepare and submit a proposed water budget and accompanying calculations following the methodology approved by the City. The water budget and calculations shall be reviewed and approved by the City's Public Works Director prior to certification of occupancy. Twelve (12) months after the date of the certification of occupancy, the building owner shall submit data and information sufficient to allow the City to compare the actual water use to the allocation in the approved water budget. In the event that actual water consumption exceeds the water budget, a water conservation program, as approved by the City's Public Works Director, shall be implemented. Twelve (12) months after City approval of the water conservation program, the building owner shall submit data and information sufficient to allow the City to determine compliance with the conservation program. If water consumption exceeds the budgeted amount, the City's Public Works Director may prohibit the use of water for irrigation or enforce compliance as an infraction pursuant to Chapter 1.12 of the Municipal Code until compliance with the water budget is achieved.
 - (D) All new buildings shall be dual plumbed for the internal use of recycled water.
 - (E) All new buildings two hundred and fifty (250,000) square feet or more in gross floor area shall use an alternate water source for all City approved non-potable applications. An alternative water source may include, but is not limited to, treated non-potable water such as graywater. An Alternate Water Source Assessment shall be submitted that describes the alternative water source and proposed non-potable application. Approval of the Alternate Water Source Assessment, the alternative water source and its proposed uses shall be approved by the City's Public Works Director and Community Development Director.
 - (F) Potable water shall not be used for dust control on construction projects.
 - (G) Potable water shall not be used for decorative features, unless the water recirculates.
- (4) Hazard mitigation and sea level rise resiliency.
- (A) The first floor elevation of all new buildings shall be twenty four (24) inches above the Federal Emergency Management Agency base flood elevation (BFE) to account for sea level rise. Where no BFE exists, the first floor (bottom of floor beams) elevation shall be 24 inches above the existing grade.

The building design and protective measures shall not create adverse impacts on adjacent sites as determined by the City.

(B) Prior to building permit issuance, all new buildings shall pay any required fee or proportionate fair share for the funding of sea level rise projects, if applicable.

(5) Waste management.

(A) Applicants shall submit a zero-waste management plan to the City, which will cover how the applicant plans to minimize waste to landfill and incineration in accordance with all applicable state and local regulations. Applicants shall show in their zero-waste plan how they will reduce, recycle and compost wastes from the demolition, construction and occupancy phases of the building. For the purposes of this ordinance, Zero Waste is defined as ninety (90) percent overall diversion of non-hazardous materials from landfill and incineration, wherein discarded materials are reduced, reused, recycled, or composted. Zero Waste plan elements shall include the property owner's assessment of the types of waste to be generated during demolition, construction and occupancy, and a plan to collect, sort and transport materials to uses other than landfill and incineration.

(6) Bird-friendly design.

(A) No more than ten (10) percent of façade surface area shall have non-bird-friendly glazing.

(B) Bird-friendly glazing includes, but is not limited to opaque glass, covering of clear glass surface with patterns, paned glass with fenestration patterns, and external screens over non-reflective glass.

(C) Occupancy sensors or other switch control devices shall be installed on non-emergency lights and shall be programmed to shut off during non-work hours and between 10 PM and sunrise.

(D) Placement of buildings shall avoid the potential funneling of flight paths towards a building façade.

(E) Glass skyways or walkways, freestanding glass walls, and transparent building corners shall not be allowed.

(F) Transparent glass shall not be allowed at the rooflines of buildings, including in conjunction with green roofs.

(G) A project may receive a waiver from one or more of the items (A) to (F) listed above, subject to the submittal of a site specific evaluation from a qualified biologist and review and approval by the Planning Commission.

Chapter 16.XX
LS – LIFE SCIENCES DISTRICT

Sections:

- 16.XX.010 Purpose.
- 16.XX.015 Definitions.
- 16.XX.020 Permitted uses.
- 16.XX.030 Administratively permitted uses.
- 16.XX.040 Conditional uses.
- 16.XX.050 Development regulations.
- 16.XX.060 Additional bonus development regulations.
- 16.XX.070 Community amenities required for bonus development.
- 16.XX.080 Parking standards.
- 16.XX.090 Transportation demand management
- 16.XX.100 New connections.
- 16.XX.110 Required street improvements.
- 16.XX.120 Design standards.
- 16.XX.130 Green and sustainable building.

16.XX.010 Purpose.

The purpose and intent of the Life Sciences district is to:

- (1) Attract research and development and light industrial and uses particularly those that support bioscience and biomedical product development and manufacturing and/or are potentially revenue generating businesses.
- (2) Allow administrative and professional office uses and other services that support light industrial and research and development sites and nearby.
- (3) Provide quality employment opportunities and promote emerging technology, entrepreneurship, and innovation.
- (4) Facilitate the creation of a thriving business environment with goods and services that support adjacent neighborhoods as well as the employment base.

16.XX.015 Definitions.

Terms are defined in the City’s Municipal Code Chapter 16.04 unless otherwise stated in this chapter.

16.XX.020 Permitted uses.

Permitted uses in the Life Sciences district are as follows:

- (1) Light industrial and research and development and ancillary uses, except when requiring hazardous material review;
- (2) Administrative and professional offices in buildings not exceeding twenty thousand (20,000) square feet of gross floor area;
- (3) Retail sales establishments, excluding the sale of beer, wine and alcohol;
- (4) Eating establishments, excluding the sale of beer, wine, and alcohol or live entertainment, and/or that are portable;
- (5) Personal services, excluding tattooing, piercing, palm-reading, or similar services;
- (6) Recreational and fitness center facilities privately operated, not exceeding twenty thousand (20,000) square feet of gross floor area;
- (7) Community education/training center, which provides free or low-cost educational and vocational programs to help prepare local youth and adults for entry into college and/or the local job market.

16.XX.030 Administratively permitted uses.

Uses allowed in the Life Sciences district, subject to obtaining an administrative permit, are as follows:

- (1) Any outside storage of material, equipment or vehicles associated with the main use;
- (2) Eating establishments, including the sale of beer and wine only, and/or those that have live music or other live entertainment;
- (3) Research and development and light industrial uses, including uses involving hazardous materials;
- (4) Diesel generators.

16.XX.040 Conditional uses.

Conditional uses allowed in the Life Sciences district, subject to obtaining a use permit per Municipal Code Chapter 16.82, are as follows:

- (1) Administrative and professional offices in buildings greater than twenty thousand (20,000) square feet of gross floor area;
- (2) Eating and drinking establishments with alcohol sales, or that are portable;
- (3) Retail sales establishments with alcohol sales;
- (4) Special uses, in accordance with Chapter 16.78 of this title, including private recreational facilities exceeding twenty thousand (20,000) square feet of gross floor area;
- (5) Uses identified in 16.XX.020, 16.XX.030, and 16.XX.040 proposing Bonus level development, in accordance with Section 16.XX.060;
- (6) Public utilities, in accordance with Chapter 16.76 of this title.

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16.XX.050 Development regulations.

Development regulations in the Life Sciences district are as follows:

<i>Regulation</i>	<i>Definition</i>	<i>Base level</i>	<i>Bonus level</i>	<i>Notes/Additional Requirements</i>
<i>Minimum lot area</i>	Minimum area of building site (includes public access easements).	25,000 square feet	25,000 square feet	
<i>Minimum lot dimensions</i>	Minimum size of a lot calculated using lot lines.	100 feet width 100 feet depth	100 feet width 100 feet depth	
<i>Minimum setback at street</i>	Minimum linear feet building can be sited from property line adjacent to street.	5 feet	5 feet	Setbacks shall be measured from the property line. In instances where there will be a sidewalk easement, measure the setback from the back of the sidewalk. See build-to area requirements in Section 16.XX.120(1).
<i>Maximum setback at street</i>	Maximum linear feet building can be sited from front property line.	35 feet	35 feet	See build-to area requirements in Section 16.XX.120 (1).
<i>Minimum interior side and rear setbacks</i>	Minimum linear feet building can be sited from interior and rear property lines.	10 feet	10 feet	See Section 16.XX.120 (5) if property is required to have a paseo. Interior side setback may be reduced to 0 feet for the entire building mass where there is retail frontage.
<i>Maximum floor area ratio</i>	Maximum permitted ratio of the total square footage of the gross floor area of all buildings on a lot to the square footage of the lot.	55% plus 10% commercial	125% plus 10% commercial	Per community amenities requirements of Section 16.XX.070. FAR not used in LS area may be transferred via permanent purchase into LS-B area.
<i>Maximum commercial floor area</i>	Maximum permitted ratio of commercial square footage of the gross floor area of all buildings on a lot to the square footage of the lot.	10%	10%	
<i>Maximum height</i>	Maximum building height not including roof utilities.	35 feet	110 feet (6 stories)	A parapet used to screen mechanical equipment is not included in the maximum height. The maximum allowed height for rooftop mechanical equipment is 14 feet, except for elevator towers and associated equipment, which may be 20 feet. Per community amenities requirements of Section 16.XX.070.
<i>Average height</i>	The average of building heights on one site that cannot be exceeded.	35 feet	4.5 stories	For calculation purposes, a story is defined as 15 feet.
<i>Minimum open space requirement</i>	Minimum portion of the building site open, unobstructed and unoccupied.	30%	30%	See Section 16.XX.120 (4) for open space requirements.

16.XX.060 Additional bonus development regulations.

A development may seek an increase in floor area ratio and/or height as established in the Bonus level per Section 16.XX.050 of this Chapter in areas denoted as LS-B district on the City Zoning Map, subject to obtaining a use permit per Chapter 16.82 and providing community amenities consistent with Section 16.XX.070.

16.XX.070 Community amenities required for bonus development.

To be eligible for bonus floor area ratio and/or height, a project shall provide one or more community amenities, either through construction of the amenity, which is preferable, or payment of a fee.

- (1) An applicant's proposal for community amenities shall be subject to review by the Planning Commission in conjunction with a Use Permit or Conditional Development Permit. Consideration by the Planning Commission shall include differentiation between amenities proposed to be provided on-site and amenities proposed to be provided off-site, which may require a separate discretionary review and environmental review per the California Environmental Quality Act.
- (2) A community amenity shall be provided utilizing any one of the following three mechanisms:
 - (A) Part of the Project. An applicant, as part of the project, designs and constructs one or more of the community amenities provided that the value of the amenity or amenities is reasonably equivalent to the value defined in subsection (3) or per nexus study. Once any one of these community amenities is provided, it will no longer be an option available to other applicants. Prior to approval of the Final Occupancy Permit for any portion of the project, the applicant shall complete (or bond for) the construction and installation of the community amenities included in the project and shall provide documentation sufficient for the City Manager or designee to certify compliance with this section. The amenities proposed by the applicant shall be selected from a list of amenities adopted by the City Council pursuant to resolution.
 - (B) Impact Fee Payment. If the City has adopted an impact fee that identifies a square foot fee for community amenities, an applicant for the bonus development shall pay 120% of the fee provided that the fee adopted by the Council is less than full cost recovery. In the alternative, the applicant may design and construct one or more those amenities identified in the nexus study in an amount equal to the fee payment.
 - (C) Agreement. An applicant may propose amenities to be included in an agreement, including a development agreement. The amenities proposed by the applicant shall be selected from a list of amenities adopted by the City Council pursuant to resolution. If an impact fee per square foot has

been identified through an impact fee, the proposal for amenities shall be reasonably equivalent to the value of the fee, otherwise the value shall be reasonably equivalent to the value defined in subsection (3). The timing of the provision of the community amenities shall be identified in the agreement.

- (3) **Bonus Value Calculation.** An applicant shall provide, at their expense, an appraisal performed within ninety (90) days of the application date by a licensed appraisal firm approved by (and with form and content approved by) the Community Development Director that sets a single value per square foot of the finished floor area of the development ("floor area-foot" value). The City, at applicant's expense, may obtain a second appraisal also by a licensed appraisal firm that identifies floor area-foot value. If the two appraisals are obtained, the average of the two appraisals shall be utilized to set the floor area-foot value. The value of the community amenities shall be fifty percent for the floor area-foot value multiplied by the amount of gross floor area that is proposed beyond the base-level zoning.
- (4) All community amenities, except affordable housing, must be provided within the area between U.S. Highway 101 and the San Francisco Bay in the City of Menlo Park. Affordable housing may be located anywhere housing is allowed in the City of Menlo Park.

16.XX.080 Parking standards.

Development in the Life Sciences district shall meet the following parking requirements.

<i>Land Use</i>	<i>Minimum Spaces (Per 1,000 Sq. Ft.)</i>	<i>Maximum Spaces (Per 1,000 Sq. Ft.)</i>	<i>Minimum Bicycle Parking¹</i>
<i>Office</i>	2	3	
<i>Light Industrial, Research and Development</i>	1.5	2.5	1 per 5,000 sq. ft. of gross floor area; Minimum 2 spaces
<i>Retail</i>	2.5	3.3	For Office and Research Development:
<i>Financial services</i>	2	3.3	80% for long-term ² and 20% for short-term ²
<i>Eating and drinking establishment</i>	2.5	3.3	
<i>Personal services</i>	2	3.3	For all other commercial uses:
<i>Private recreation</i>	2	3.3	20% for long-term ² and 80% for short-term ²
<i>Daycare facility</i>	2	3.3	
<i>Publicly accessible parking lot or structure</i>			1 space per 20 vehicle spaces
<i>Other</i>	At Community Transportation Manager discretion	At Transportation Manager discretion	At Transportation Manager discretion

¹ See Section 16.XX.120 (7) and the latest edition of best practice design standards in Association of Pedestrian and Bicycle Professionals Bicycle Parking Guidelines.

² Long-term parking is for use over several hours or overnight, typically used by employees and residents. Short-term parking is considered visitor parking for use from several minutes to up to a couple of hours.

Parking facilities may be shared at the discretion of the City's Transportation Manager if multiple uses cooperatively establish and operate the facilities, if these uses generate parking demands primarily during different hours than the remaining uses, and if a sufficient number of spaces are provided to meet the maximum cumulative parking demand of the participating uses at any time. An individual development proposal may incorporate a shared parking study to account for the mixture of uses, either on-site or within a reasonable distance. However, the precise shared parking supply impact would be subject to review and approval based on the specific design and site conditions. Project applicants may also be allowed to meet the minimum parking requirements through the use of nearby off-site facilities at the discretion of the Transportation Manager.

16.XX.090 Transportation demand management.

New construction and building additions of an existing building involving ten thousand (10,000) or more square feet of gross floor area, or a change of use of ten thousand (10,000) or more square feet of gross floor area shall develop a Transportation Demand Management (TDM) plan necessary to reduce associated vehicle trips to at least twenty (20) percent below standard generation rates for uses on the project site.

- (1) Eligible TDM measures may include but are not limited to:
 - (A) Participation in a local Transportation Management Association (TMA) that provides documented, ongoing support for alternative commute programs;
 - (B) Appropriately located transit shelter(s);
 - (C) Preferred parking for carpools or vanpools;
 - (D) Designated parking for car-share vehicles;
 - (E) Requiring drivers to pay directly for using parking facilities;
 - (F) Public and/or private bike share program; Provision or subsidy of carpool, vanpool, shuttle, or bus service, including transit passes for site occupants;
 - (G) Required alternative work schedules and/or telecommuting;
 - (H) Passenger loading zones for carpools and vanpools at main building entrance;
 - (I) Safe, well-lit, accessible, and direct route to the nearest transit or shuttle stop or dedicated, fully accessible bicycle and pedestrian trail;
 - (J) Car share membership for employees or residents;
 - (K) Emergency Ride Home programs;
 - (L) Green Trip Certification.

(2) Measures receiving TDM credit shall be:

- (A) Documented in a TDM plan developed specifically for each project and noted on project site plans, if and as appropriate;
- (B) Guaranteed to achieve the intended reduction over the life of the development, as evidenced by annual reporting provided to the satisfaction of the City's Transportation Manager;
- (C) Required to be replaced by appropriate substitute measures if unable to achieve intended trip reduction in any reporting year, failure to do so will result in revocation of permit;
- (D) Administered by a representative whose updated contact information is provided to the Transportation Manager.

16.XX.100 New connections.

Proposed development will be required to provide new pedestrian, bicycle, and/or vehicle connections to support connectivity and circulation as denoted in the City Zoning Map. These connections may be in the form of either a public street or a paseo as denoted in the City Zoning Map and are pursuant to the standards in Section 16.XX.120. Streets shall meet the requirements of the adopted City of Menlo Park street classification map in the General Plan Circulation Element.

- (1) If the location of new connection is split between parcel/ownership, the first applicant must set aside the required right-of-way through dedication or a public access easement and bond for the completion of the new connection, or reach agreement with the other property owner(s) to allow the first applicant to complete the entire new connection;
- (2) If the location of new connection is located on multiple properties with the same owner, applicant may move the connection up to 50 feet in either direction from what is shown on the City Zoning Map for enhanced connectivity, and/or other considerations, subject to the approval of the City's Public Works Director;
- (3) For phased project implementation, applicant must show implementation plan for the new connection and the City may require a bond or right of way dedication or public access easement prior to the completion of the first phase;
- (4) The land area dedicated for new connections in the form of public streets (right-of-way) will be subtracted from the total lot area to determine the site's Floor Area Ratio;
- (5) The land area dedicated for new connections in the form of paseos will require a public access easement (PAE). The area of the PAE is included in the total lot area to determine the site's Floor Area Ratio.

16.XX.110 Required street improvements.

For new construction, building additions, and interior alterations of an existing building, or a combination thereof, affecting ten thousand (10,000) or more square feet of gross floor area, the Public Works Director shall require the project to provide street improvements on public street edges of the property that comply with adopted City of Menlo Park street construction requirements for the adjacent street type. When these are required by the Public Works Director these do not count as public benefit pursuant to Section 16.XX.070.

- (1) Improvements shall include curb, gutter, sidewalk, street trees, and street lights;
- (2) Overhead electric distribution lines of less than sixty (60) kilovolts and communication lines shall be placed underground along the property frontage;
 - (A) The Public Works Director may allow a Deferred Frontage Improvement Agreement, including a bond to cover the full cost of the improvements and installation to accomplish needed improvements in coordination with other street improvements at a later date.

16.XX.120 Design standards.

All new construction, regardless of size, and building additions and/or exterior alterations affecting 10,000 square feet or more of gross floor area of an existing building shall adhere to the following design standards, subject to architectural control established in Section 16.68.020. For building additions and/or exterior alterations, the applicable design standards apply only to the new construction. The existing building and new addition and/or alteration shall have an integrated design. Design standards may be modified subject to approval of a use permit established in Section 16.82.030 or a conditional use permit per Section 16.82.050.

- (1) Relationship to the street. The following standards regulate the siting and placement of buildings, parking areas, and other features in relation to the street. The dimensions between building facades and the street and types of features allowed in these spaces are critical to the quality of the pedestrian experience.

<i>Standard</i>	<i>Definition</i>	<i>Base level</i>	<i>Bonus level fronting a Local street*</i>	<i>Bonus level fronting a Boulevard, Thoroughfare, Mixed Use Collector, or Neighborhood street*</i>	<i>Notes/Additional Requirements</i>
<i>Build-to Area Requirement (see Figure 1)</i>	The minimum building frontage at the ground floor or podium level, as a percentage of the street frontage length, that must be located within the area of the lot between the minimum and maximum setback lines parallel to the street.	Minimum 40% of frontage	Minimum 40% of frontage	Minimum 60% of frontage	Ground-floor retail uses must be a minimum 75% of frontage.
<i>Corner Build-to Area Requirement</i>	The minimum building frontage, as a percentage of the street frontage length, that must be located within the build-to area, defined as the area of the lot between the minimum and maximum setback lines parallel to streets on a corner lot.	75% of building frontage must be located within build-to area.	75% of building frontage must be located within build-to area.	75% of building frontage must be located within build-to area.	Exception: If public plaza is provided pursuant to open space standards in 16.XX.120 (4) and bounded by buildings at least two sides.
<i>Frontage Landscaping</i>	The percentage of the setback area devoted to groundcover and vegetation. Trees may or may not be within the landscaped area. For this requirement, the setback area is the area between the property line and the face of the building.	Minimum of 40% (50% of which shall provide on-site infiltration of stormwater runoff). No maximum.	Minimum of 25% (50% of which should provide on-site infiltration of stormwater runoff). Maximum of 40%.	Minimum of 25% (50% of which should provide on-site infiltration of stormwater runoff). Maximum of 40%.	Setback areas adjacent to active ground-floor uses, including lobbies, retail sales, and eating and drinking establishments are exempted. In the case of a PUE adjacent to the street, frontage landscaping requirement may be measured from street right-of-way instead of property line.
<i>Frontage Uses</i>	Allowable frontage uses in order to support a positive integration of new buildings into the streetscape character.	No restrictions	No restrictions	Setback areas parallel to street not used for frontage landscaping must provide pedestrian circulation (e.g., entryways, stairways, accessible ramps), other publicly accessible open spaces (e.g., plazas, gathering areas, outdoor seating areas), access to parking, bicycle parking, or other uses that the Planning Commission deems appropriate.	Commercial uses shall be a minimum of 50 feet in depth. Publicly accessible open space is further defined and regulated in Section 16.XX.120 (4).
<i>Surface Parking Along Street Frontage (See Figure 2, A)</i>	Surface parking may be located along the street. The maximum percentage of linear frontage of property adjacent to the street allowed to be off-street surface parking.	Maximum of 35%	Maximum of 35%	Maximum of 25%	.

*See the General Plan Circulation Element Street Classification Map for street types.

Figure 1. Build-to Area

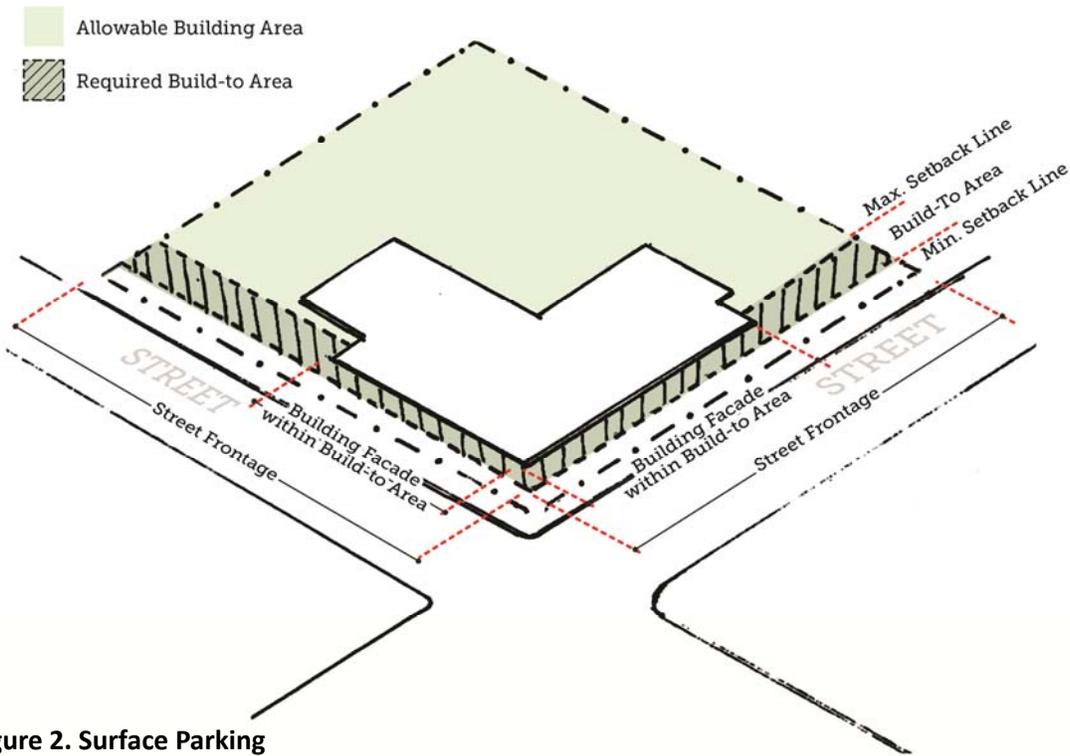
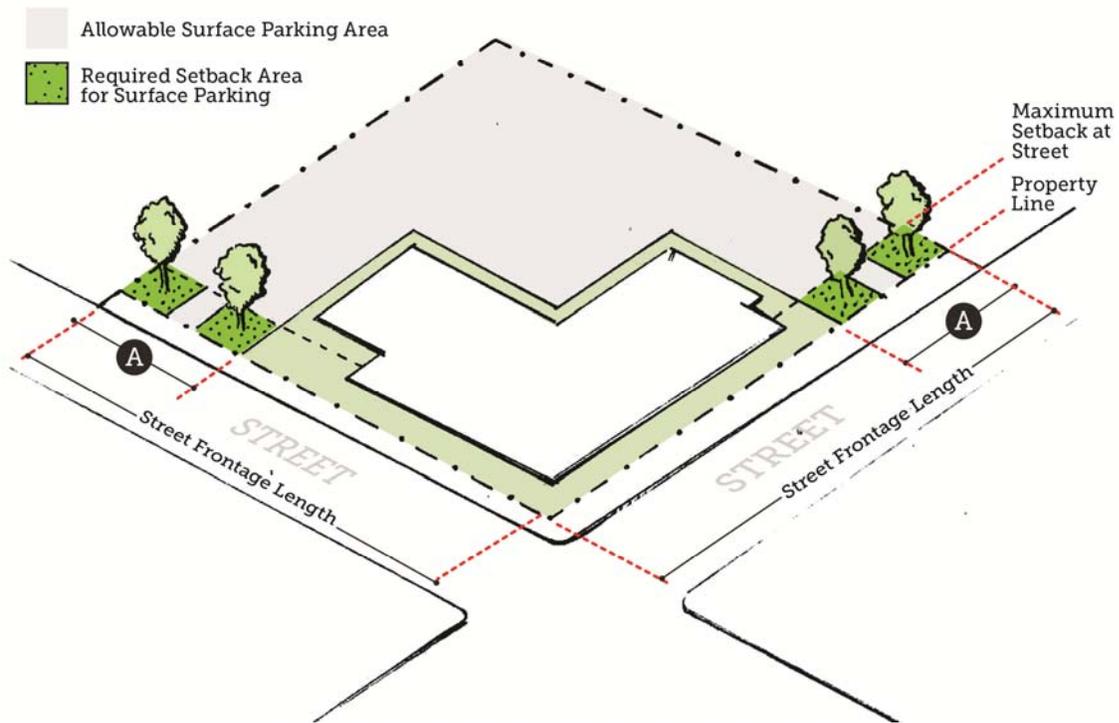


Figure 2. Surface Parking

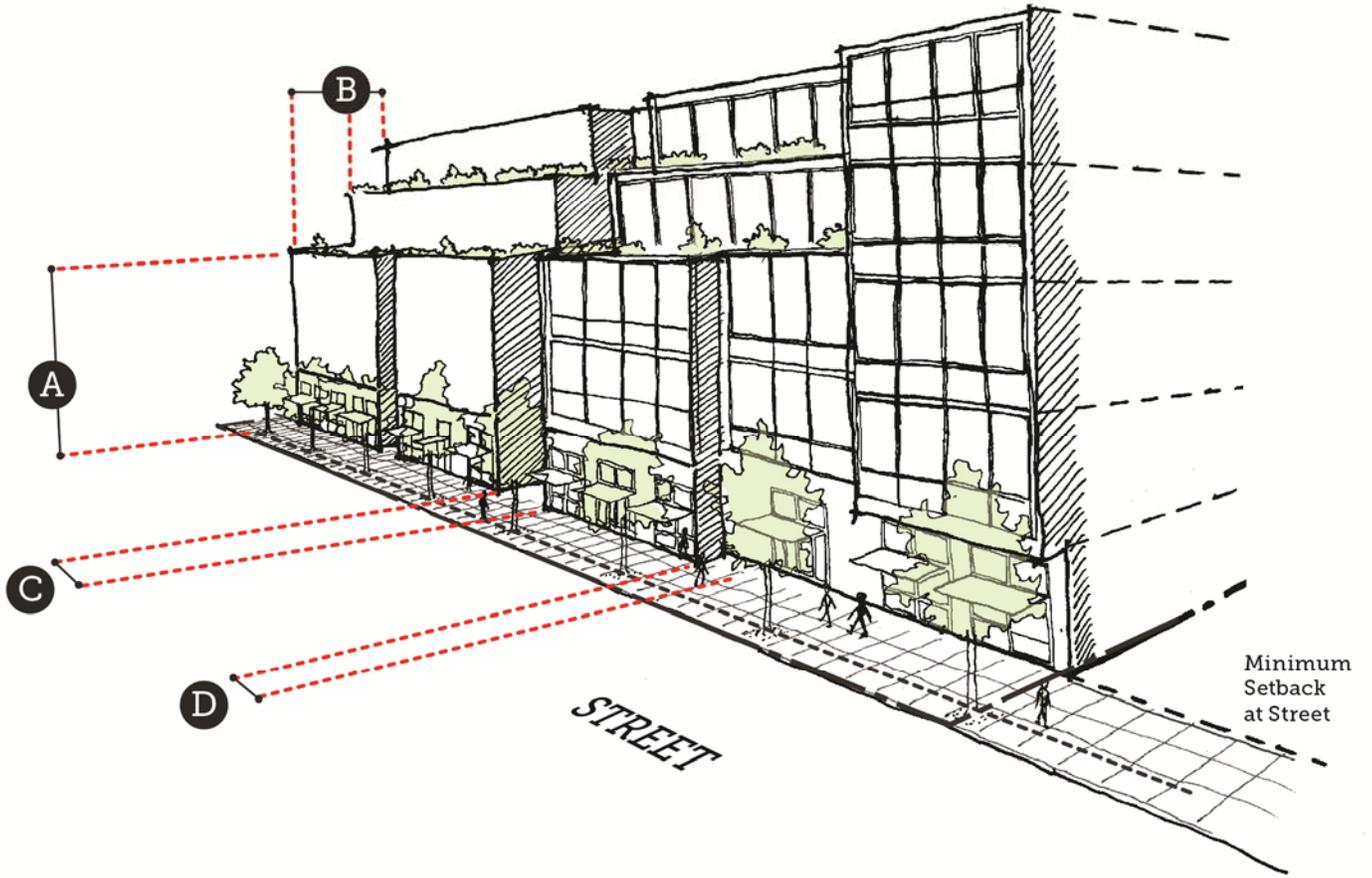


(2) Building mass and scale. The following standards regulate building mass, bulk, size, and vertical building planes to minimize the visual impacts of large buildings and maximize visual interest of building facades as experienced by pedestrians.

Standard and Figure 3 label (in Caps)	Definition	Base level	Bonus level fronting a Local street*	Bonus level fronting a Boulevard, Thoroughfare, Mixed Use Collector, or Neighborhood street*	Notes/Additional Requirements
Base Height A	The maximum height of a building at the setback line adjacent to street.	35 feet	45 feet	45 feet	
Minimum Stepback B	The horizontal distance a building's upper story(ies) must be set back above the Base level height.	N/A	10' for a minimum of 75% of the building face along public street(s).	10' for a minimum of 75% of the building face along public street(s).	A maximum of 25% of the building face along public streets may be excepted from this standard in order to provide a significant vertical feature, such as a tower.
Building Projections	The maximum depth of allowable building projections, such as balconies or bay windows, from the required stepback for portions of the building above the ground floor.	6 feet	6 feet	6 feet	
Building Modulation C & D	A major building modulation is a break in the building plane from the ground level to the top of the buildings' base height that provides visual variety, reduces large building volumes, and provides spaces for entryways and publicly accessible spaces.	One every 200 feet or a minimum of one per façade, whichever is greater	One every 200 feet or a minimum of one per façade, whichever is greater	One every 200 feet or a minimum of one per façade, whichever is greater	Modulation is required regardless of build-to area. Parking is not allowed in the modulation recess. Building projections with 3 feet to 6 feet depth may satisfy this requirement in-lieu of a recess.

*See the General Plan Circulation Element Street Classification Map for street types.

Figure 3. Building Mass and Scale



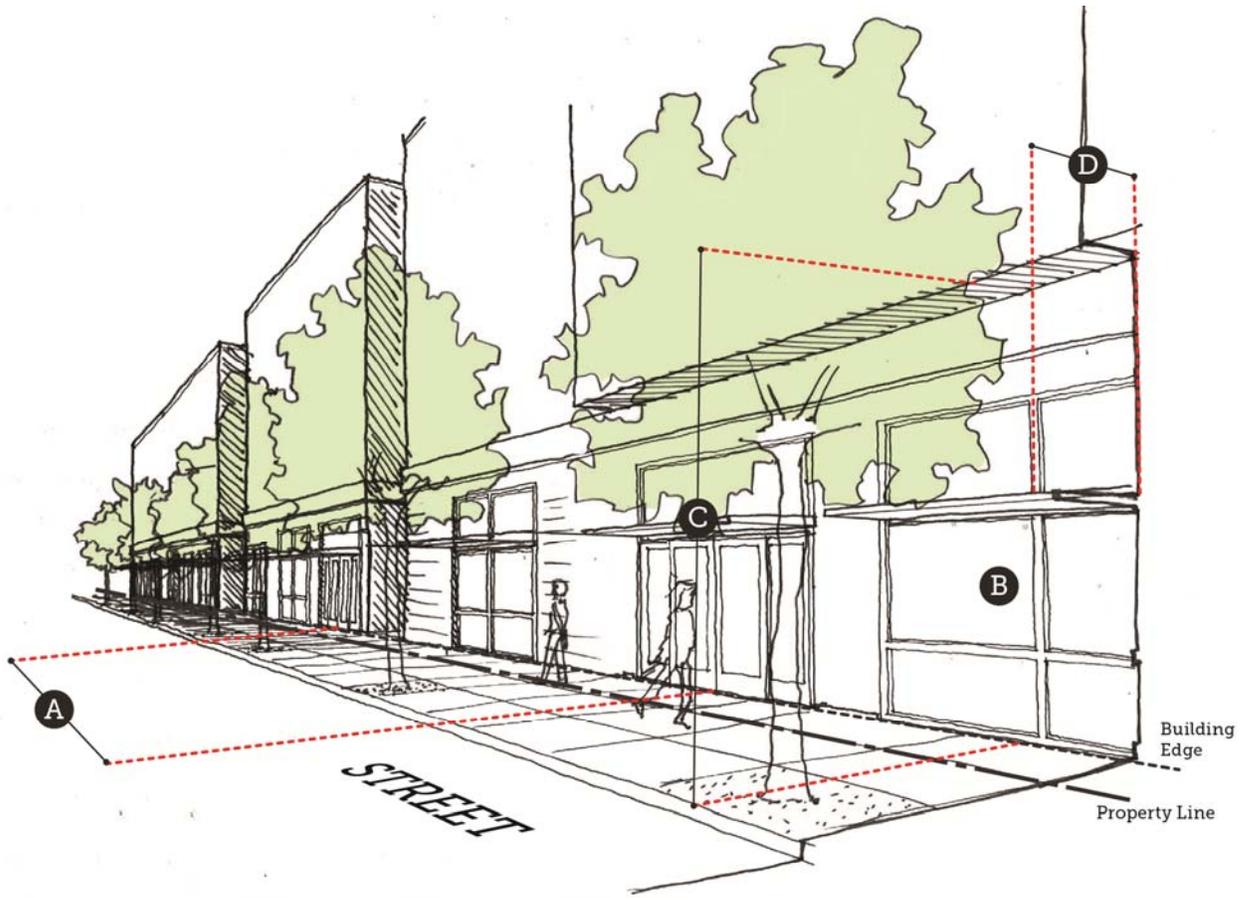
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(3) Ground-floor exterior. The following standards regulate the ground-floor façade of buildings in order to enhance pedestrian experience, as well as visual continuity along the street.

Standard and Figure 4 label (in Caps)	Definition	Base level	Bonus level fronting a Local or Interior Access street*	Bonus level fronting a Boulevard, Thoroughfare, Mixed Use Collector, or Neighborhood street*	Notes/Additional Requirements
Building Entrances A	The minimum ratio of entrances to building length along a public street or paseo.	One entrance per public street frontage	One entrance per public street frontage	One entrance per public street frontage	Entrances at building corners may be used to satisfy this requirement. Stairs must be located in locations convenient to building users.
Ground-floor Transparency B	The minimum percentage of the ground-floor façade area that must provide visual transparency, such as clear glass windows, doors, etc.	25%; 50% for commercial uses	25%	40%	Windows shall not be opaque or mirrored.
Minimum Ground Floor Height Along Street Frontage C	The minimum height between the ground-level finished floor to the second level finished floor along the street.	N/A	15 feet	15 feet	
Garage Entrances	Width of garage entry/door along street frontage.	Maximum 12-foot opening for one-way entrance; Maximum 24-foot opening for two-way entrance.	Maximum 12-foot opening for one-way entrance; Maximum 24-foot opening for two-way entrance.	Maximum 12-foot opening for one-way entrance; Maximum 24-foot opening for two-way entrance.	Garage entrances must be separated by a minimum of 100 feet to ensure all entrances/exits are not grouped together or resulting in an entire stretch of sidewalk unsafe and undesirable for pedestrians.
Awnings, Signs, and Canopies D	The maximum depth of awnings, signs, and canopies that project horizontally from the face of the building.	7 feet	7 feet	7 feet	A minimum vertical clearance of 8 feet from finished grade to the bottom of the projection is required.

*See the General Plan Circulation Element Street Classification Map for street types.

Figure 4. Ground-Floor Exterior



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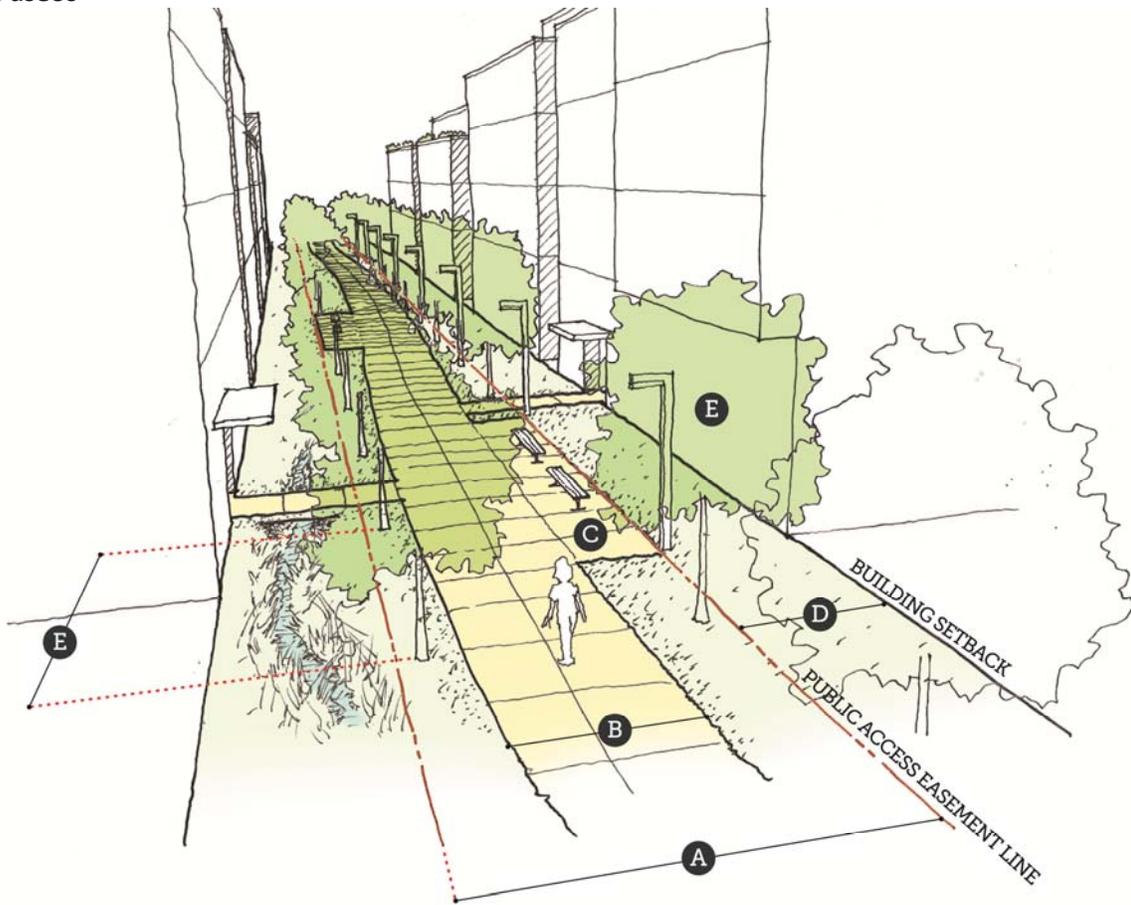
- (4) Open space. All development in the Life Sciences district shall provide a minimum amount of open space equal to thirty (30) percent of the total lot area, with a minimum amount of publicly accessible open space equal to fifty (50) percent of the total open space area.
- (A) Publicly accessible open space consists of areas unobstructed by fully enclosed structures with a mixture of landscaping and hardscape that provides seating and places to rest, places for gathering, passive and/or active recreation, pedestrian circulation, or other similar use as determined by the Planning Commission. Publicly accessible open space types include, but are not limited to paseos, plazas, forecourts and entryways, and outdoor dining areas. Publicly accessible open space must:
- (i) Contain site furnishings, art, or landscaping;
 - (ii) Be on the ground floor or podium level;
 - (iii) Be at least partially visible from a public right-of-way such as a street or paseo;
 - (iv) Have a direct, accessible pedestrian connection to a public right-of-way or easement.
- (B) Quasi-public and private open spaces, which may or may not be accessible to the public, include patios, balconies, roof terraces, and courtyards.
- (C) All open space shall:
- (i) Interface with adjacent buildings via direct connections through doors, windows, and entryways;
 - (ii) Be integrated as part of building modulation and articulation to enhance building façade and should be sited and designed to be appropriate for the size of the development and accommodate different activities, groups and both active and passive uses;
 - (iii) Be incorporated into the landscaping design of the project and include:
 - a. Sustainable stormwater features;
 - b. A minimum landscaping bed no less than three (3) feet in length or width and five (5) feet in depth for infiltration planting;
 - c. Native species able to grow to their maximum size without shearing.
- (D) All exterior landscaping counts towards open space requirements.

(5) Paseos. A paseo is defined as a pedestrian and bicycle path that provides a member of the public access through one or more parcels and to public streets and/or other paseos. Paseos must meet the following standards:

- (A) Paseos may be located within the required side setback areas. Paseos may not be located within the minimum setback at street except where it connects to that street;
- (B) Paseos must be publicly accessible established through a public access easement, but they remain private property;
- (C) Paseos count as publicly accessible open space.

Standard and Figure 5 label (in Caps)	Definition	Bonus level	Notes/Additional Requirements
Paseo Width A	The minimum dimension in overall width of the paseo, including landscaping and hardscape components.	20 feet	
Pathway Width B	The minimum and maximum width of the paved, hardscape portion of the paseo, which provides the pathway for pedestrians.	10 feet minimum; 14 feet maximum	The paseo pathway shall be connected to building entrances with hardscaped pathways. Pathways may be used for emergency vehicle access use and allowed a maximum paved width exemption to accommodate standards of the Menlo Park Fire Protection District with prior approval by Transportation Manager.
Furnishing Zones C	Requirements for pockets of hardscape areas dedicated to seating, adjacent to the main pedestrian pathway area.	Minimum dimension of 5 feet wide by 20 feet long, provided at a minimum interval of 100 feet.	Furnishing zones must include benches or other type of seating and pedestrian-scaled lighting.
Paseo Frontage Setback D	The minimum setback for adjacent buildings from the edge of the paseo property line.	10 feet	A minimum of 50% of the setback area between the building and paseo shall be landscaped (50% of which should provide on-site infiltration of stormwater runoff.) Plants should be climate-adapted species, able to grow to their maximum size without shearing, and provide screening of at least 1-3 feet in height.
Trees E	The size and spacing of trees that are required along the paseo.	Small canopy trees with a maximum mature height of 40 feet and canopy diameter of 25 feet, planted at maximum intervals of 40 feet.	Trees must be planted within the paseo width, with the tree canopy allowed to overhang into the setback.
Landscaping	The minimum percentage of the paseo that is dedicated to vegetation.	20%	On-site infiltration of stormwater runoff is required.
Lighting	Pedestrian-oriented street lamps.	One light fixture every 40 feet.	Use energy efficient lighting per Title 24. Lights shall be located a minimum of 20 feet from trees.

Figure 5. Paseos

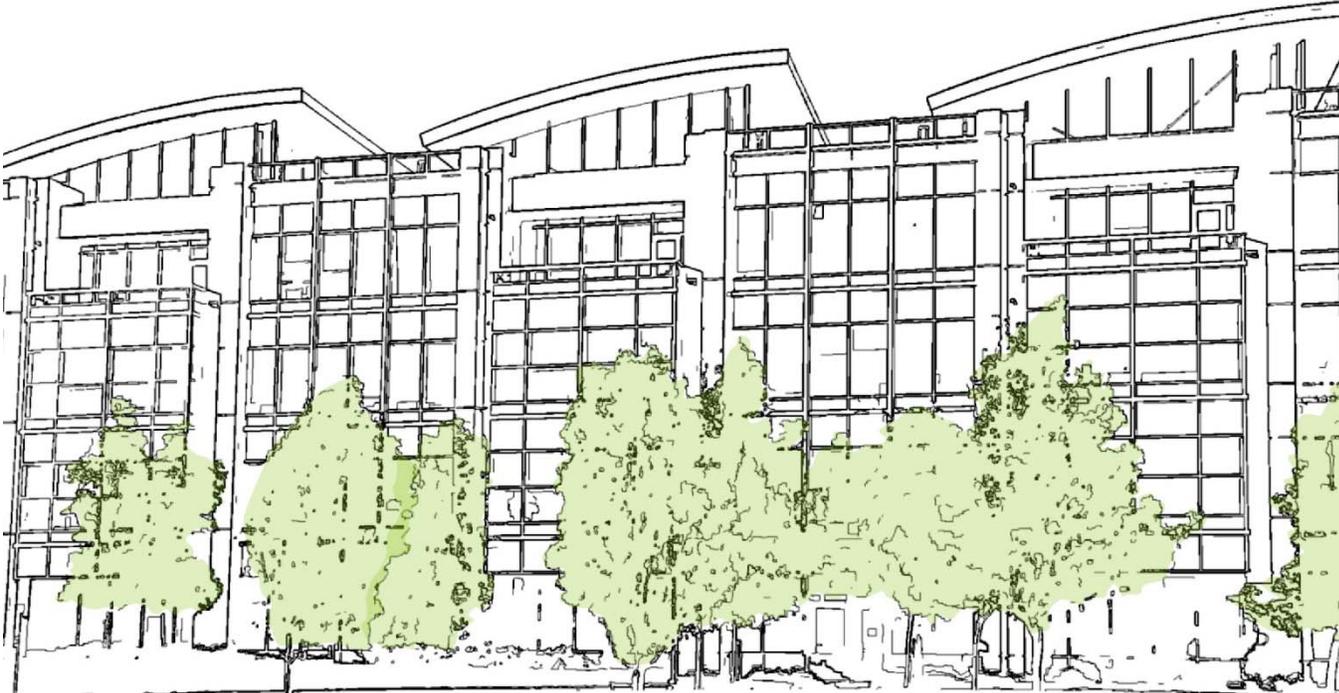


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(6) Building design.

- (A) Main building entrances shall face the street or a publicly accessible courtyard. Building and/or frontage landscaping shall bring the human scale to the edges of the street. Retail building frontage shall be parallel to the street.
- (B) Utilities, including meters, backflow prevention devices, etc., shall be concealed or integrated into the building design to the extent feasible, as determined by the Public Works Director.
- (C) Projects shall include dedicated, screened, and easily accessible space for recycling, compost, and solid waste storage and collection.
- (D) Trash and storage shall be enclosed and attractively screened from public view.
- (E) Materials and colors of utility, trash, and storage enclosures shall match or be compatible with the primary building.
- (F) Building materials shall be durable and high-quality to ensure adaptability and re-use over time. Glass paneling and windows shall be used to invite outdoor views and introduce natural light into interior spaces. Stucco shall not be used on more than fifty (50) percent of the building facade. When stucco is used, it must be smooth troweled.
- (G) Roof lines and eaves adjacent to street-facing facades shall vary across a building, including a four-foot minimum height modulation to break visual monotony and create a visually interesting skyline as seen from public streets (see Figure 6).
- (H) Rooftop elements including mechanical equipment, stair and elevator towers shall be concealed in a manner that incorporates building color and architectural and structural design and shall not exceed twenty (20) percent of roof area. Mechanical equipment does not include solar panels, wind turbines and other passive collection systems, and thus do not count towards the twenty (20) percent maximum.

Figure 6. Roof Lines



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(7) Access and parking.

- (A) Shared entrances to retail and office uses shall be used where possible.
- (B) Service access and loading docks shall be located on local or interior access streets and to the rear of buildings, and shall not be located along a publicly accessible open space.
- (C) Above-ground garages shall be screened (with perforated walls, vertical elements or materials that provide visual interest at the pedestrian scale) or located behind buildings that are along public streets.
- (D) Garage and surface parking access shall be screened or set behind buildings located along a publicly accessible open space or paseo.
- (E) Surface parking lots shall be buffered from adjacent buildings by a minimum six (6) feet of paved pathway or landscaped area (see Figure 7, label A).
- (F) Surface parking lots shall be screened with landscaping features such as trees, planters, and vegetation, including a twenty (20) foot deep landscaped area along sidewalks, as measured from the setback line adjacent to street, or paseos (see Figure 7, label B). The portion of this area not devoted to driveways shall be landscaped. Trees shall be planted at a ratio of 1 per 400 square feet of required setback area for surface parking.
- (G) Surface parking lots shall be planted with at least one (1) tree with a minimum size of a twenty-four (24) inch box for every eight (8) parking spaces (see Figure 7, label C). Required plantings may be grouped where carports with solar panels are provided.
- (H) Surface parking can be located along a paseo for a maximum of forty (40) percent of a paseo's length (see Figure 7, label D).
- (I) Short-term bicycle parking shall be located within fifty (50) feet of lobby or main entrances. Long-term bicycle parking facilities shall protect against theft and inclement weather, and consist of a fully enclosed, weather-resistant locker with key locking mechanism or an interior locked room or enclosure. Long-term parking shall be provided in locations that are convenient and functional for cyclists. Bicycle parking shall be (See Figure 8):
 - (i) Consistent with the latest edition of the Association of Pedestrian and Bicycle Professionals Bicycle Parking Guide;
 - (ii) Designed to accommodate standard six (6) foot bicycles;
 - (iii) Paved or hardscaped;
 - (iv) Accessed by an aisle in the front or rear of parked bicycles of at least five (5) feet;
 - (v) At least five (5) feet from vehicle parking spaces;

- (vi) At least thirty (30) inches of clearance in all directions from any obstruction, including but not limited to other racks, walls, and landscaping;
 - (vii) Lit with no less than one (1) footcandle of illumination at ground level;
 - (viii) Space-efficient bicycle parking such as double-decker lift-assist and vertical bicycle racks are also permitted.
- (J) Pedestrian connections shall be provided, with a minimum hardscape width of six (6) feet, to sidewalks to all building entries, parking areas, and publicly accessible open spaces, and shall be clearly marked with signage directing pedestrians to common destinations.
- (K) Entries to parking areas and other important destinations shall be clearly identified for all travel modes with such wayfinding features as marked crossings, lighting, and clear signage.

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Figure 7. Surface Parking Access

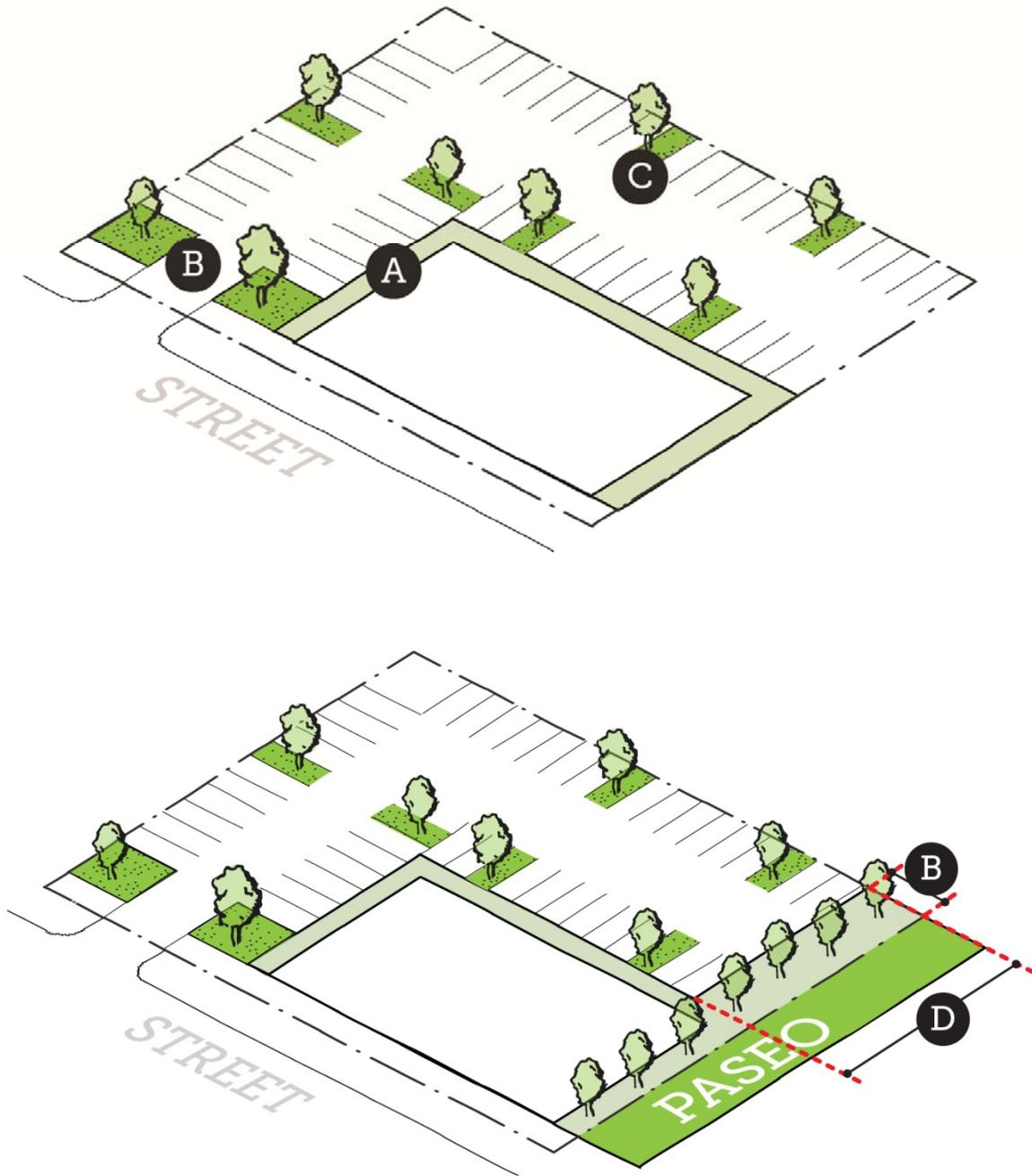
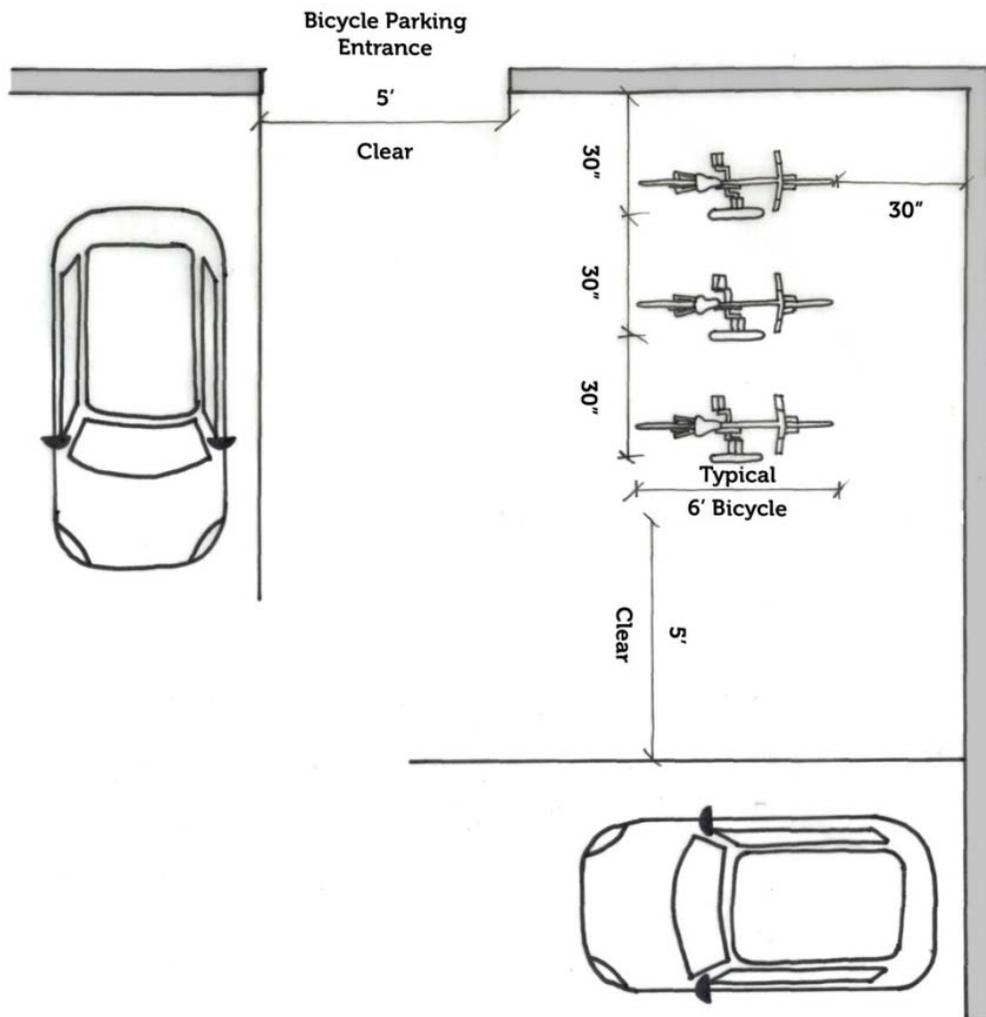


Figure 8. Bicycle Parking



16.XX.130 Green and sustainable building.

In addition to meeting all applicable regulations specified in Municipal Code Title 12 (Buildings and Construction), the following provisions shall apply to projects.

(1) Green building.

(A) Any new construction, addition or alteration of a building shall be required to comply with tables 16.XX.010.A and 16.XX.010.B

(2) Energy.

(A) All new construction will meet 100% of energy demand (electricity and natural gas) through on-site generation as required in tables 16.XX.010.A and 16.XX.0101.B, and any combination of the following measures:

- (i) Purchase of 100% renewable electricity through Peninsula Clean Energy or Pacific Gas and Electric Company in an amount equal to the annual energy demand of the project;
- (ii) Purchase and installation of local renewable energy generation within the City of Menlo Park in an amount equal to the annual energy demand of the project;
- (iii) Purchase of certified renewable energy credits annual in an amount equal to the annual energy demand of the project.

TABLE 16.XX.010.A: RESIDENTIAL GREEN BUILDING REQUIREMENTS

PROJECT TYPE	NEW CONSTRUCTION			ADDITIONS AND/OR ALTERATIONS		
	10,000 sq. ft. – 25,000 sq. ft.	25,001 sq. ft. – 100,000 sq. ft.	100,001 sq. ft. and above	1 sq. ft. to 1,000 sq. ft./of conditioned area, volume or size	1,001 sq. ft. – 25,000 sq. ft. of conditioned area, volume or size	25,001 sq. ft. and above of conditioned area, volume or size
Green Building Certification	Designed to meet LEED Silver BD+C*	Designed to meet LEED Silver BD+C*	Designed to meet LEED Gold BD+C*	CALGreen Mandatory	Designed to meet LEED Silver ID+C*	Designed to meet LEED Gold ID+C*
EV Chargers	<p><u>Pre-Wire**</u></p> <ul style="list-style-type: none"> For EV chargers in 5% of total number of parking stalls. <p><u>Install EV Chargers***</u></p> <ul style="list-style-type: none"> Install a minimum of 2 in the pre-wire locations. 	<p><u>Pre-Wire**</u></p> <ul style="list-style-type: none"> For EV chargers in 5% of total number of parking stalls. <p><u>Install EV Chargers***</u></p> <ul style="list-style-type: none"> Install a total of 2 plus 1% of the total parking stalls in the pre-wire locations. 	<p><u>Pre-Wire**</u></p> <ul style="list-style-type: none"> For EV chargers in 5% of total number of parking stalls. <p><u>Install EV Chargers***</u></p> <ul style="list-style-type: none"> Install a total of 6 plus 1% of the total parking stalls in the pre-wire locations. 	N/A (Voluntary)	N/A (Voluntary)	N/A (Voluntary)
On-Site Energy Generation	30% of maximum extent feasible as determined by the On-Site Renewable Energy Feasibility Study****	30% of maximum extent feasible as determined by the On-Site Renewable Energy Feasibility Study****	30% of maximum extent feasible as determined by the On-Site Renewable Energy Feasibility Study****	N/A (Voluntary)	N/A (Voluntary)	N/A (Voluntary)
Energy Reporting	Enroll in EPA Energy Star Building Portfolio Manager and submit documentation of compliance as required by the City.	Enroll in EPA Energy Star Building Portfolio Manager and submit documentation of compliance as required by the City.	Enroll in EPA Energy Star Building Portfolio Manager and submit documentation of compliance as required by the City.	Enroll in EPA Energy Star Building Portfolio Manager and submit documentation of compliance as required by the City.	Enroll in EPA Energy Star Building Portfolio Manager and submit documentation of compliance as required by the City.	Enroll in EPA Energy Star Building Portfolio Manager and submit documentation of compliance as required by the City.

*Designed to meet LEED standards is defined as follows: a) Applicant must submit appropriate LEED checklist and verifying cover letter from a project LEED AP with the project application, b) Applicant must complete all applicable LEED certification documents prior to final building permit issuance to be reviewed either for LEED certification, or for verification by a third party approved by the City for which the applicant will pay for review and/or certification.

**Pre-wire is defined as conduit and wire installed from electrical panel board to junction box at parking stall, with sufficient electrical service to power chargers at all pre-wire locations.

***Charger is defined as follows: One electric vehicle (EV) charger or charger head reaching each designated EV parking stall and delivering a minimum of 240 V and 40 AMPs such that it can be used by all electric vehicles.

**** On-Site Renewable Energy Feasibility Study shall demonstrate the following cases: 1. Maximum on-site generation potential. 2. Solar feasibility for roof and parking areas (excluding roof mounted HVAC equipment). 3. Maximum solar generation potential solely on the roof area.

TABLE 16.XX.010.B: NON-RESIDENTIAL GREEN BUILDING REQUIREMENTS

PROJECT TYPE	NEW CONSTRUCTION			ADDITIONS AND/OR ALTERATIONS		
	10,000 sq. ft. – 25,000 sq. ft.	25,001 sq. ft. – 100,000 sq. ft.	100,001 sq. ft. and above	1 sq. ft. – 1,000 sq. ft. of conditioned area, volume or size	1,001 sq. ft.– 25,000 sq. ft. of conditioned area, volume or size	25,001 sq. ft. and above of conditioned area, volume or size
Green Building Certification	Designed to meet LEED Silver BD+C *	Designed to meet LEED Silver BD+C *	Designed to meet LEED Gold BD+C *	CALGreen Mandatory	Designed to meet LEED Silver ID+C *	Designed to meet LEED Gold ID+C *
EV Chargers	<p><u>Pre-Wire**</u></p> <ul style="list-style-type: none"> For EV chargers in 5% of total number of parking stalls. <p><u>Install EV Chargers***</u></p> <ul style="list-style-type: none"> Install a minimum of 2 in the pre-wire locations. 	<p><u>Pre-Wire**</u></p> <ul style="list-style-type: none"> For EV chargers in 5% of total number of parking stalls. <p><u>Install EV Chargers***</u></p> <ul style="list-style-type: none"> Install a total of 2 plus 1% of the total parking stalls in the pre-wire locations. 	<p><u>Pre-Wire**</u></p> <ul style="list-style-type: none"> For EV chargers in 5% of total number of parking stalls. <p><u>Install EV Chargers***</u></p> <ul style="list-style-type: none"> Install a total of 6 plus 1% of the total parking stalls in the pre-wire locations. 	N/A (Voluntary)	Install conduit, wiring and electrical service for EV Chargers for 5% of parking spaces AND a minimum of 2 chargers***	Install conduit, wiring and electrical service for EV Chargers for 5% of parking spaces AND a minimum of 2 + (1% spaces) chargers***
On-Site Energy Generation	30% of maximum extent feasible as determined by the On-Site Renewable Energy Feasibility Study****	30% of maximum extent feasible as determined by the On-Site Renewable Energy Feasibility Study****	30% of maximum extent feasible as determined by the On-Site Renewable Energy Feasibility Study****	N/A (Voluntary)	N/A (Voluntary)	N/A (Voluntary)
Energy Reporting	Enroll in EPA Energy Star Building Portfolio Manager and submit documentation of compliance as required by the City.	Enroll in EPA Energy Star Building Portfolio Manager and submit documentation of compliance as required by the City.	Enroll in EPA Energy Star Building Portfolio Manager and submit documentation of compliance as required by the City.	Enroll in EPA Energy Star Building Portfolio Manager and submit documentation of compliance as required by the City.	Enroll in EPA Energy Star Building Portfolio Manager and submit documentation of compliance as required by the City.	Enroll in EPA Energy Star Building Portfolio Manager and submit documentation of compliance as required by the City.

*Designed to meet LEED standards is defined as follows: a) Applicant must submit appropriate LEED checklist and verifying cover letter from a project LEED AP with the project application, b) Applicant must complete all applicable LEED certification documents prior to final building permit issuance to be reviewed either for LEED certification, or for verification by a third party approved by the City for which the applicant will pay for review and/or certification.

**Pre-wire is defined as conduit and wire installed from electrical panel board to junction box at parking stall, with sufficient electrical service to power chargers at all pre-wire locations.

***Charger is defined as follows: One electric vehicle (EV) charger or charger head reaching each designated EV parking stall and delivering a minimum of 240 V and 40 AMPs such that it can be used by all electric vehicles.

****On-site Renewable Energy Feasibility Study shall demonstrate the following cases: 1. Maximum on-site generation potential. 2. Solar feasibility for roof and parking areas (excluding roof mounted HVAC equipment). 3. Maximum solar generation potential solely on the roof area.

(3) Water use efficiency and recycled water.

- (A) Single pass cooling systems shall be prohibited in all new buildings.
- (B) All new buildings shall be built and maintained without the use of well water.
- (C) Applicants for a new building(s) one hundred thousand (100,000) square feet or more in gross floor area shall prepare and submit a proposed water budget and accompanying calculations following the methodology approved by the City. The water budget and calculations shall be reviewed and approved by the City's Public Works Director prior to certification of occupancy. Twelve (12) months after the date of the certification of occupancy, the building owner shall submit data and information sufficient to allow the City to compare the actual water use to the allocation in the approved water budget. In the event that actual water consumption exceeds the water budget, a water conservation program, as approved by the City's Public Works Director, shall be implemented. Twelve (12) months after City approval of the water conservation program, the building owner shall submit data and information sufficient to allow the City to determine compliance with the conservation program. If water consumption exceeds the budgeted amount, the City's Public Works Director may prohibit the use of water for irrigation or enforce compliance as an infraction pursuant to Chapter 1.12 of the Municipal Code until compliance with the water budget is achieved.
- (D) All new buildings shall be dual plumbed for the internal use of recycled water.
- (E) All new buildings two hundred and fifty (250,000) square feet or more in gross floor area shall use an alternate water source for all City approved non-potable applications. An alternative water source may include, but is not limited to, treated non-potable water such as graywater. An Alternate Water Source Assessment shall be submitted that describes the alternative water source and proposed non-potable application. Approval of the Alternate Water Source Assessment, the alternative water source and its proposed uses shall be approved by the City's Public Works Director and Community Development Director.
- (F) Potable water shall not be used for dust control on construction projects.
- (G) Potable water shall not be used for decorative features, unless the water recirculates.

(4) Hazard mitigation and sea level rise resiliency.

- (A) The first floor elevation of all new buildings shall be twenty four (24) inches above the Federal Emergency Management Agency base flood elevation (BFE) to account for sea level rise. Where no BFE exists, the first floor (bottom of floor beams) elevation shall be 24 inches above the existing grade. The

building design and protective measures shall not create adverse impacts on adjacent sites as determined by the City.

(B) Prior to building permit issuance, all new buildings shall pay any required fee or proportionate fair share for the funding of sea level rise projects, if applicable.

(5) Waste management.

(A) Applicants shall submit a zero-waste management plan to the City, which will cover how the applicant plans to minimize waste to landfill and incineration in accordance with all applicable state and local regulations. Applicants shall show in their zero-waste plan how they will reduce, recycle and compost wastes from the demolition, construction and occupancy phases of the building. For the purposes of this ordinance, Zero Waste is defined as ninety (90) percent overall diversion of non-hazardous materials from landfill and incineration, wherein discarded materials are reduced, reused, recycled, or composted. Zero Waste plan elements shall include the property owner's assessment of the types of waste to be generated during demolition, construction and occupancy, and a plan to collect, sort and transport materials to uses other than landfill and incineration.

(6) Bird-friendly design.

(A) No more than ten (10) percent of façade surface area shall have non-bird-friendly glazing.

(B) Bird-friendly glazing includes, but is not limited to opaque glass, covering of clear glass surface with patterns, paned glass with fenestration patterns, and external screens over non-reflective glass.

(C) Occupancy sensors or other switch control devices shall be installed on non-emergency lights and shall be programmed to shut off during non-work hours and between 10 PM and sunrise.

(D) Placement of buildings shall avoid the potential funneling of flight paths towards a building façade.

(E) Glass skyways or walkways, freestanding glass walls, and transparent building corners shall not be allowed.

(F) Transparent glass shall not be allowed at the rooflines of buildings, including in conjunction with green roofs.

(G) A project may receive a waiver from one or more of the items (A) to (F) listed above, subject to the submittal of a site specific evaluation from a qualified biologist and review and approval by the Planning Commission.

Chapter 16.XX
R-MU – RESIDENTIAL MIXED USE DISTRICT

Sections:

- 16.XX.010 Purpose.
- 16.XX.015 Definitions.
- 16.XX.020 Permitted uses.
- 16.XX.030 Administratively permitted uses.
- 16.XX.040 Conditional uses.
- 16.XX.050 Development regulations.
- 16.XX.060 Additional bonus development regulations.
- 16.XX.070 Community amenities required for bonus development.
- 16.XX.080 Parking standards.
- 16.XX.090 Transportation demand management.
- 16.XX.100 New connections.
- 16.XX.110 Required street improvements.
- 16.XX.120 Design standards.
- 16.XX.130 Green and sustainable building.

16.XX.010 Purpose.

The purpose and intent of the Residential Mixed Use district is to:

- (1) Provide high density housing to complement nearby employment;
- (2) Encourage mixed-use development with a quality living environment and neighborhood-serving retail and services on the ground floor that are oriented to the public, and promote a live/work/play environment with pedestrian activity;
- (3) Blend with and complement existing neighborhoods through site regulations and design standards that minimize impacts to adjacent uses;

16.XX.015 Definitions.

Terms are defined in the City's Municipal Code Chapter 16.04 unless otherwise stated in this chapter.

16.XX.020 Permitted uses.

Permitted uses in the Residential-Mixed Use district are as follows:

- (1) Twenty (20) to thirty (30) dwelling units per acre, which is a required component of any development in the R-MU district;
- (2) Administrative and professional office not exceeding twenty thousand (20,000) square feet of gross floor area;
- (3) Financial services, including banks and other financial institutions;
- (4) Retail sales establishments twenty thousand (20,000) or less square feet of gross floor area and excluding the sale of beer, wine and alcohol;
- (5) Eating establishments, excluding the sale of beer, wine and alcohol, live entertainment, and/or that are portable;
- (6) Personal services, excluding tattooing, piercing, palm-reading, or similar services;
- (7) Recreational facilities privately operated, twenty thousand (20,000) or less square feet of gross floor area;
- (8) Community education/training center, which provides free or low-cost educational and vocational programs to help prepare local youth and adults for entry into college and/or the local job market.

16.XX.030 Administratively permitted uses.

Uses allowed in the Residential-Mixed Use district, subject to obtaining an administrative permit per Municipal Code Chapter 16.82, are as follows:

- (1) Eating establishments, including the sale of beer and wine only, and/or those that have live music or other live entertainment;
- (2) Child day care center.

16.XX.040 Conditional uses.

Conditional uses allowed in the Residential-Mixed Use district, subject to obtaining a use permit per Municipal Code Chapter 16.82, are as follows:

- (1) Multi-family residential exceeding thirty (30) dwelling units per acre, subject to requirements in Section 16.XX.060;
- (2) Workforce/corporate housing north of Bayfront Expressway;
- (3) Home occupations;

- (4) Administrative and professional offices greater than twenty thousand (20,000) square feet of gross floor area;
- (5) Research and development uses, excluding uses involving hazardous materials;
- (6) Eating and drinking establishments with alcohol sales, or that are portable;
- (7) Retail sales establishments greater than twenty thousand (20,000) square feet of gross floor area and/or with alcohol sales;
- (8) Personal services, including tattooing, piercing, palm-reading, or similar services;
- (9) Movie theater;
- (10) Special uses, in accordance with Chapter 16.78 of this title, including private recreational facilities exceeding twenty thousand (20,000) square feet of gross floor area;
- (11) Uses identified in 16.XX.020, 16.XX.030, and 16.XX.040 proposing Bonus level development, in accordance with Section 16.XX.060;
- (12) Public utilities, in accordance with Chapter 16.76 of this title.

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16.XX.050 Development regulations.

Development regulations in the Residential-Mixed Use district are as follows:

<i>Regulation</i>	<i>Definition</i>	<i>Base level</i>	<i>Bonus level</i>	<i>Notes/Additional Requirements</i>
<i>Minimum lot area</i>	Minimum area of building site (includes public access easements).	20,000 square feet	25,000 square feet	
<i>Minimum lot dimensions</i>	Minimum size of a lot calculated using lot lines	100 feet width 100 feet depth	100 feet width 100 feet depth	
<i>Minimum setback at street</i>	Minimum linear feet building can be sited from property line adjacent to street.	0 feet	0 feet	See build-to area requirements in Section 16.XX.120(1).
<i>Maximum setback at street</i>	Maximum linear feet building can be sited from property line adjacent to street.	25 feet	25 feet	See build-to area requirements in Section 16.XX.120 (1). Maximum setback may be 50 feet along Willow Road for surface parking where ground floor commercial uses are provided.
<i>Minimum interior side and rear setbacks</i>	Minimum linear feet building can be sited from interior and rear property lines.	10 feet	10 feet	See Section 16.XX.120 (5) if property is required to have a paseo. Interior side setback may be reduced to 0 feet for the entire building mass where there is retail frontage.
<i>Maximum residential floor area ratio</i>	Maximum permitted ratio of residential square footage of the gross floor area of all buildings on a lot to the square footage of the lot.	60% to 90%	200%	Floor area ratio shall increase on an even gradient from 60% for 20 du/ac to 90% for 30 du/ac.
<i>Density</i>	The number of dwelling units in an acre.	20 du/acre to 30 du/acre	>30 du/acre to 100 du/acre	A percentage of total dwelling units built in Bonus level shall be affordable per Section 16.XX.070.
<i>Maximum commercial floor area ratio</i>	Maximum permitted ratio of commercial square footage of the gross floor area of all buildings on a lot to the square footage of the lot.	15%	25%	Commercial permitted subject to residential development.
<i>Maximum height</i>	Maximum building height not including roof utilities and mechanical equipment.	40 feet	70 feet	A parapet used to screen mechanical equipment is not included in the maximum height. The maximum allowed height for rooftop mechanical equipment is 14 feet, except for elevator towers and associated equipment, which may be 20 feet. Per community amenities requirements of Section 16.XX.070.
<i>Minimum open space requirement</i>	Minimum portion of the building site open, unobstructed and unoccupied.	25%	25%	See Section 16.XX.120 (4) for open space requirements.

16.XX.060 Additional bonus development regulations.

A development may seek an increase in floor area ratio and/or height as established in the Bonus level per Section 16.XX.050 of this Chapter in areas denoted as R-MU-B district on the City Zoning Map, subject to obtaining a use permit per Chapter 16.82 and providing:

- (1) Community amenities consistent with Section 16.XX.070;
 - (A) A minimum of fifteen (15) percent of total units on-site must be affordable housing units for low, very low, and extremely low income households. However, with the approval of the Planning Commission, these units may be provided anywhere in the City of Menlo Park. This affordable unit requirement is in addition to the City's below market rate requirements per Section 16.96.

16.XX.070 Community amenities required for bonus development.

To be eligible for bonus floor area ratio and/or height, a project shall provide one or more community amenities, either through construction of the amenity, which is preferable, or payment of a fee.

- (1) An applicant's proposal for community amenities shall be subject to review by the Planning Commission in conjunction with a Use Permit or Conditional Development Permit. Consideration by the Planning Commission shall include differentiation between amenities proposed to be provided on-site and amenities proposed to be provided off-site, which may require a separate discretionary review and environmental review per the California Environmental Quality Act.
- (2) A community amenity shall be provided utilizing any one of the following three mechanisms:
 - (A) Part of the Project. An applicant, as part of the project, designs and constructs one or more of the community amenities to the parameters identified in this section, provided that the value of the amenity or amenities is reasonably equivalent to the value defined in subsection (3) or per nexus study. Once any one of these community amenities is provided, it will no longer be an option available to other applicants. Prior to approval of the Final Occupancy Permit for any portion of the project, the applicant shall complete (or bond for) the construction and installation of the community amenities included in the project and shall provide documentation sufficient for the City Manager or designee to certify compliance with this section. The amenities proposed by the applicant shall be selected from a list of amenities adopted by the City Council pursuant to resolution.
 - (B) Impact Fee Payment. If the City has adopted an impact fee that identifies a square foot fee for community amenities, an applicant for the bonus development shall pay 120% of the fee provided that the fee adopted by the Council is less than full cost recovery. In the alternative, the applicant may

design and construct one or more those amenities identified in the nexus study in an amount equal to the fee payment.

(C) Agreement. An applicant may propose amenities to be included in an agreement, including a development agreement. The amenities proposed by the applicant shall be selected from a list of amenities adopted by the City Council pursuant to resolution. If an impact fee per square foot has been identified through an impact fee, the proposal for amenities shall be reasonably equivalent to the value of the fee, otherwise the value shall be reasonably equivalent to the value defined in subsection (3). The timing of the provision of the community amenities shall be identified in the agreement.

(3) Bonus Value Calculation. An applicant shall provide, at their expense, an appraisal performed within ninety (90) days of the application date by a licensed appraisal firm approved by (and with form and content approved by) the Community Development Director that sets a single value per square foot of the finished floor area of the development ("floor area-foot" value). The City, at applicant's expense, may obtain a second appraisal also by a licensed appraisal firm that identifies floor area-foot value. If the two appraisals are obtained, the average of the two appraisals shall be utilized to set the floor area-foot value. The value of the community amenities shall be fifty percent for the floor area-foot value multiplied by the amount of gross floor area that is proposed beyond the base-level zoning.

(4) All community amenities, except affordable housing, must be provided within the area between U.S. Highway 101 and the San Francisco Bay in the City of Menlo Park. Affordable housing may be located anywhere housing is allowed in the City of Menlo Park.

16.XX.080 Parking standards.

Development in the R-MU district shall meet the following parking requirements.

<i>Land Use</i>	<i>Minimum Spaces (Per Unit or 1,000 Sq. Ft.)</i>	<i>Maximum Spaces (Per Unit or 1,000 Sq. Ft.)</i>	<i>Minimum Bicycle Parking¹</i>
<i>Residential Units</i>	1 per unit	1.5 per unit	1.5 long-term ² per unit; 10% additional short-term ² for guests
<i>Office</i>	2	3	1 per 5,000 sq.ft. of gross floor area Minimum two spaces
<i>Research and Development</i>	1.5	2.5	
<i>Retail</i>	2.5	3.3	For Office and Research Development:
<i>Financial services</i>	2	3.3	80% for long-term ² and 20% for short-term ²
<i>Eating and drinking establishment</i>	2.5	3.3	For all other commercial uses: 20% for long-term ² and 80% for short-term ²)
<i>Personal services</i>	2	3.3	
<i>Private recreation</i>	2	3.3	
<i>Daycare facility</i>	2	3.3	
<i>Publicly accessible parking lot or structure</i>			One space per 20 vehicle spaces
<i>Other</i>	At Community Transportation Manager discretion	At Transportation Manager discretion	At Transportation Manager discretion

¹ See Section 16.XX.120 (7) and the latest edition of best practice design standards in Association of Pedestrian and Bicycle Professionals Bicycle Parking Guidelines.

² Long-term parking is for use over several hours or overnight, typically used by employees and residents. Short-term parking is considered visitor parking for use from several minutes to up to a couple of hours.

- (1) Parking spaces shall be unbundled from the price of residential units such that parking is sold or rented separately, except in cases where parking is physically connected to only one unit. However, the Planning Commission may grant an exception from this requirement for projects which include financing for affordable housing that requires that costs for parking and housing be bundled together.
- (2) Parking facilities may be shared at the discretion of the City’s Transportation Manager if multiple uses cooperatively establish and operate the facilities, if these uses generate parking demands primarily during different hours than the remaining uses, and if a sufficient number of spaces are provided to meet the maximum cumulative parking demand of the participating uses at any time. An individual development proposal may incorporate a shared parking study to account for the mixture of uses, either on-site or within a reasonable distance. By virtue of the existing diversity of nearby uses, parcels in the district would effectively have lower parking rates. However, the precise shared parking supply impact would be subject to review and approval based on the specific design and site conditions. Project applicants may also be allowed to meet the minimum parking requirements through the use of nearby off-site facilities at the discretion of the Transportation Manager.

16.XX.090 Transportation demand management.

New construction and building additions of an existing building involving ten thousand (10,000) or more square feet of gross floor area, or a change of use of ten thousand (10,000) or more square feet of gross floor area shall develop a Transportation Demand Management (TDM) plan necessary to reduce associated vehicle trips to at least twenty (20) percent below standard generation rates for uses on the project site. Each individual applicant will prepare its own TDM plan and provide an analysis to the satisfaction of the City's Transportation Manager of the impact of that TDM program.

- (1) Eligible TDM measures may include but are not limited to:
 - (A) Participation in a local Transportation Management Association (TMA) that provides documented, ongoing support for alternative commute programs;
 - (B) Appropriately located transit shelter(s);
 - (C) Preferred parking for carpools or vanpools;
 - (D) Designated parking for car-share vehicles;
 - (E) Requiring drivers to pay directly for using parking facilities;
 - (F) Public and/or private bike share program;
 - (G) Provision or subsidy of carpool, vanpool, shuttle, or bus service, including transit passes for site occupants;
 - (H) Required alternative work schedules and/or telecommuting for non-residential uses;
 - (I) Passenger loading zones for carpools and vanpools at main building entrance;
 - (J) Safe, well-lit, accessible, and direct route to the nearest transit or shuttle stop or dedicated, fully accessible bicycle and pedestrian trail;
 - (K) Car share membership for employees or residents;
 - (L) Emergency Ride Home programs;
 - (M) Green Trip Certification.
- (2) Measures receiving TDM credit shall be:
 - (A) Documented in a TDM plan developed specifically for each project and noted on project site plans, if and as appropriate;
 - (B) Guaranteed to achieve the intended reduction over the life of the development, as evidenced by annual reporting provided to the satisfaction of City's Transportation Manager;

- (C) Required to be replaced by appropriate substitute measures if unable to achieve intended trip reduction in any reporting year;
- (D) Administered by a representative whose updated contact information is provided to the Transportation Manager.

16.XX.100 New connections.

Proposed development will be required to provide new pedestrian, bicycle, and/or vehicle connections to support connectivity and circulation as denoted in the City Zoning Map. These connections may be in the form of either a public street or a paseo as denoted in the City Zoning Map and are pursuant to the standards in Section 16.XX.120. Streets shall meet the requirements of the adopted City of Menlo Park street classification map in the General Plan Circulation Element.

- (1) If the location of new connection is split between parcel/ownership, the first applicant must set aside the required right-of-way through dedication or a public access easement and bond for the completion of the new connection, or reach agreement with the other property owner(s) to allow the first applicant to complete the entire new connection;
- (2) If the location of new connection is located on multiple properties with the same owner, applicant may move the connection up to 50 feet in either direction from what is shown on the City Zoning Map for enhanced connectivity, and/or other considerations, subject to the approval of the City's Public Works Director;
- (3) For phased project implementation, applicant must show implementation plan for the new connection and the City may require a bond or right of way dedication or public access easement prior to the completion of the first phase;
- (4) The land area dedicated for new connections in the form of public streets (right-of-way) will be subtracted from the total lot area to determine the site's Floor Area Ratio;
- (5) The land area dedicated for new connections in the form of paseos will require a public access easement (PAE). The area of the PAE is included in the total lot area to determine the site's Floor Area Ratio.

16.XX.110 Required street improvements.

For new construction, building additions, and interior alterations of an existing building, or a combination thereof, affecting ten thousand (10,000) or more square feet of gross floor area, the Public Works Director shall require the project to provide street improvements on public street edges of the property that comply with adopted City of Menlo Park street construction requirements for the adjacent street type. When these are

required by the Public Works Director these do not count as community amenities pursuant to Section 16.XX.070.

- (1) Improvements shall include curb, gutter, sidewalk, street trees, and street lights;
- (2) Overhead electric distribution lines of less than sixty (60) kilovolts and communication lines shall be placed underground along the property frontage;
- (3) The Public Works Director may allow a Deferred Frontage Improvement Agreement, including a bond to cover the full cost of the improvements and installation to accomplish needed improvements in coordination with other street improvements at a later date.

16.XX.120 Design standards.

All new construction, regardless of size, and building additions and/or exterior alterations affecting 10,000 square feet or more of gross floor area of an existing building shall adhere to the following design standards, subject to architectural control established in Section 16.68.020. For building additions and/or exterior alterations, the applicable design standards apply only to the new construction. The existing building and new addition and/or alteration shall have an integrated design. Design standards may be modified subject to approval of a use permit established in Section 16.82.030 or a conditional use permit per Section 16.82.050.

- (1) Relationship to the street. The following standards regulate the siting and placement of buildings, parking areas, and other features in relation to the street. The dimensions between building facades and the street and types of features allowed in these spaces are critical to the quality of the pedestrian experience.

Standard	Definition	Base level	Bonus level fronting a Local street*	Bonus level fronting a Boulevard, Thoroughfare, Mixed Use Collector, or Neighborhood street*	Notes/Additional Requirements
Build-to Area Requirement (see Figure 1)	The minimum building frontage at the ground floor or podium level, as a percentage of the street frontage length, that must be located within the area of the lot between the minimum and maximum setback lines parallel to the street.	Minimum 40% of frontage	Minimum 40% of frontage	Minimum 60% of frontage	Ground-floor retail uses must be a minimum 75% of frontage.
Corner Build-to Area Requirement	The minimum building frontage, as a percentage of the street frontage length, that must be located within the build-to area, defined as the area of the lot between the minimum and maximum setback lines parallel to streets on a corner lot.	75% of building frontage must be located within build-to area	75% of building frontage must be located within build-to area	75% of building frontage must be located within build-to area	Exception: If public plaza is provided pursuant to open space standards in 16.XX.120 (4) and bounded by buildings on at least two sides.
Frontage Landscaping	The percentage of the setback area devoted to ground cover and vegetation. Trees may or may not be within the landscaped area. For this requirement, the setback area is the area between the property line and the face of the building.	Minimum of 40% (50% of which shall provide on-site infiltration of stormwater runoff.) No maximum.	Minimum of 40% (50% of which shall provide on-site infiltration of stormwater runoff.) No maximum.	Minimum of 25% (50% of which should provide on-site infiltration of stormwater runoff.) Maximum of 40%.	Setback areas adjacent to active ground-floor uses, including lobbies, retail sales, and eating and drinking establishments are excepted. In the case of a PUE adjacent to the street, frontage landscaping requirement may be measured from street right-of-way instead of property line.
Frontage Uses	Allowable frontage uses in order to support a positive integration of new buildings into the streetscape character.	No restrictions	No restrictions	Setback areas parallel to street not used for frontage landscaping must provide pedestrian circulation (e.g., entryways, stairways, accessible ramps), other publicly accessible open spaces (e.g., plazas, gathering areas, outdoor seating areas), access to parking, bicycle parking, or other uses that the Planning Commission deems appropriate.	Hotels are allowed to use this area for guest arrivals/drop-off zone. Commercial uses shall be a minimum of 50 feet in depth. Publicly accessible open space is further defined and regulated in Section 16.XX.120 (4).
Surface Parking Along Street Frontage (See Figure 2, A)	Surface parking may be located along the street if set back appropriately. The maximum percentage of linear frontage of property adjacent to the street allowed to be off-street surface parking.	Maximum of 35%	Maximum of 35%	Maximum of 25%	

*See the General Plan Circulation Element Street Classification Map for street types.

Figure 1. Build-to Area

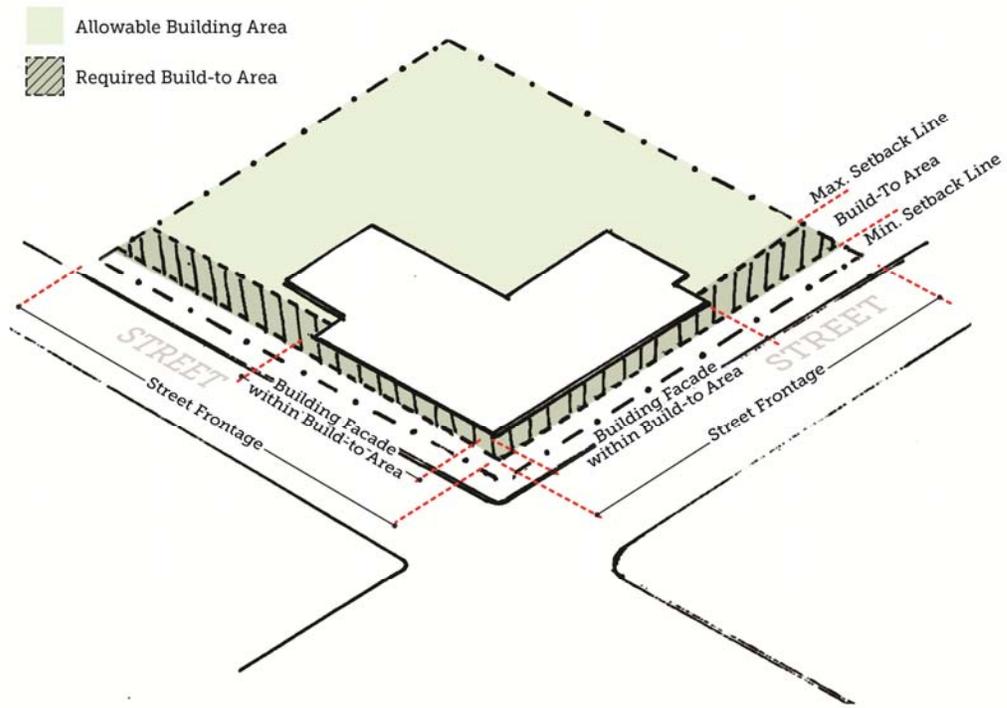
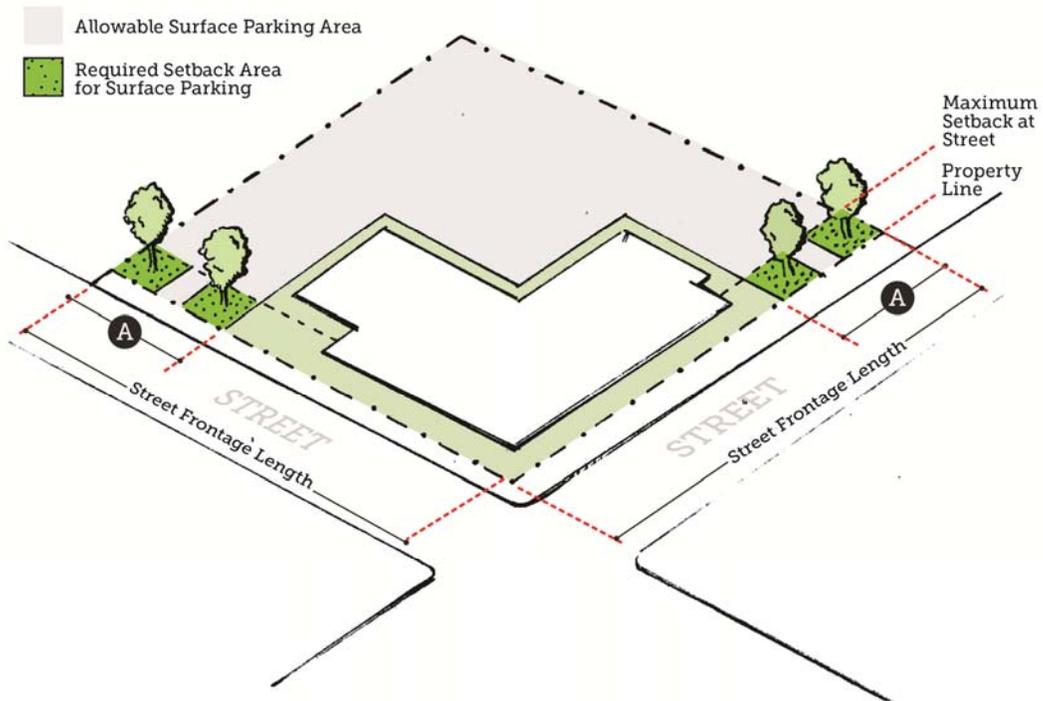


Figure 2. Surface Parking



(2) Building mass and scale. The following standards regulate building mass, bulk, size, and vertical building planes to minimize the visual impacts of large buildings and maximize visual interest of building facades as experienced by pedestrians.

Standard and Figure 3 Label (in Caps)	Definition	Base level	Bonus level fronting a Local street*	Bonus level fronting a Boulevard, Thoroughfare, Mixed Use Collector, or Neighborhood street*	Notes/Additional Requirements
Base Height A	The maximum height of a building at the setback line adjacent to the street.	40 feet	45 feet	45 feet	
Minimum Stepback B	The horizontal distance a building's upper story(ies) must be set back above the Base level height.	N/A	10' for a minimum of 75% of the building face along public street(s)	10' for a minimum of 75% of the building face along public street(s)	A maximum of 25% of the building face along public street(s) may be excepted from this standard in order to provide significant vertical features.
Building Projections	The maximum depth of allowable building projections, such as balconies or bay windows, from the required stepback for portions of the building above the ground floor.	6 feet	6 feet	6 feet	
Building Modulation C & D	A major modulation is a break in the building plane from the ground level to the top of the buildings' base height that provides visual variety, reduces large building volumes, and provides spaces for entryways and publicly accessible spaces. A minor modulation is a recess in a building plane, providing further visual variety.	Major modulation: Minimum of one recess of 15 feet wide by 10 feet deep per 200 feet of façade length Minor modulation: Minimum recess of 5 feet wide by 5 feet deep per 50 feet of façade length			Modulation is required regardless of build-to area. Parking is not allowed in the modulation recess. Building projections with 3 feet to 6 feet depth may satisfy this requirement in-lieu of a recess.

*See the General Plan Circulation Element Street Classification Map for street types.

Figure 3. Building Mass and Scale



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(3) Ground-floor exterior. The following standards regulate the ground-floor façade of buildings in order to enhance pedestrian experience, as well as visual continuity along the street.

Standard and Figure 4 label (in Caps)	Definition	Base level	Bonus level fronting a Local street*	Bonus level fronting a Boulevard, Thoroughfare, Mixed Use Collector, or Neighborhood street*	Notes/Additional Requirements
Building Entrances A	The minimum ratio of entrances to building length along a public street or paseo.	One entrance every 100 feet of building length or every building length along a public street or paseo, whichever is greater	One entrance every 100 feet of building length or every building length along a public street or paseo, whichever is greater	One entrance every 100 feet of building length or every building length along a public street or paseo, whichever is greater	Entrances at building corners may be used to satisfy this requirement. Stairs must be located in locations convenient to building users.
Ground-floor Transparency B	The minimum percentage of the ground-floor façade area that must provide visual transparency, such as clear-glass windows, doors, etc.	30% for residential uses; 50% for commercial uses	30% for residential uses; 50% for commercial uses	30% for residential uses; 50% for commercial uses	Windows shall not be opaque or mirrored.
Minimum Ground Floor Height Along Street Frontage C	The minimum height between the ground-level finished floor to the second level finished floor along the street.	N/A	10 feet for residential uses; 15 feet for commercial uses	10 feet for residential uses; 15 feet for commercial uses	Where individual residential units' entries face a street, finish floor shall be elevated 24 inches minimum above sidewalk level.
Garage Entrances	Width of garage entry/door along street frontage	Maximum 12-foot opening for one-way entrance; Maximum 24-foot opening for two-way entrance.	Maximum 12-foot opening for one-way entrance; Maximum 24-foot opening for two-way entrance.	Maximum 12-foot opening for one-way entrance; Maximum 24-foot opening for two-way entrance.	Garage entrances must be separated by a minimum of 100 feet to ensure all entrances/exits are not grouped together or resulting in an entire stretch of sidewalk unsafe and undesirable for pedestrians.
Awnings, Signs, and Canopies D	The maximum depth of awnings, signs, and canopies that project horizontally from the face of the building.	7 feet	7 feet	7 feet	A minimum vertical clearance of 8 feet from finished grade to the bottom of the projection is required.

*See the General Plan Circulation Element Street Classification Map for street types.

Figure 4. Ground-floor Exterior



(4) Open space. All development in the Residential-Mixed Use district shall provide a minimum amount of open space equal to twenty-five (25) percent of the total lot area, with a minimum amount of publicly accessible open space equal to twenty-five (25) percent of the total open space area.

(A) Publicly accessible open space consists of areas unobstructed by fully enclosed structures with a mixture of landscaping and hardscape that provides seating and places to rest, places for gathering, passive and/or active recreation, pedestrian circulation, or other similar use as determined by the Planning Commission. Publicly accessible open space types include, but are not limited to paseos, plazas, forecourts and entryways, and outdoor dining areas. Publicly accessible open space must:

- (i) Contain site furnishings, art, or landscaping;
- (ii) Be on the ground floor or podium level;
- (iii) Be at least partially visible from a public right-of-way such as a street or paseo;
- (iv) Have a direct, accessible pedestrian connection to a public right-of-way or easement.

(B) Quasi-public and private open spaces, which may or may not be accessible to the public, include patios, balconies, roof terraces, and courtyards.

(C) Residential developments shall have a minimum of common open space and private open space. These requirements are counted towards the minimum amount of open space equal to twenty-five (25) percent of the total lot area.

- (i) One hundred (100) square feet of open space per unit shall be created as common open space or a minimum of eighty (80) square feet of open space per unit created as private open space, where private open space shall have a minimum dimension of six (6) feet by six (6) feet;
- (ii) In the case of a mix of private and common open space, such common open space shall be provided at a ratio equal to one and one-quarter (1.25) square feet for each one (1) square foot of private open space that is not provided.
- (iii) Depending on the number of dwelling units, common open space shall be provided to meet the following criteria:
 - a. Ten (10) to fifty (50) units: minimum of one (1) space, twenty (20) feet minimum dimension (four hundred (400) sf total, minimum);
 - b. Fifty-one (51) to one hundred (100) units: minimum of one (1) space, thirty (30) feet minimum dimension (nine hundred (900) sf total, minimum);
 - c. One hundred one (101) or more units: minimum of one (1) space, forty (40) feet minimum dimension (one thousand six hundred (1,600) sf total, minimum).

- (D) All open spaces shall:
- (i) Interface with adjacent buildings via direct connections through doors, windows, and entryways;
 - (ii) Be integrated as part of building modulation and articulation to enhance building façade and should be sited and designed to be appropriate for the size of the development and accommodate different activities, groups and both active and passive uses;
 - (iii) Be incorporated into the landscaping design of the project and include:
 - a. Sustainable stormwater features;
 - b. A minimum landscaping bed no less than three (3) feet in length or width and five (5) feet in depth for infiltration planting;
 - c. Native species able to grow to their maximum size without shearing.
- (E) All exterior landscaping counts towards open space requirements.

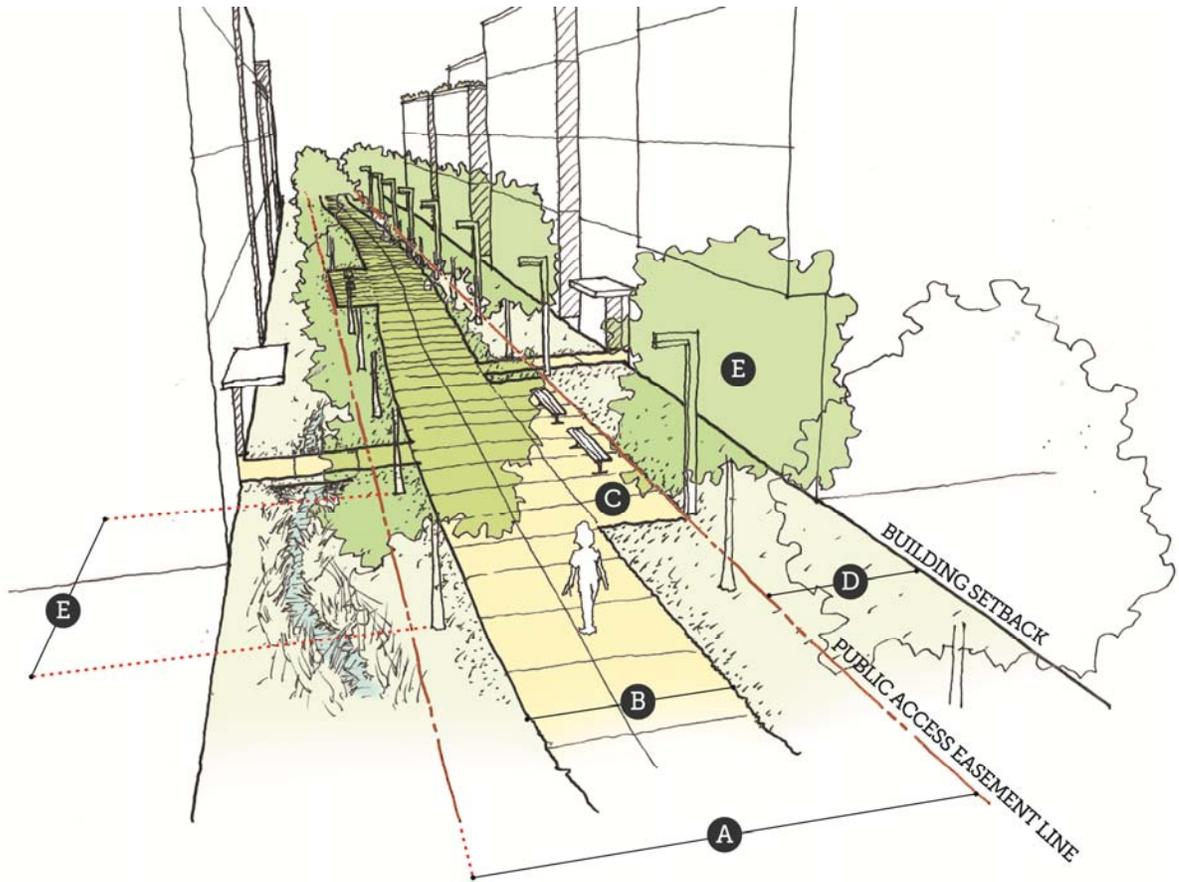
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(5) Paseos. A paseo is defined as a pedestrian and bicycle path that provides a member of the public access through one or more parcels and to public streets and/or other paseos. Paseos must meet the following standards:

- (A) Paseos may be located within the required side setback areas. Paseos may not be located within the minimum setback at street except where it connects to that street;
- (B) Paseos must be publicly accessible established through a public access easement, but they remain private property;
- (C) Paseos count as publicly accessible open space.

Standard and Figures 5 label (in Caps)	Definition	Required Paseo per Section 16.XX.100	Notes/Additional Requirements
Paseo Width A	The minimum dimension in overall width of the paseo, including landscaping and hardscape components.	20 feet	
Pathway Width B	The minimum and maximum width of the hardscape portion of the paseo, which provides the pathway for pedestrians.	10 feet minimum; 14 feet maximum	The paseo pathway shall be connected to building entrances with hardscaped pathways. Pathways may be used for emergency vehicle access use and allowed a maximum paved width exemption to accommodate standards of the Menlo Park Fire Protection District with prior approval by Transportation Manager.
Furnishing Zones C	Requirements for pockets of hardscape areas dedicated to seating, adjacent to the main pedestrian pathway area.	Minimum dimension of 5 feet wide by 20 feet long, provided at a minimum interval of 100 feet.	Furnishing zones must include benches or other type of seating and pedestrian-scaled lighting.
Paseo Frontage Setback D	The minimum setback for adjacent buildings from the edge of the paseo property line.	5 feet	A minimum of 50% of the setback area between the building and paseo shall be landscaped (50% of which should provide on-site infiltration of stormwater runoff.) Plants should be climate-adapted species, able to grow to their maximum size without shearing, and provide screening of at least 1-3 feet in height.
Trees E	The size and spacing of trees that are required along the paseo.	Small canopy trees with a maximum mature height of 40 feet and canopy diameter of 25 feet, planted at maximum intervals of 40 feet.	Trees must be planted within the paseo width, with the tree canopy allowed to overhang into the setback.
Landscaping	The minimum percentage of the paseo that is dedicated to vegetation.	20%	On-site infiltration of stormwater runoff is required.
Lighting	Pedestrian-oriented street lamps.	One light fixture every 40 feet.	Use energy efficient lighting per Title 24. Lights shall be located a minimum of 20 feet from trees.

Figure 5.Paseos



(6) Building design.

- (A) Main building entrances shall face the street or a publicly accessible courtyard. Building and/or frontage landscaping shall bring the human scale to the edges of the street. Retail building frontage shall be parallel to the street.
- (B) Utilities, including meters, backflow prevention devices, etc., shall be concealed or integrated into the building design to the extent feasible.
- (C) Projects shall include dedicated, screened, and easily accessible space for recycling, compost, and solid waste storage and collection.
- (D) Trash and storage shall be enclosed and attractively screened from public view.
- (E) Materials and colors of utility, trash, and storage enclosures shall match or be compatible with the primary building.
- (F) Building materials shall be durable and high-quality to ensure adaptability and re-use over time. Glass paneling and windows shall be used to invite outdoor views and introduce natural light into interior spaces. Stucco shall not be used on more than fifty (50) percent of the building facade. When stucco is used, it must be smooth troweled.
- (G) Roof lines and eaves adjacent to street-facing facades shall vary across a building, including a four-foot minimum height modulation to break visual monotony and create a visually interesting skyline as seen from public streets (see Figure 6).
- (H) Rooftop elements including mechanical equipment, stair and elevator towers shall be concealed in a manner that incorporates building color and architectural and structural design and shall not exceed twenty (20) percent of roof area. Mechanical equipment does not include solar panels, wind turbines and other passive collection systems, and thus do not count towards the twenty (20) percent maximum.

Figure 6. Roof Lines



(7) Access and parking.

- (A) Shared entrances to parking for retail and residential uses shall be used where possible.
- (B) Service access and loading docks shall be located on local or interior access streets and to the rear of buildings, and shall not be located along a publicly accessible open space.
- (C) Above-ground garages shall be screened (with perforated walls, vertical elements or materials that provide visual interest at the pedestrian scale) or located behind buildings that are along public streets.
- (D) Garage and surface parking access shall be screened or set behind buildings located along a publicly accessible open space and paseos.
- (E) Surface parking lots shall be buffered from adjacent buildings by a minimum six (6) feet of paved pathway or landscaped area (see Figure 7, label A).
- (F) Surface parking lots shall be screened with landscaping features such as trees, planters, and vegetation, including a twenty (20) foot deep landscaped area along sidewalks, as measured from the setback line adjacent to the street, or paseos (see Figure 7, label B). The portion of this area not devoted to driveways shall be landscaped. Trees shall be planted at a ratio of 1 per 400 square feet of required setback area for surface parking.
- (G) Surface parking lots shall be planted with at least one (1) tree with a minimum size of a twenty-four (24) inch box for every eight (8) parking spaces (see Figure 7, label C). Required plantings may be grouped where carports with solar panels are provided.
- (H) Surface parking can be located along a paseo for a maximum of forty (40) percent of a paseo's length (see Figure 7, label D).
- (I) Short-term bicycle parking shall be located within fifty (50) feet of lobby or main entrance. Long-term bicycle parking facilities shall protect against theft and inclement weather, and consist of a fully enclosed, weather-resistant locker with key locking mechanism or an interior locked room or enclosure. Long-term parking shall be provided in locations that are convenient and functional for cyclists. Bicycle parking shall be (see Figure 8):
 - (i) Consistent with the latest edition of the Association of Pedestrian and Bicycle Professionals Bicycle Parking Guide;
 - (ii) Designed to accommodate standard six (6) foot bicycles;
 - (iii) Paved or hardscaped;
 - (iv) Accessed by an aisle in the front or rear of parked bicycles of at least five (5) feet;

- (v) At least five (5) feet from vehicle parking spaces;
 - (vi) At least thirty (30) inches of clearance in all directions from any obstruction, including but not limited to other racks, walls, and landscaping;
 - (vii) Lit with no less than one (1) footcandle of illumination at ground level;
 - (viii) Space-efficient bicycle parking such as double-decker lift-assist and vertical bicycle racks are also permitted.
- (J) Pedestrian access shall be provided, with a minimum hardscape width of six (6) feet, to sidewalks to all building entries, parking areas, and publicly accessible open spaces, and shall be clearly marked with signage directing pedestrians to common destinations.
- (K) Entries to parking areas and other important destinations shall be clearly identified for all travel modes with such wayfinding features as marked crossings, lighting, and clear signage.

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Figure 7. Surface Parking Access

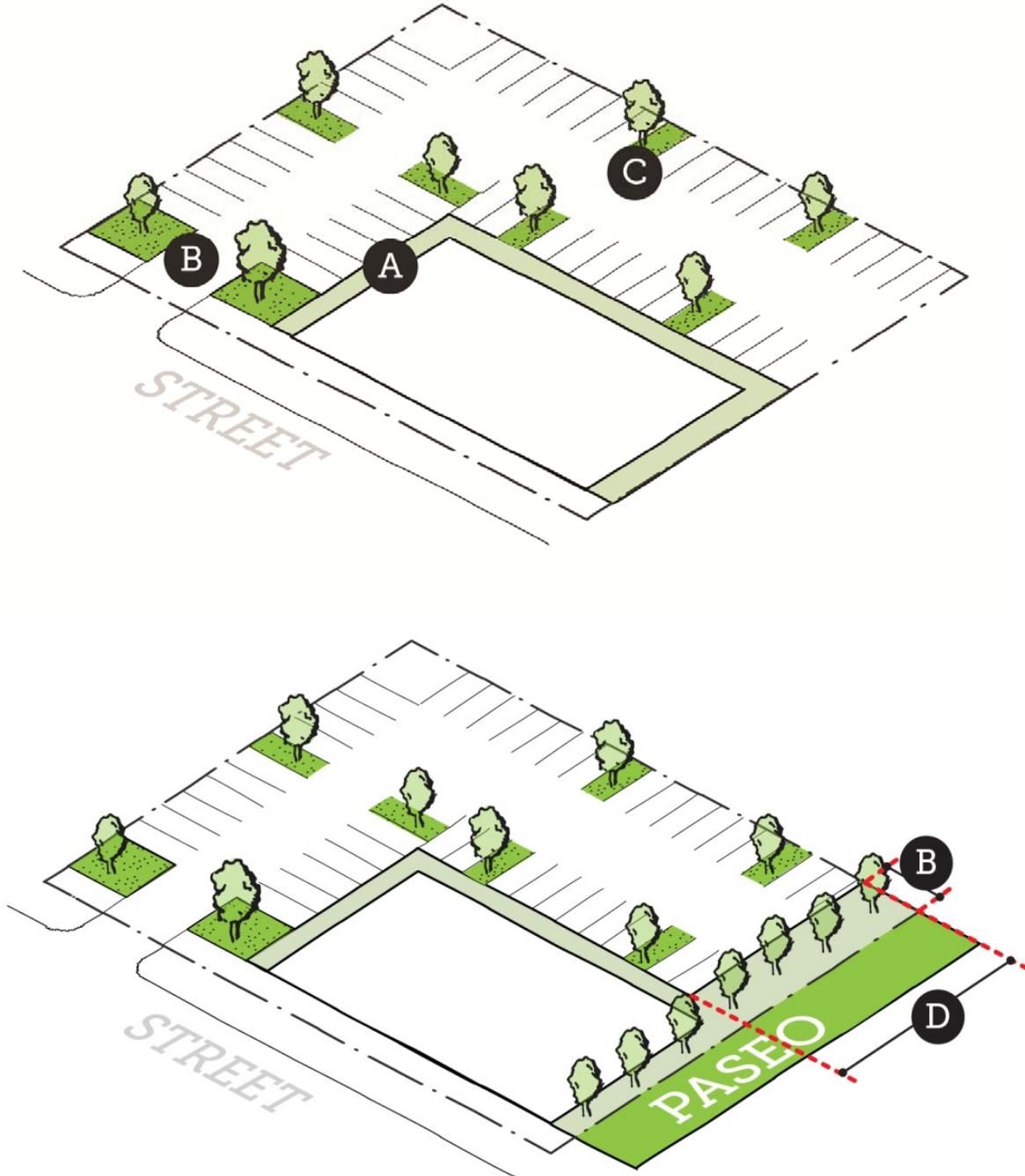
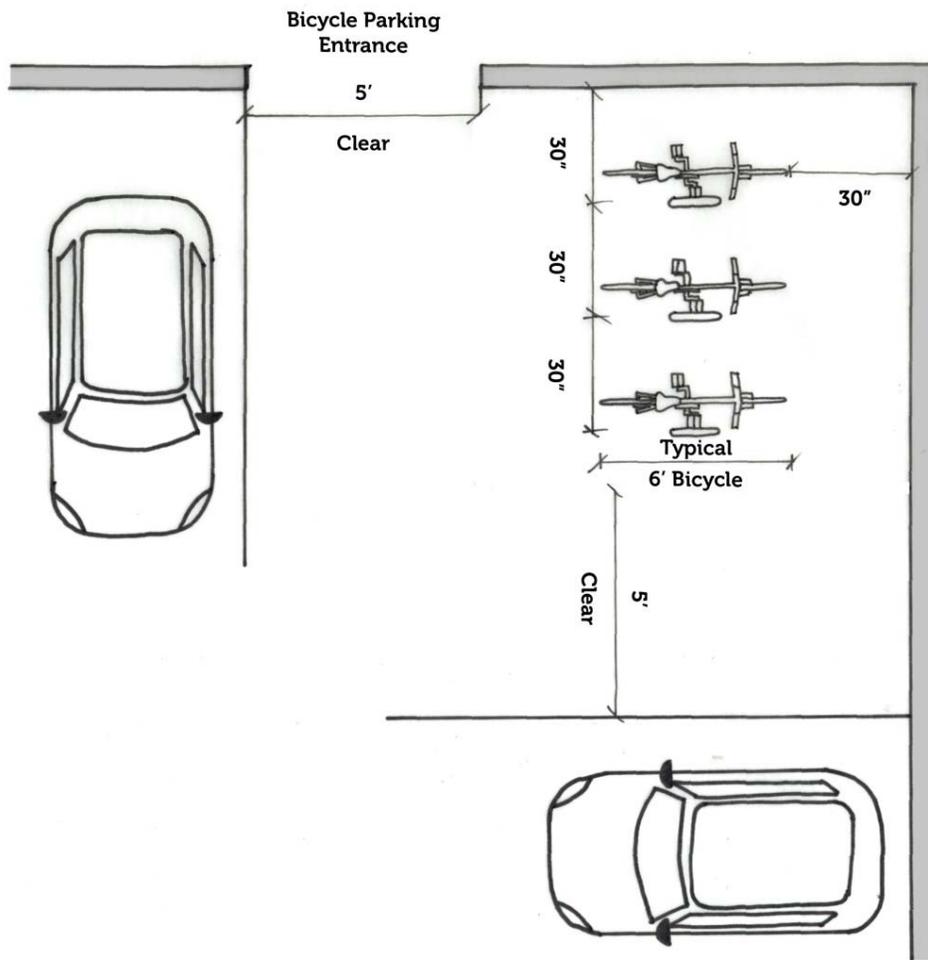


Figure 8. Bicycle Parking



16.XX.130 Green and sustainable building.

In addition to meeting all applicable regulations specified in Municipal Code Title 12 (Buildings and Construction), the following provisions shall apply to projects.

(1) Green building.

- (A) Any new construction, addition or alteration of a building shall be required to comply with tables 16.XX.010.A and 16.XX.010.B

(2) Energy.

- (A) All new construction will meet 100% of energy demand (electricity and natural gas) through on-site generation as required in tables 16.XX.010.A and 16.XX.0101.B, and any combination of the following measures:
 - (i) Purchase of 100% renewable electricity through Peninsula Clean Energy or Pacific Gas and Electric Company in an amount equal to the annual energy demand of the project;
 - (ii) Purchase and installation of local renewable energy generation within the City of Menlo Park in an amount equal to the annual energy demand of the project;
 - (iii) Purchase of certified renewable energy credits annual in an amount equal to the annual energy demand of the project.

TABLE 16.XX.010.A: RESIDENTIAL GREEN BUILDING REQUIREMENTS

PROJECT TYPE	NEW CONSTRUCTION			ADDITIONS AND/OR ALTERATIONS		
	10,000 sq. ft. – 25,000 sq. ft.	25,001 sq. ft. – 100,000 sq. ft.	100,001 sq. ft. and above	1 sq. ft. to 1,000 sq. ft./ of conditioned area, volume or size	1,001 sq. ft. – 25,000 sq. ft. of conditioned area, volume or size	25,001 sq. ft. and above of conditioned area, volume or size
Green Building Requirement	10,000 sq. ft. – 25,000 sq. ft.	25,001 sq. ft. – 100,000 sq. ft.	100,001 sq. ft. and above	1 sq. ft. to 1,000 sq. ft./ of conditioned area, volume or size	1,001 sq. ft. – 25,000 sq. ft. of conditioned area, volume or size	25,001 sq. ft. and above of conditioned area, volume or size
Green Building Certification	Designed to meet LEED Silver BD+C*	Designed to meet LEED Silver BD+C*	Designed to meet LEED Gold BD+C*	CALGreen Mandatory	Designed to meet LEED Silver ID+C*	Designed to meet LEED Gold ID+C*
EV Chargers	<p><u>Pre-Wire**</u></p> <ul style="list-style-type: none"> For EV chargers in 5% of total number of parking stalls. <p><u>Install EV Chargers***</u></p> <ul style="list-style-type: none"> Install a minimum of 2 in the pre-wire locations. 	<p><u>Pre-Wire**</u></p> <ul style="list-style-type: none"> For EV chargers in 5% of total number of parking stalls. <p><u>Install EV Chargers***</u></p> <ul style="list-style-type: none"> Install a total of 2 plus 1% of the total parking stalls in the pre-wire locations. 	<p><u>Pre-Wire**</u></p> <ul style="list-style-type: none"> For EV chargers in 5% of total number of parking stalls. <p><u>Install EV Chargers***</u></p> <ul style="list-style-type: none"> Install a total of 6 plus 1% of the total parking stalls in the pre-wire locations. 	N/A (Voluntary)	N/A (Voluntary)	N/A (Voluntary)
On-Site Energy Generation	30% of maximum extent feasible as determined by the On-Site Renewable Energy Feasibility Study****	30% of maximum extent feasible as determined by the On-Site Renewable Energy Feasibility Study****	30% of maximum extent feasible as determined by the On-Site Renewable Energy Feasibility Study****	N/A (Voluntary)	N/A (Voluntary)	N/A (Voluntary)
Energy Reporting	Enroll in EPA Energy Star Building Portfolio Manager and submit documentation of compliance as required by the City.	Enroll in EPA Energy Star Building Portfolio Manager and submit documentation of compliance as required by the City.	Enroll in EPA Energy Star Building Portfolio Manager and submit documentation of compliance as required by the City.	Enroll in EPA Energy Star Building Portfolio Manager and submit documentation of compliance as required by the City.	Enroll in EPA Energy Star Building Portfolio Manager and submit documentation of compliance as required by the City.	Enroll in EPA Energy Star Building Portfolio Manager and submit documentation of compliance as required by the City.

*Designed to meet LEED standards is defined as follows: a) Applicant must submit appropriate LEED checklist and verifying cover letter from a project LEED AP with the project application, b) Applicant must complete all applicable LEED certification documents prior to final building permit issuance to be reviewed either for LEED certification, or for verification by a third party approved by the City for which the applicant will pay for review and/or certification.

**Pre-wire is defined as conduit and wire installed from electrical panel board to junction box at parking stall, with sufficient electrical service to power chargers at all pre-wire locations.

***Charger is defined as follows: One electric vehicle (EV) charger or charger head reaching each designated EV parking stall and delivering a minimum of 240 V and 40 AMPs such that it can be used by all electric vehicles.

**** On-Site Renewable Energy Feasibility Study shall demonstrate the following cases: 1. Maximum on-site generation potential. 2. Solar feasibility for roof and parking areas (excluding roof mounted HVAC equipment). 3. Maximum solar generation potential solely on the roof area.

TABLE 16.XX.010.B: NON-RESIDENTIAL GREEN BUILDING REQUIREMENTS

PROJECT TYPE	NEW CONSTRUCTION			ADDITIONS AND/OR ALTERATIONS		
	10,000 sq. ft. – 25,000 sq. ft.	25,001 sq. ft. – 100,000 sq. ft.	100,001 sq. ft. and above	1 sq. ft. – 1,000 sq. ft. of conditioned area, volume or size	1,001 sq. ft.– 25,000 sq. ft. of conditioned area, volume or size	25,001 sq. ft. and above of conditioned area, volume or size
Green Building Certification	Designed to meet LEED Silver BD+C *	Designed to meet LEED Silver BD+C *	Designed to meet LEED Gold BD+C *	CALGreen Mandatory	Designed to meet LEED Silver ID+C *	Designed to meet LEED Gold ID+C *
EV Chargers	<p><u>Pre-Wire**</u></p> <ul style="list-style-type: none"> For EV chargers in 5% of total number of parking stalls. <p><u>Install EV Chargers***</u></p> <ul style="list-style-type: none"> Install a minimum of 2 in the pre-wire locations. 	<p><u>Pre-Wire**</u></p> <ul style="list-style-type: none"> For EV chargers in 5% of total number of parking stalls. <p><u>Install EV Chargers***</u></p> <ul style="list-style-type: none"> Install a total of 2 plus 1% of the total parking stalls in the pre-wire locations. 	<p><u>Pre-Wire**</u></p> <ul style="list-style-type: none"> For EV chargers in 5% of total number of parking stalls. <p><u>Install EV Chargers***</u></p> <ul style="list-style-type: none"> Install a total of 6 plus 1% of the total parking stalls in the pre-wire locations. 	N/A (Voluntary)	Install conduit, wiring and electrical service for EV Chargers for 5% of parking spaces AND a minimum of 2 chargers***	Install conduit, wiring and electrical service for EV Chargers for 5% of parking spaces AND a minimum of 2 + (1% spaces) chargers***
On-Site Energy Generation	30% of maximum extent feasible as determined by the On-Site Renewable Energy Feasibility Study****	30% of maximum extent feasible as determined by the On-Site Renewable Energy Feasibility Study****	30% of maximum extent feasible as determined by the On-Site Renewable Energy Feasibility Study****	N/A (Voluntary)	N/A (Voluntary)	N/A (Voluntary)
Energy Reporting	Enroll in EPA Energy Star Building Portfolio Manager and submit documentation of compliance as required by the City.	Enroll in EPA Energy Star Building Portfolio Manager and submit documentation of compliance as required by the City.	Enroll in EPA Energy Star Building Portfolio Manager and submit documentation of compliance as required by the City.	Enroll in EPA Energy Star Building Portfolio Manager and submit documentation of compliance as required by the City.	Enroll in EPA Energy Star Building Portfolio Manager and submit documentation of compliance as required by the City.	Enroll in EPA Energy Star Building Portfolio Manager and submit documentation of compliance as required by the City.

*Designed to meet LEED standards is defined as follows: a) Applicant must submit appropriate LEED checklist and verifying cover letter from a project LEED AP with the project application, b) Applicant must complete all applicable LEED certification documents prior to final building permit issuance to be reviewed either for LEED certification, or for verification by a third party approved by the City for which the applicant will pay for review and/or certification.

**Pre-wire is defined as conduit and wire installed from electrical panel board to junction box at parking stall, with sufficient electrical service to power chargers at all pre-wire locations.

***Charger is defined as follows: One electric vehicle (EV) charger or charger head reaching each designated EV parking stall and delivering a minimum of 240 V and 40 AMPs such that it can be used by all electric vehicles.

****On-site Renewable Energy Feasibility Study shall demonstrate the following cases: 1. Maximum on-site generation potential. 2. Solar feasibility for roof and parking areas (excluding roof mounted HVAC equipment). 3. Maximum solar generation potential solely on the roof area.

(3) Water use efficiency and recycled water.

- (A) Single pass cooling systems shall be prohibited in all new buildings.
- (B) All new buildings shall be built and maintained without the use of well water.
- (C) Applicants for a new building(s) one hundred thousand (100,000) square feet or more in gross floor area shall prepare and submit a proposed water budget and accompanying calculations following the methodology approved by the City. The water budget and calculations shall be reviewed and approved by the City's Public Works Director prior to certification of occupancy. Twelve (12) months after the date of the certification of occupancy, the building owner shall submit data and information sufficient to allow the City to compare the actual water use to the allocation in the approved water budget. In the event that actual water consumption exceeds the water budget, a water conservation program, as approved by the City's Public Works Director, shall be implemented. Twelve (12) months after City approval of the water conservation program, the building owner shall submit data and information sufficient to allow the City to determine compliance with the conservation program. If water consumption exceeds the budgeted amount, the City's Public Works Director may prohibit the use of water for irrigation or enforce compliance as an infraction pursuant to Chapter 1.12 of the Municipal Code until compliance with the water budget is achieved.
- (D) All new buildings shall be dual plumbed for the internal use of recycled water.
- (E) All new buildings two hundred and fifty (250,000) square feet or more in gross floor area shall use an alternate water source for all City approved non-potable applications. An alternative water source may include, but is not limited to, treated non-potable water such as graywater. An Alternate Water Source Assessment shall be submitted that describes the alternative water source and proposed non-potable application. Approval of the Alternate Water Source Assessment, the alternative water source and its proposed uses shall be approved by the City's Public Works Director and Community Development Director.
- (F) Potable water shall not be used for dust control on construction projects.
- (G) Potable water shall not be used for decorative features, unless the water recirculates.

(4) Hazard mitigation and sea level rise resiliency.

- (A) The first floor elevation of all new buildings shall be twenty four (24) inches above the Federal Emergency Management Agency base flood elevation (BFE) to account for sea level rise. Where no BFE exists, the first floor (bottom of floor beams) elevation shall be 24 inches above the existing grade. The

building design and protective measures shall not create adverse impacts on adjacent sites as determined by the City.

(B) Prior to building permit issuance, all new buildings shall pay any required fee or proportionate fair share for the funding of sea level rise projects, if applicable.

(5) Waste management.

(A) Applicants shall submit a zero-waste management plan to the City, which will cover how the applicant plans to minimize waste to landfill and incineration in accordance with all applicable state and local regulations. Applicants shall show in their zero-waste plan how they will reduce, recycle and compost wastes from the demolition, construction and occupancy phases of the building. For the purposes of this ordinance, Zero Waste is defined as ninety (90) percent overall diversion of non-hazardous materials from landfill and incineration, wherein discarded materials are reduced, reused, recycled, or composted. Zero Waste plan elements shall include the property owner's assessment of the types of waste to be generated during demolition, construction and occupancy, and a plan to collect, sort and transport materials to uses other than landfill and incineration.

(6) Bird-friendly design.

(A) No more than ten (10) percent of façade surface area shall have non-bird-friendly glazing.

(B) Bird-friendly glazing includes, but is not limited to opaque glass, covering of clear glass surface with patterns, paned glass with fenestration patterns, and external screens over non-reflective glass.

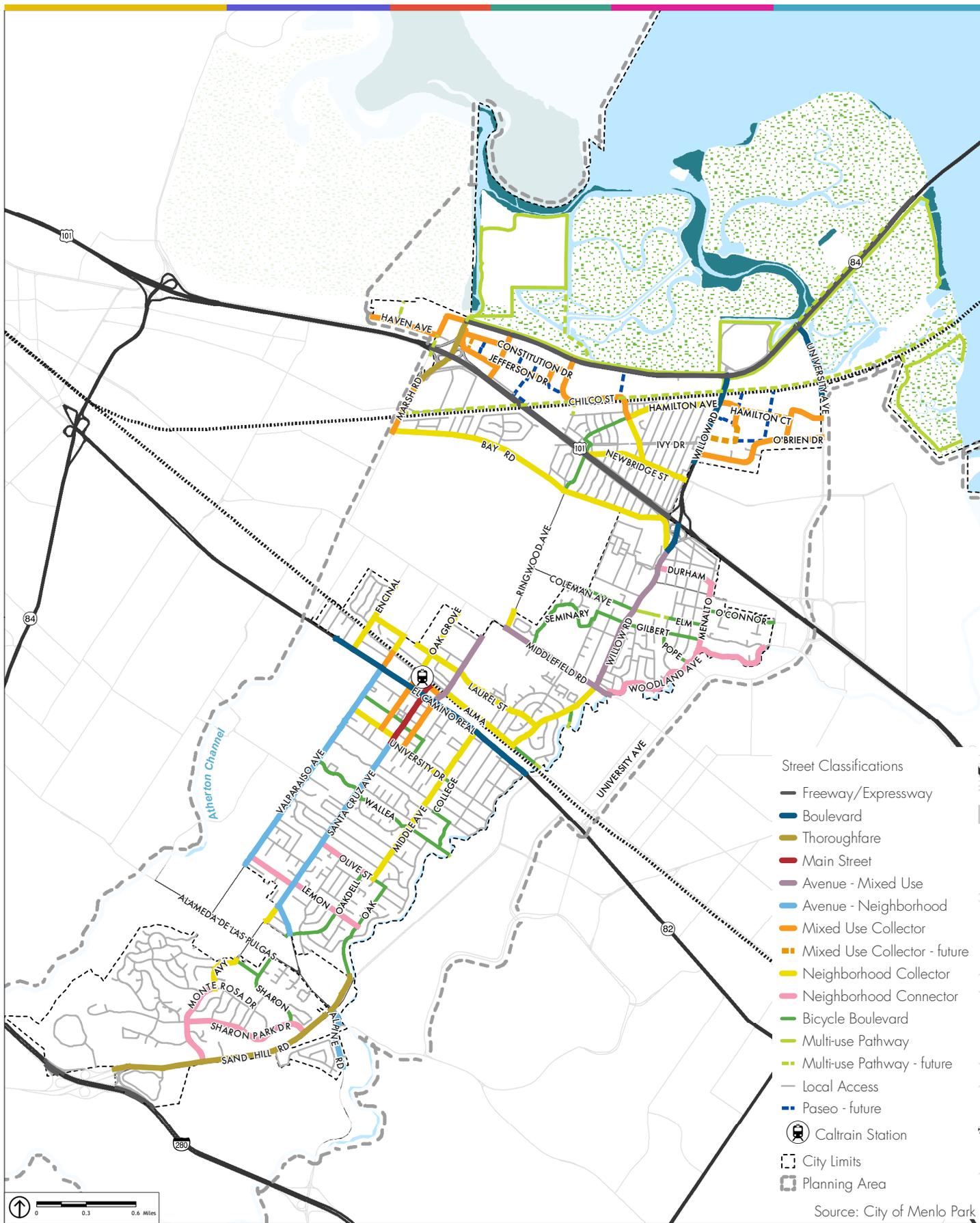
(C) Occupancy sensors or other switch control devices shall be installed on non-emergency lights and shall be programmed to shut off during non-work hours and between 10 PM and sunrise.

(D) Placement of buildings shall avoid the potential funneling of flight paths towards a building façade.

(E) Glass skyways or walkways, freestanding glass walls, and transparent building corners shall not be allowed.

(F) Transparent glass shall not be allowed at the rooflines of buildings, including in conjunction with green roofs.

(G) A project may receive a waiver from one or more of the items (A) to (F) listed above, subject to the submittal of a site specific evaluation from a qualified biologist and review and approval by the Planning Commission.





REVIEW THE PROPOSED COMMUNITY AMENITIES

The amenities described below were identified during the Belle Haven Vision Plan and during the first year of the ConnectMenlo process. They were ranked in this order in a survey in March/April, 2015. Approximate cost estimates have been added for each amenity.

Place a dot to the left of the amenities that you think are most important.

Transit and Transportation Improvements	Jobs and Training at M-2 Area Companies	Social Service Improvements
A. Sidewalks, lighting, and landscaping – \$100 per linear foot <i>Enhance landscaping and lighting and fill gaps in sidewalk to improve the overall walkability</i>	A. Job opportunities for residents – \$10,000 in specialized training per employee <i>Local employers have a hiring preference for qualified residents</i>	A. Education improvements in Belle Haven – \$10,000 per student <i>Improvements to the quality of student education and experience in Belle Haven</i>
B. Traffic-calming on neighborhood streets – \$100,000 per block/intersection <i>Address cut-through traffic with design features</i>	B. Education and enrichment programs for young adults – \$10,000 per participant <i>Provide programs that target students and young adults to be competitive in the job market, including existing tech jobs</i>	B. Medical center – \$6 million to construct (\$300 per square foot) <i>Medical center providing health care services and out-patient care</i>
C. Bike trails, paths or lanes – \$100,000/ mile <i>Install new bike lanes and pedestrian paths and connect them to existing facilities and BayTrail</i>	C. Job training programs and education center – \$10,000 per participant <i>Provide residents with job training programs that prepare them with job skills</i>	C. Library improvements at Belle Haven – \$300,000 <i>Expand library programs and activities, especially for children</i>
D. Dumbarton Rail- \$175 million to construct and open trolley <i>Utilize the right-of-way for new transit line between Redwood City and Menlo Park in the near term with stations and a new bike/pedestrian path</i>	D. Paid internships and scholarships for young adults – \$10,000 per participant <i>Provide internships at local companies and scholarships to local youth to become trained for tech jobs</i>	D. High-Quality Affordable Housing – \$440,000/unit less land; \$82,000 typical per-unit local gap financing needed for a tax-credit project <i>Integrate quality affordable housing units into new development</i>
E. Innovative transportation solutions (i.e. personal rapid transit) – Price Varies <i>Invest in new technology like pod cars and transit that uses separate tracks</i>		E. Senior service improvements – \$100,000 per year <i>Increase the senior services at the Senior Center to include more aides and programs</i>
F. Bus service and amenities – \$5,000 per rider seat <i>Increase the number of bus stops, bus frequency and shuttles, and bus shelters</i>		F. Add restroom at Onetta Harris Community Center – \$100,000 <i>Additional restroom at the community center</i>
	Energy, Technology, & Utilities Infrastructure	
	A. Underground power lines – \$200/foot min.; \$50,000/project <i>Remove overhead power lines and install them underground along certain roads</i>	G. Pool House remodel in Belle Haven – \$300,000 <i>Remodel pool for year-round use with new heating and changing areas</i>
	B. Incentives for private home energy upgrades, renewable energy, and water conservation – \$5,000 per home <i>Offer financial assistance or other incentives to help area residents pay for energy-efficient and water conserving home improvements</i>	Park and Open Space Improvements
	C. Telecommunications investment – \$250 per linear foot <i>Improve the area's access to wifi, broadband, and other new technologies</i>	A. Tree planting – \$10,000 per acre <i>Plant trees along streets and parks to increase tree canopy</i>
	D. Soundwalls adjacent to Highway 101– \$300,000 (\$600/foot) <i>Construct soundwalls between Highway 101 and Kelly Park to reduce sound</i>	B. Bedwell Bayfront Park improvements – \$300,000 <i>Improve access to the park and trails within it</i>
Community-serving Retail		C. Community garden(s) – \$26,000 to construct ~0.3 acres, 25 beds, 2 picnic tables <i>Expand space for community to plant their own produce and flower gardens</i>
A. Grocery store – \$15 million to construct (\$200 per sq ft) plus 25% soft costs, financing, etc.; \$3.7 million for 2 years of subsidized rent <i>A full-service grocery store providing a range of goods, including fresh fruits, vegetables and meat and dairy products</i>		D. Dog park – \$200,000 for 0.5 acre (no land cost included) <i>Provide a dedicated, enclosed place where dogs can run</i>
B. Restaurants – \$1.5 million (3,000 sq ft at \$400 per sq ft plus 25% for soft costs, financing, etc.) <i>A range of dining options, from cafes to sit-down restaurants, serving residents and local employees</i>		
C. Pharmacy – \$3.75 million (15,000 sq ft at \$200 per sq ft, plus 25% for soft costs, financing, etc.) <i>A full-service pharmacy that fills prescriptions and offers convenience goods</i>		
D. Bank/ATM – \$1.88 million (3,000 sq ft at \$500 per sq ft plus 25% for soft costs, financing, etc.) <i>A bank or credit union branch with an ATM</i>		

Chapter 16.XX
LS – LIFE SCIENCES DISTRICT

Sections:

- 16.XX.010 Purpose.
- 16.XX.015 Definitions.
- 16.XX.020 Permitted uses.
- 16.XX.030 Administratively permitted uses.
- 16.XX.040 Conditional uses.
- 16.XX.050 Development regulations.
- 16.XX.060 Additional bonus development regulations.
- 16.XX.070 Community amenities required for bonus development.
- 16.XX.080 Parking standards.
- 16.XX.090 Transportation demand management
- 16.XX.100 New connections.
- 16.XX.110 Required street improvements.
- 16.XX.120 Design standards.
- 16.XX.130 Green and sustainable building.

16.XX.010 Purpose.

The purpose and intent of the Life Sciences district is to:

- (1) Attract research and development and light industrial and uses particularly those that support bioscience and biomedical product development and manufacturing and/or are potentially revenue generating businesses.
- (2) Allow administrative and professional office uses and other services that support light industrial and research and development sites and nearby.
- (3) Provide quality employment opportunities and promote emerging technology, entrepreneurship, and innovation.
- (4) Facilitate the creation of a thriving business environment with goods and services that support adjacent neighborhoods as well as the employment base.

16.XX.015 Definitions.

Terms are defined in the City's Municipal Code Chapter 16.04 unless otherwise stated in this chapter.

16.XX.020 Permitted uses.

Permitted uses in the Life Sciences district are as follows:

- (1) Light industrial and research and development and ancillary uses, except when requiring hazardous material review;
- (2) Administrative and professional offices in buildings not exceeding twenty thousand (20,000) square feet of gross floor area;
- (3) Retail sales establishments, excluding the sale of beer, wine and alcohol;
- (4) Eating establishments, excluding the sale of beer, wine, and alcohol or live entertainment, and/or that are portable;
- (5) Personal services, excluding tattooing, piercing, palm-reading, or similar services;
- (6) Recreational and fitness center facilities privately operated, not exceeding twenty thousand (20,000) square feet of gross floor area;
- (7) Community education/training center, which provides free or low-cost educational and vocational programs to help prepare local youth and adults for entry into college and/or the local job market.

16.XX.030 Administratively permitted uses.

Uses allowed in the Life Sciences district, subject to obtaining an administrative permit, are as follows:

- (1) Any outside storage of material, equipment or vehicles associated with the main use;
- (2) Eating establishments, including the sale of beer and wine only, and/or those that have live music or other live entertainment;
- (3) Research and development and light industrial uses, including uses involving hazardous materials;
- (4) Diesel generators.

16.XX.040 Conditional uses.

Conditional uses allowed in the Life Sciences district, subject to obtaining a use permit per Municipal Code Chapter 16.82, are as follows:

- (1) Administrative and professional offices in buildings greater than twenty thousand (20,000) square feet of gross floor area;
- (2) Eating and drinking establishments with alcohol sales, or that are portable;
- (3) Retail sales establishments with alcohol sales;
- (4) Special uses, in accordance with Chapter 16.78 of this title, including private recreational facilities exceeding twenty thousand (20,000) square feet of gross floor area;
- (5) Uses identified in 16.XX.020, 16.XX.030, and 16.XX.040 proposing Bonus level development, in accordance with Section 16.XX.060;
- (6) Public utilities, in accordance with Chapter 16.76 of this title.

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16.XX.050 Development regulations.

Development regulations in the Life Sciences district are as follows:

<i>Regulation</i>	<i>Definition</i>	<i>Base level</i>	<i>Bonus level</i>	<i>Notes/Additional Requirements</i>
<i>Minimum lot area</i>	Minimum area of building site (includes public access easements).	25,000 square feet	25,000 square feet	
<i>Minimum lot dimensions</i>	Minimum size of a lot calculated using lot lines.	100 feet width 100 feet depth	100 feet width 100 feet depth	
<i>Minimum setback at street</i>	Minimum linear feet building can be sited from property line adjacent to street.	5 feet	5 feet	Setbacks shall be measured from the property line. In instances where there will be a sidewalk easement, measure the setback from the back of the sidewalk. See build-to area requirements in Section 16.XX.120(1).
<i>Maximum setback at street</i>	Maximum linear feet building can be sited from front property line.	35 feet	35 feet	See build-to area requirements in Section 16.XX.120 (1).
<i>Minimum interior side and rear setbacks</i>	Minimum linear feet building can be sited from interior and rear property lines.	10 feet	10 feet	See Section 16.XX.120 (5) if property is required to have a paseo. Interior side setback may be reduced to 0 feet for the entire building mass where there is retail frontage.
<i>Maximum floor area ratio</i>	Maximum permitted ratio of the total square footage of the gross floor area of all buildings on a lot to the square footage of the lot.	55% plus 10% commercial	125% plus 10% commercial	Per community amenities requirements of Section 16.XX.070. FAR not used in LS area may be transferred via permanent purchase into LS-B area.
<i>Maximum commercial floor area</i>	Maximum permitted ratio of commercial square footage of the gross floor area of all buildings on a lot to the square footage of the lot.	10%	10%	
<i>Maximum height</i>	Maximum building height not including roof utilities.	35 feet	110 feet (6 stories)	A parapet used to screen mechanical equipment is not included in the maximum height. The maximum allowed height for rooftop mechanical equipment is 14 feet, except for elevator towers and associated equipment, which may be 20 feet. Per community amenities requirements of Section 16.XX.070.
<i>Average height</i>	The average of building heights on one site that cannot be exceeded.	35 feet	4.5 stories	For calculation purposes, a story is defined as 15 feet.
<i>Minimum open space requirement</i>	Minimum portion of the building site open, unobstructed and unoccupied.	30%	30%	See Section 16.XX.120 (4) for open space requirements.

16.XX.060 Additional bonus development regulations.

A development may seek an increase in floor area ratio and/or height as established in the Bonus level per Section 16.XX.050 of this Chapter in areas denoted as LS-B district on the City Zoning Map, subject to obtaining a use permit per Chapter 16.82 and providing community amenities consistent with Section 16.XX.070.

16.XX.070 Community amenities required for bonus development.

To be eligible for bonus floor area ratio and/or height, a project shall provide one or more community amenities, either through construction of the amenity, which is preferable, or payment of a fee.

- (1) An applicant's proposal for community amenities shall be subject to review by the Planning Commission in conjunction with a Use Permit or Conditional Development Permit. Consideration by the Planning Commission shall include differentiation between amenities proposed to be provided on-site and amenities proposed to be provided off-site, which may require a separate discretionary review and environmental review per the California Environmental Quality Act.
- (2) A community amenity shall be provided utilizing any one of the following three mechanisms:
 - (A) Part of the Project. An applicant, as part of the project, designs and constructs one or more of the community amenities provided that the value of the amenity or amenities is reasonably equivalent to the value defined in subsection (3) or per nexus study. Once any one of these community amenities is provided, it will no longer be an option available to other applicants. Prior to approval of the Final Occupancy Permit for any portion of the project, the applicant shall complete (or bond for) the construction and installation of the community amenities included in the project and shall provide documentation sufficient for the City Manager or designee to certify compliance with this section. The amenities proposed by the applicant shall be selected from a list of amenities adopted by the City Council pursuant to resolution.
 - (B) Impact Fee Payment. If the City has adopted an impact fee that identifies a square foot fee for community amenities, an applicant for the bonus development shall pay 120% of the fee provided that the fee adopted by the Council is less than full cost recovery. In the alternative, the applicant may design and construct one or more those amenities identified in the nexus study in an amount equal to the fee payment.
 - (C) Agreement. An applicant may propose amenities to be included in an agreement, including a development agreement. The amenities proposed by the applicant shall be selected from a list of amenities adopted by the City Council pursuant to resolution. If an impact fee per square foot has

been identified through an impact fee, the proposal for amenities shall be reasonably equivalent to the value of the fee, otherwise the value shall be reasonably equivalent to the value defined in subsection (3). The timing of the provision of the community amenities shall be identified in the agreement.

- (3) **Bonus Value Calculation.** An applicant shall provide, at their expense, an appraisal performed within ninety (90) days of the application date by a licensed appraisal firm approved by (and with form and content approved by) the Community Development Director that sets a single value per square foot of the finished floor area of the development ("floor area-foot" value). The City, at applicant's expense, may obtain a second appraisal also by a licensed appraisal firm that identifies floor area-foot value. If the two appraisals are obtained, the average of the two appraisals shall be utilized to set the floor area-foot value. The value of the community amenities shall be fifty percent for the floor area-foot value multiplied by the amount of gross floor area that is proposed beyond the base-level zoning.
- (4) All community amenities, except affordable housing, must be provided within the area between U.S. Highway 101 and the San Francisco Bay in the City of Menlo Park. Affordable housing may be located anywhere housing is allowed in the City of Menlo Park.

16.XX.080 Parking standards.

Development in the Life Sciences district shall meet the following parking requirements.

<i>Land Use</i>	<i>Minimum Spaces (Per 1,000 Sq. Ft.)</i>	<i>Maximum Spaces (Per 1,000 Sq. Ft.)</i>	<i>Minimum Bicycle Parking¹</i>
<i>Office</i>	2	3	
<i>Light Industrial, Research and Development</i>	1.5	2.5	1 per 5,000 sq. ft. of gross floor area; Minimum 2 spaces
<i>Retail</i>	2.5	3.3	For Office and Research Development:
<i>Financial services</i>	2	3.3	80% for long-term ² and 20% for short-term ²
<i>Eating and drinking establishment</i>	2.5	3.3	For all other commercial uses:
<i>Personal services</i>	2	3.3	20% for long-term ² and 80% for short-term ²
<i>Private recreation</i>	2	3.3	
<i>Daycare facility</i>	2	3.3	
<i>Publicly accessible parking lot or structure</i>			1 space per 20 vehicle spaces
<i>Other</i>	At Community Transportation Manager discretion	At Transportation Manager discretion	At Transportation Manager discretion

¹ See Section 16.XX.120 (7) and the latest edition of best practice design standards in Association of Pedestrian and Bicycle Professionals Bicycle Parking Guidelines.

² Long-term parking is for use over several hours or overnight, typically used by employees and residents. Short-term parking is considered visitor parking for use from several minutes to up to a couple of hours.

Parking facilities may be shared at the discretion of the City's Transportation Manager if multiple uses cooperatively establish and operate the facilities, if these uses generate parking demands primarily during different hours than the remaining uses, and if a sufficient number of spaces are provided to meet the maximum cumulative parking demand of the participating uses at any time. An individual development proposal may incorporate a shared parking study to account for the mixture of uses, either on-site or within a reasonable distance. However, the precise shared parking supply impact would be subject to review and approval based on the specific design and site conditions. Project applicants may also be allowed to meet the minimum parking requirements through the use of nearby off-site facilities at the discretion of the Transportation Manager.

16.XX.090 Transportation demand management.

New construction and building additions of an existing building involving ten thousand (10,000) or more square feet of gross floor area, or a change of use of ten thousand (10,000) or more square feet of gross floor area shall develop a Transportation Demand Management (TDM) plan necessary to reduce associated vehicle trips to at least twenty (20) percent below standard generation rates for uses on the project site.

- (1) Eligible TDM measures may include but are not limited to:
 - (A) Participation in a local Transportation Management Association (TMA) that provides documented, ongoing support for alternative commute programs;
 - (B) Appropriately located transit shelter(s);
 - (C) Preferred parking for carpools or vanpools;
 - (D) Designated parking for car-share vehicles;
 - (E) Requiring drivers to pay directly for using parking facilities;
 - (F) Public and/or private bike share program; Provision or subsidy of carpool, vanpool, shuttle, or bus service, including transit passes for site occupants;
 - (G) Required alternative work schedules and/or telecommuting;
 - (H) Passenger loading zones for carpools and vanpools at main building entrance;
 - (I) Safe, well-lit, accessible, and direct route to the nearest transit or shuttle stop or dedicated, fully accessible bicycle and pedestrian trail;
 - (J) Car share membership for employees or residents;
 - (K) Emergency Ride Home programs;
 - (L) Green Trip Certification.

(2) Measures receiving TDM credit shall be:

- (A) Documented in a TDM plan developed specifically for each project and noted on project site plans, if and as appropriate;
- (B) Guaranteed to achieve the intended reduction over the life of the development, as evidenced by annual reporting provided to the satisfaction of the City's Transportation Manager;
- (C) Required to be replaced by appropriate substitute measures if unable to achieve intended trip reduction in any reporting year, failure to do so will result in revocation of permit;
- (D) Administered by a representative whose updated contact information is provided to the Transportation Manager.

16.XX.100 New connections.

Proposed development will be required to provide new pedestrian, bicycle, and/or vehicle connections to support connectivity and circulation as denoted in the City Zoning Map. These connections may be in the form of either a public street or a paseo as denoted in the City Zoning Map and are pursuant to the standards in Section 16.XX.120. Streets shall meet the requirements of the adopted City of Menlo Park street classification map in the General Plan Circulation Element.

- (1) If the location of new connection is split between parcel/ownership, the first applicant must set aside the required right-of-way through dedication or a public access easement and bond for the completion of the new connection, or reach agreement with the other property owner(s) to allow the first applicant to complete the entire new connection;
- (2) If the location of new connection is located on multiple properties with the same owner, applicant may move the connection up to 50 feet in either direction from what is shown on the City Zoning Map for enhanced connectivity, and/or other considerations, subject to the approval of the City's Public Works Director;
- (3) For phased project implementation, applicant must show implementation plan for the new connection and the City may require a bond or right of way dedication or public access easement prior to the completion of the first phase;
- (4) The land area dedicated for new connections in the form of public streets (right-of-way) will be subtracted from the total lot area to determine the site's Floor Area Ratio;
- (5) The land area dedicated for new connections in the form of paseos will require a public access easement (PAE). The area of the PAE is included in the total lot area to determine the site's Floor Area Ratio.

16.XX.110 Required street improvements.

For new construction, building additions, and interior alterations of an existing building, or a combination thereof, affecting ten thousand (10,000) or more square feet of gross floor area, the Public Works Director shall require the project to provide street improvements on public street edges of the property that comply with adopted City of Menlo Park street construction requirements for the adjacent street type. When these are required by the Public Works Director these do not count as public benefit pursuant to Section 16.XX.070.

- (1) Improvements shall include curb, gutter, sidewalk, street trees, and street lights;
- (2) Overhead electric distribution lines of less than sixty (60) kilovolts and communication lines shall be placed underground along the property frontage;
 - (A) The Public Works Director may allow a Deferred Frontage Improvement Agreement, including a bond to cover the full cost of the improvements and installation to accomplish needed improvements in coordination with other street improvements at a later date.

16.XX.120 Design standards.

All new construction, regardless of size, and building additions and/or exterior alterations affecting 10,000 square feet or more of gross floor area of an existing building shall adhere to the following design standards, subject to architectural control established in Section 16.68.020. For building additions and/or exterior alterations, the applicable design standards apply only to the new construction. The existing building and new addition and/or alteration shall have an integrated design. Design standards may be modified subject to approval of a use permit established in Section 16.82.030 or a conditional use permit per Section 16.82.050.

- (1) Relationship to the street. The following standards regulate the siting and placement of buildings, parking areas, and other features in relation to the street. The dimensions between building facades and the street and types of features allowed in these spaces are critical to the quality of the pedestrian experience.

<i>Standard</i>	<i>Definition</i>	<i>Base level</i>	<i>Bonus level fronting a Local street*</i>	<i>Bonus level fronting a Boulevard, Thoroughfare, Mixed Use Collector, or Neighborhood street*</i>	<i>Notes/Additional Requirements</i>
<i>Build-to Area Requirement (see Figure 1)</i>	The minimum building frontage at the ground floor or podium level, as a percentage of the street frontage length, that must be located within the area of the lot between the minimum and maximum setback lines parallel to the street.	Minimum 40% of frontage	Minimum 40% of frontage	Minimum 60% of frontage	Ground-floor retail uses must be a minimum 75% of frontage.
<i>Corner Build-to Area Requirement</i>	The minimum building frontage, as a percentage of the street frontage length, that must be located within the build-to area, defined as the area of the lot between the minimum and maximum setback lines parallel to streets on a corner lot.	75% of building frontage must be located within build-to area.	75% of building frontage must be located within build-to area.	75% of building frontage must be located within build-to area.	Exception: If public plaza is provided pursuant to open space standards in 16.XX.120 (4) and bounded by buildings at least two sides.
<i>Frontage Landscaping</i>	The percentage of the setback area devoted to groundcover and vegetation. Trees may or may not be within the landscaped area. For this requirement, the setback area is the area between the property line and the face of the building.	Minimum of 40% (50% of which shall provide on-site infiltration of stormwater runoff). No maximum.	Minimum of 25% (50% of which should provide on-site infiltration of stormwater runoff). Maximum of 40%.	Minimum of 25% (50% of which should provide on-site infiltration of stormwater runoff). Maximum of 40%.	Setback areas adjacent to active ground-floor uses, including lobbies, retail sales, and eating and drinking establishments are exempted. In the case of a PUE adjacent to the street, frontage landscaping requirement may be measured from street right-of-way instead of property line.
<i>Frontage Uses</i>	Allowable frontage uses in order to support a positive integration of new buildings into the streetscape character.	No restrictions	No restrictions	Setback areas parallel to street not used for frontage landscaping must provide pedestrian circulation (e.g., entryways, stairways, accessible ramps), other publicly accessible open spaces (e.g., plazas, gathering areas, outdoor seating areas), access to parking, bicycle parking, or other uses that the Planning Commission deems appropriate.	Commercial uses shall be a minimum of 50 feet in depth. Publicly accessible open space is further defined and regulated in Section 16.XX.120 (4).
<i>Surface Parking Along Street Frontage (See Figure 2, A)</i>	Surface parking may be located along the street. The maximum percentage of linear frontage of property adjacent to the street allowed to be off-street surface parking.	Maximum of 35%	Maximum of 35%	Maximum of 25%	.

*See the General Plan Circulation Element Street Classification Map for street types.

Figure 1. Build-to Area

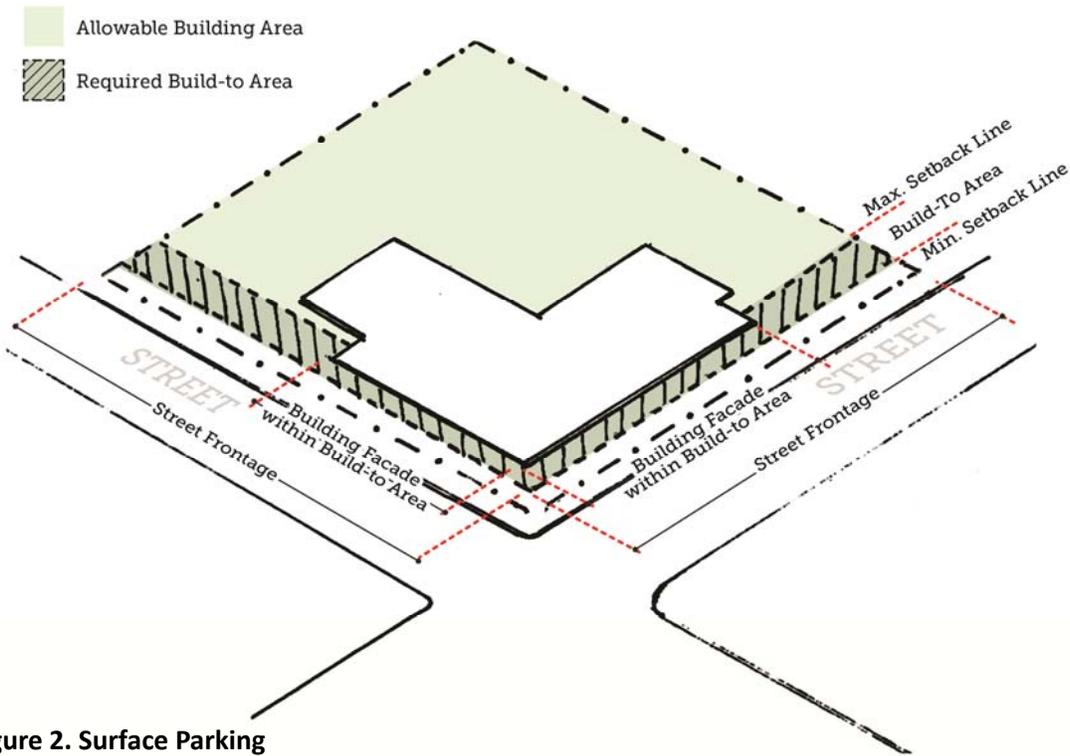
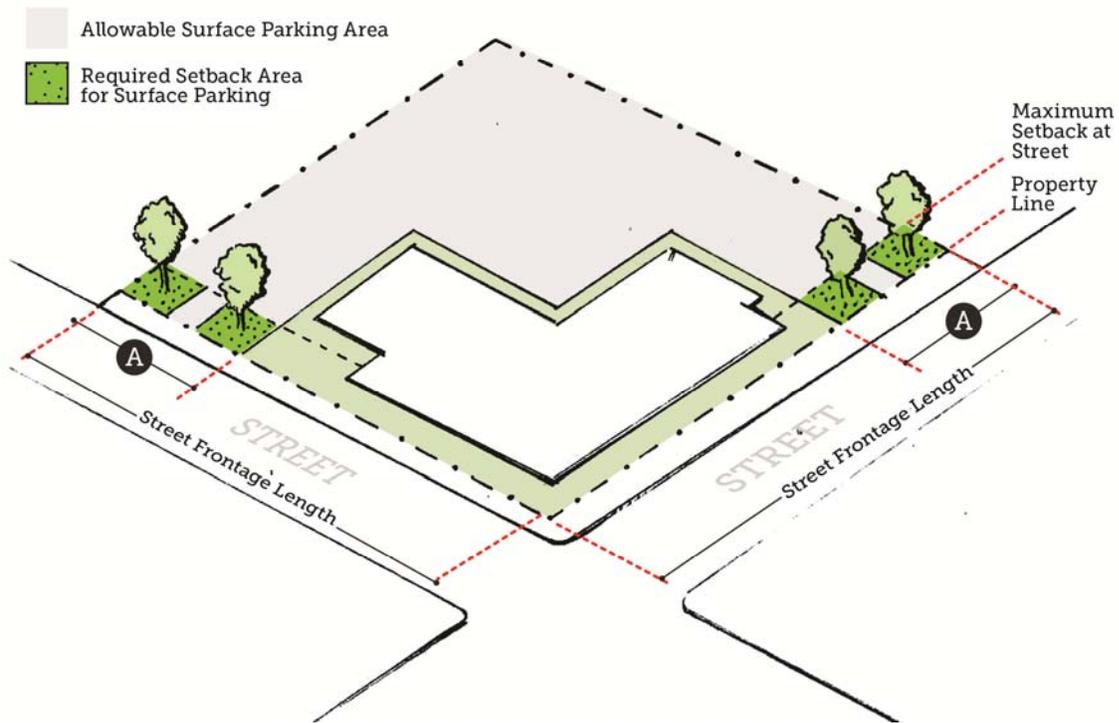


Figure 2. Surface Parking

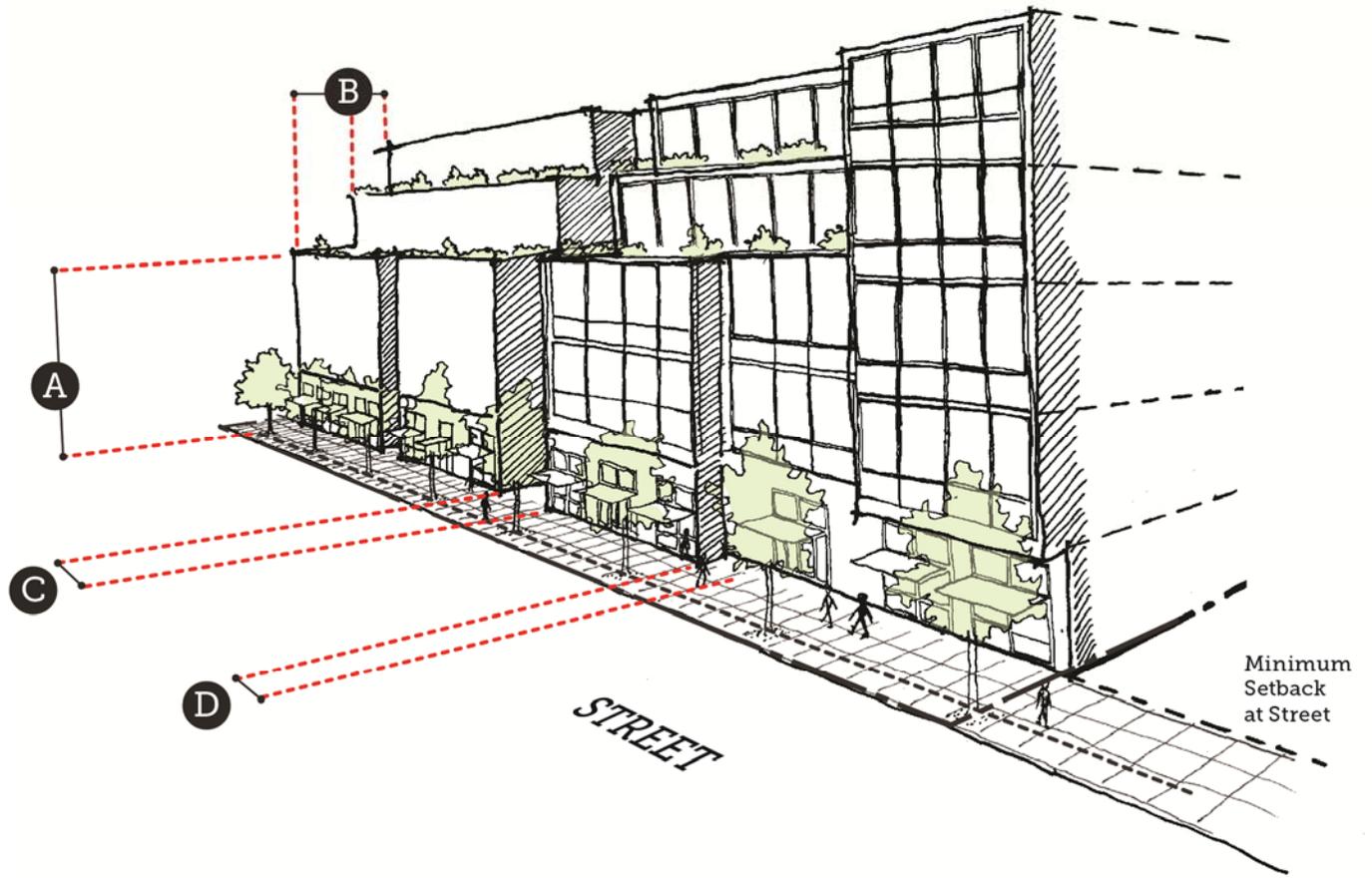


(2) Building mass and scale. The following standards regulate building mass, bulk, size, and vertical building planes to minimize the visual impacts of large buildings and maximize visual interest of building facades as experienced by pedestrians.

Standard and Figure 3 label (in Caps)	Definition	Base level	Bonus level fronting a Local street*	Bonus level fronting a Boulevard, Thoroughfare, Mixed Use Collector, or Neighborhood street*	Notes/Additional Requirements
Base Height A	The maximum height of a building at the setback line adjacent to street.	35 feet	45 feet	45 feet	
Minimum Stepback B	The horizontal distance a building's upper story(ies) must be set back above the Base level height.	N/A	10' for a minimum of 75% of the building face along public street(s).	10' for a minimum of 75% of the building face along public street(s).	A maximum of 25% of the building face along public streets may be excepted from this standard in order to provide a significant vertical feature, such as a tower.
Building Projections	The maximum depth of allowable building projections, such as balconies or bay windows, from the required stepback for portions of the building above the ground floor.	6 feet	6 feet	6 feet	
Building Modulation C & D	A major building modulation is a break in the building plane from the ground level to the top of the buildings' base height that provides visual variety, reduces large building volumes, and provides spaces for entryways and publicly accessible spaces.	One every 200 feet or a minimum of one per façade, whichever is greater	One every 200 feet or a minimum of one per façade, whichever is greater	One every 200 feet or a minimum of one per façade, whichever is greater	Modulation is required regardless of build-to area. Parking is not allowed in the modulation recess. Building projections with 3 feet to 6 feet depth may satisfy this requirement in-lieu of a recess.

*See the General Plan Circulation Element Street Classification Map for street types.

Figure 3. Building Mass and Scale

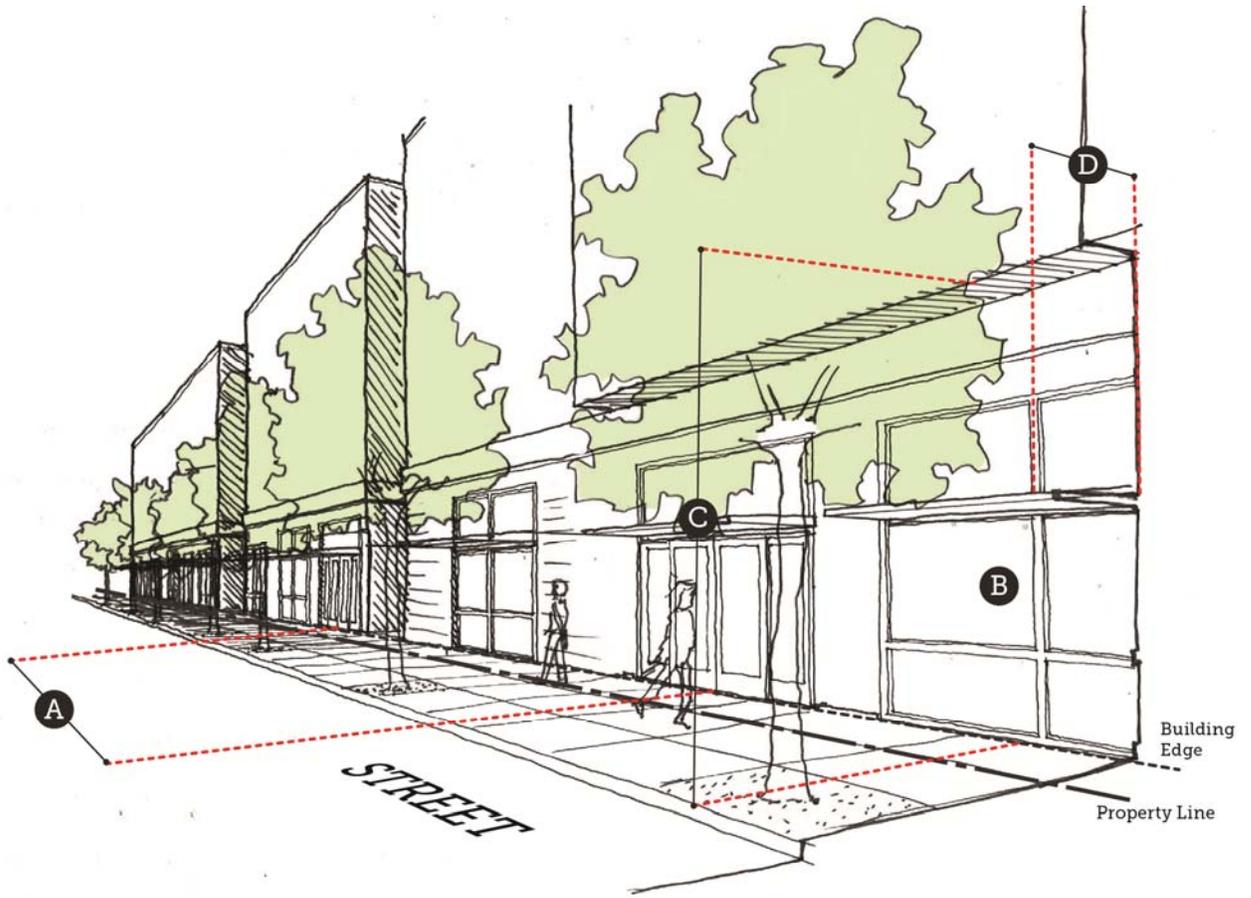


(3) Ground-floor exterior. The following standards regulate the ground-floor façade of buildings in order to enhance pedestrian experience, as well as visual continuity along the street.

Standard and Figure 4 label (in Caps)	Definition	Base level	Bonus level fronting a Local or Interior Access street*	Bonus level fronting a Boulevard, Thoroughfare, Mixed Use Collector, or Neighborhood street*	Notes/Additional Requirements
Building Entrances A	The minimum ratio of entrances to building length along a public street or paseo.	One entrance per public street frontage	One entrance per public street frontage	One entrance per public street frontage	Entrances at building corners may be used to satisfy this requirement. Stairs must be located in locations convenient to building users.
Ground-floor Transparency B	The minimum percentage of the ground-floor façade area that must provide visual transparency, such as clear glass windows, doors, etc.	25%; 50% for commercial uses	25%	40%	Windows shall not be opaque or mirrored.
Minimum Ground Floor Height Along Street Frontage C	The minimum height between the ground-level finished floor to the second level finished floor along the street.	N/A	15 feet	15 feet	
Garage Entrances	Width of garage entry/door along street frontage.	Maximum 12-foot opening for one-way entrance; Maximum 24-foot opening for two-way entrance.	Maximum 12-foot opening for one-way entrance; Maximum 24-foot opening for two-way entrance.	Maximum 12-foot opening for one-way entrance; Maximum 24-foot opening for two-way entrance.	Garage entrances must be separated by a minimum of 100 feet to ensure all entrances/exits are not grouped together or resulting in an entire stretch of sidewalk unsafe and undesirable for pedestrians.
Awnings, Signs, and Canopies D	The maximum depth of awnings, signs, and canopies that project horizontally from the face of the building.	7 feet	7 feet	7 feet	A minimum vertical clearance of 8 feet from finished grade to the bottom of the projection is required.

*See the General Plan Circulation Element Street Classification Map for street types.

Figure 4. Ground-Floor Exterior



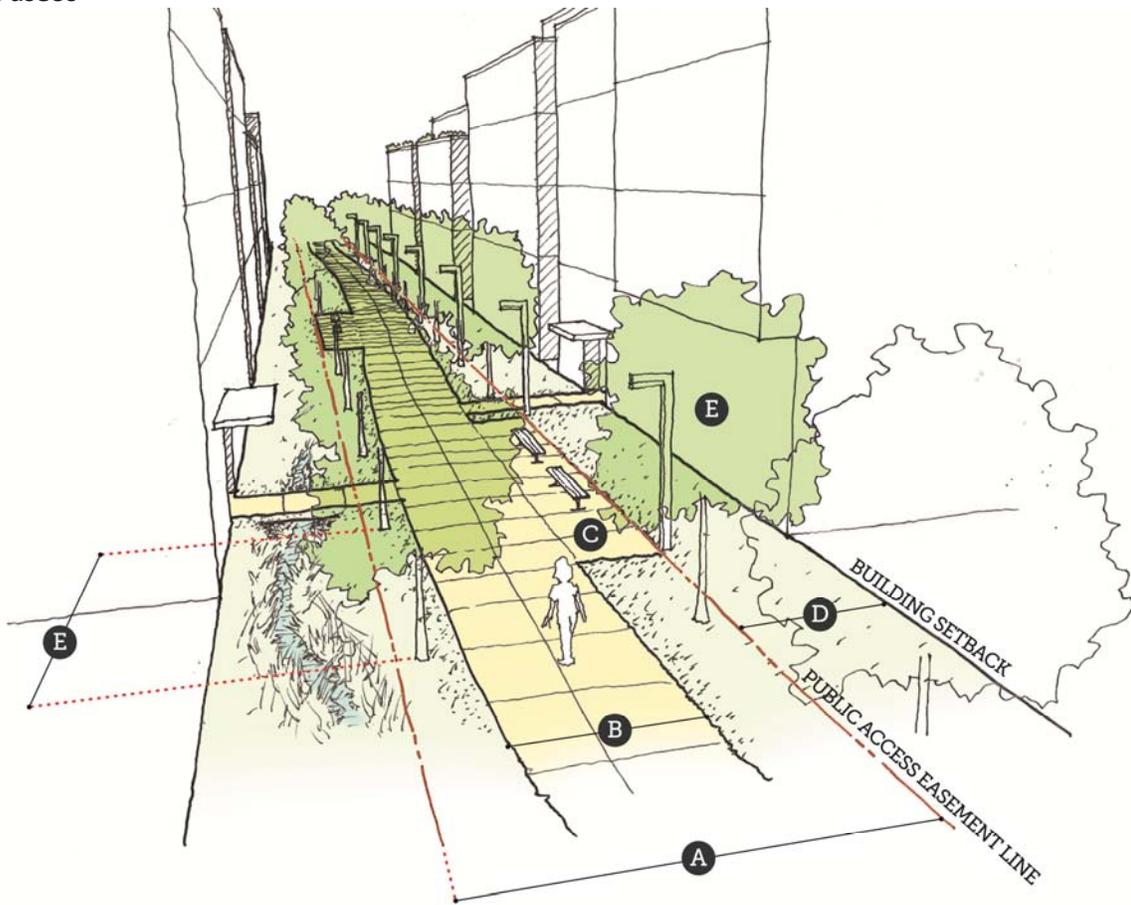
- (4) Open space. All development in the Life Sciences district shall provide a minimum amount of open space equal to thirty (30) percent of the total lot area, with a minimum amount of publicly accessible open space equal to fifty (50) percent of the total open space area.
- (A) Publicly accessible open space consists of areas unobstructed by fully enclosed structures with a mixture of landscaping and hardscape that provides seating and places to rest, places for gathering, passive and/or active recreation, pedestrian circulation, or other similar use as determined by the Planning Commission. Publicly accessible open space types include, but are not limited to paseos, plazas, forecourts and entryways, and outdoor dining areas. Publicly accessible open space must:
- (i) Contain site furnishings, art, or landscaping;
 - (ii) Be on the ground floor or podium level;
 - (iii) Be at least partially visible from a public right-of-way such as a street or paseo;
 - (iv) Have a direct, accessible pedestrian connection to a public right-of-way or easement.
- (B) Quasi-public and private open spaces, which may or may not be accessible to the public, include patios, balconies, roof terraces, and courtyards.
- (C) All open space shall:
- (i) Interface with adjacent buildings via direct connections through doors, windows, and entryways;
 - (ii) Be integrated as part of building modulation and articulation to enhance building façade and should be sited and designed to be appropriate for the size of the development and accommodate different activities, groups and both active and passive uses;
 - (iii) Be incorporated into the landscaping design of the project and include:
 - a. Sustainable stormwater features;
 - b. A minimum landscaping bed no less than three (3) feet in length or width and five (5) feet in depth for infiltration planting;
 - c. Native species able to grow to their maximum size without shearing.
- (D) All exterior landscaping counts towards open space requirements.

(5) Paseos. A paseo is defined as a pedestrian and bicycle path that provides a member of the public access through one or more parcels and to public streets and/or other paseos. Paseos must meet the following standards:

- (A) Paseos may be located within the required side setback areas. Paseos may not be located within the minimum setback at street except where it connects to that street;
- (B) Paseos must be publicly accessible established through a public access easement, but they remain private property;
- (C) Paseos count as publicly accessible open space.

Standard and Figure 5 label (in Caps)	Definition	Bonus level	Notes/Additional Requirements
Paseo Width A	The minimum dimension in overall width of the paseo, including landscaping and hardscape components.	20 feet	
Pathway Width B	The minimum and maximum width of the paved, hardscape portion of the paseo, which provides the pathway for pedestrians.	10 feet minimum; 14 feet maximum	The paseo pathway shall be connected to building entrances with hardscaped pathways. Pathways may be used for emergency vehicle access use and allowed a maximum paved width exemption to accommodate standards of the Menlo Park Fire Protection District with prior approval by Transportation Manager.
Furnishing Zones C	Requirements for pockets of hardscape areas dedicated to seating, adjacent to the main pedestrian pathway area.	Minimum dimension of 5 feet wide by 20 feet long, provided at a minimum interval of 100 feet.	Furnishing zones must include benches or other type of seating and pedestrian-scaled lighting.
Paseo Frontage Setback D	The minimum setback for adjacent buildings from the edge of the paseo property line.	10 feet	A minimum of 50% of the setback area between the building and paseo shall be landscaped (50% of which should provide on-site infiltration of stormwater runoff.) Plants should be climate-adapted species, able to grow to their maximum size without shearing, and provide screening of at least 1-3 feet in height.
Trees E	The size and spacing of trees that are required along the paseo.	Small canopy trees with a maximum mature height of 40 feet and canopy diameter of 25 feet, planted at maximum intervals of 40 feet.	Trees must be planted within the paseo width, with the tree canopy allowed to overhang into the setback.
Landscaping	The minimum percentage of the paseo that is dedicated to vegetation.	20%	On-site infiltration of stormwater runoff is required.
Lighting	Pedestrian-oriented street lamps.	One light fixture every 40 feet.	Use energy efficient lighting per Title 24. Lights shall be located a minimum of 20 feet from trees.

Figure 5. Paseos



(6) Building design.

- (A) Main building entrances shall face the street or a publicly accessible courtyard. Building and/or frontage landscaping shall bring the human scale to the edges of the street. Retail building frontage shall be parallel to the street.
- (B) Utilities, including meters, backflow prevention devices, etc., shall be concealed or integrated into the building design to the extent feasible, as determined by the Public Works Director.
- (C) Projects shall include dedicated, screened, and easily accessible space for recycling, compost, and solid waste storage and collection.
- (D) Trash and storage shall be enclosed and attractively screened from public view.
- (E) Materials and colors of utility, trash, and storage enclosures shall match or be compatible with the primary building.
- (F) Building materials shall be durable and high-quality to ensure adaptability and re-use over time. Glass paneling and windows shall be used to invite outdoor views and introduce natural light into interior spaces. Stucco shall not be used on more than fifty (50) percent of the building facade. When stucco is used, it must be smooth troweled.
- (G) Roof lines and eaves adjacent to street-facing facades shall vary across a building, including a four-foot minimum height modulation to break visual monotony and create a visually interesting skyline as seen from public streets (see Figure 6).
- (H) Rooftop elements including mechanical equipment, stair and elevator towers shall be concealed in a manner that incorporates building color and architectural and structural design and shall not exceed twenty (20) percent of roof area. Mechanical equipment does not include solar panels, wind turbines and other passive collection systems, and thus do not count towards the twenty (20) percent maximum.

Figure 6. Roof Lines



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(7) Access and parking.

- (A) Shared entrances to retail and office uses shall be used where possible.
- (B) Service access and loading docks shall be located on local or interior access streets and to the rear of buildings, and shall not be located along a publicly accessible open space.
- (C) Above-ground garages shall be screened (with perforated walls, vertical elements or materials that provide visual interest at the pedestrian scale) or located behind buildings that are along public streets.
- (D) Garage and surface parking access shall be screened or set behind buildings located along a publicly accessible open space or paseo.
- (E) Surface parking lots shall be buffered from adjacent buildings by a minimum six (6) feet of paved pathway or landscaped area (see Figure 7, label A).
- (F) Surface parking lots shall be screened with landscaping features such as trees, planters, and vegetation, including a twenty (20) foot deep landscaped area along sidewalks, as measured from the setback line adjacent to street, or paseos (see Figure 7, label B). The portion of this area not devoted to driveways shall be landscaped. Trees shall be planted at a ratio of 1 per 400 square feet of required setback area for surface parking.
- (G) Surface parking lots shall be planted with at least one (1) tree with a minimum size of a twenty-four (24) inch box for every eight (8) parking spaces (see Figure 7, label C). Required plantings may be grouped where carports with solar panels are provided.
- (H) Surface parking can be located along a paseo for a maximum of forty (40) percent of a paseo's length (see Figure 7, label D).
- (I) Short-term bicycle parking shall be located within fifty (50) feet of lobby or main entrances. Long-term bicycle parking facilities shall protect against theft and inclement weather, and consist of a fully enclosed, weather-resistant locker with key locking mechanism or an interior locked room or enclosure. Long-term parking shall be provided in locations that are convenient and functional for cyclists. Bicycle parking shall be (See Figure 8):
 - (i) Consistent with the latest edition of the Association of Pedestrian and Bicycle Professionals Bicycle Parking Guide;
 - (ii) Designed to accommodate standard six (6) foot bicycles;
 - (iii) Paved or hardscaped;
 - (iv) Accessed by an aisle in the front or rear of parked bicycles of at least five (5) feet;
 - (v) At least five (5) feet from vehicle parking spaces;

- (vi) At least thirty (30) inches of clearance in all directions from any obstruction, including but not limited to other racks, walls, and landscaping;
 - (vii) Lit with no less than one (1) footcandle of illumination at ground level;
 - (viii) Space-efficient bicycle parking such as double-decker lift-assist and vertical bicycle racks are also permitted.
- (J) Pedestrian connections shall be provided, with a minimum hardscape width of six (6) feet, to sidewalks to all building entries, parking areas, and publicly accessible open spaces, and shall be clearly marked with signage directing pedestrians to common destinations.
- (K) Entries to parking areas and other important destinations shall be clearly identified for all travel modes with such wayfinding features as marked crossings, lighting, and clear signage.

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Figure 7. Surface Parking Access

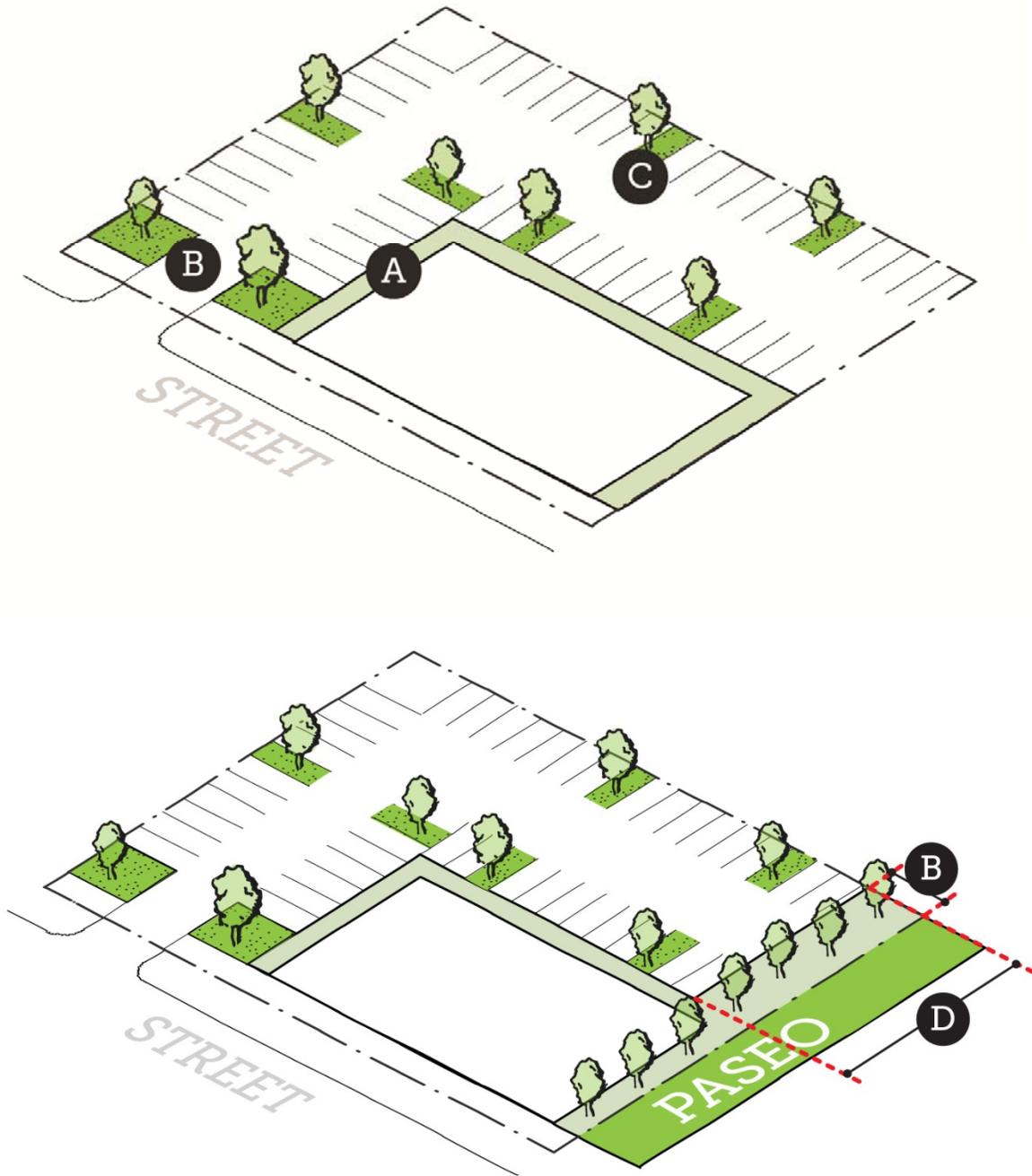
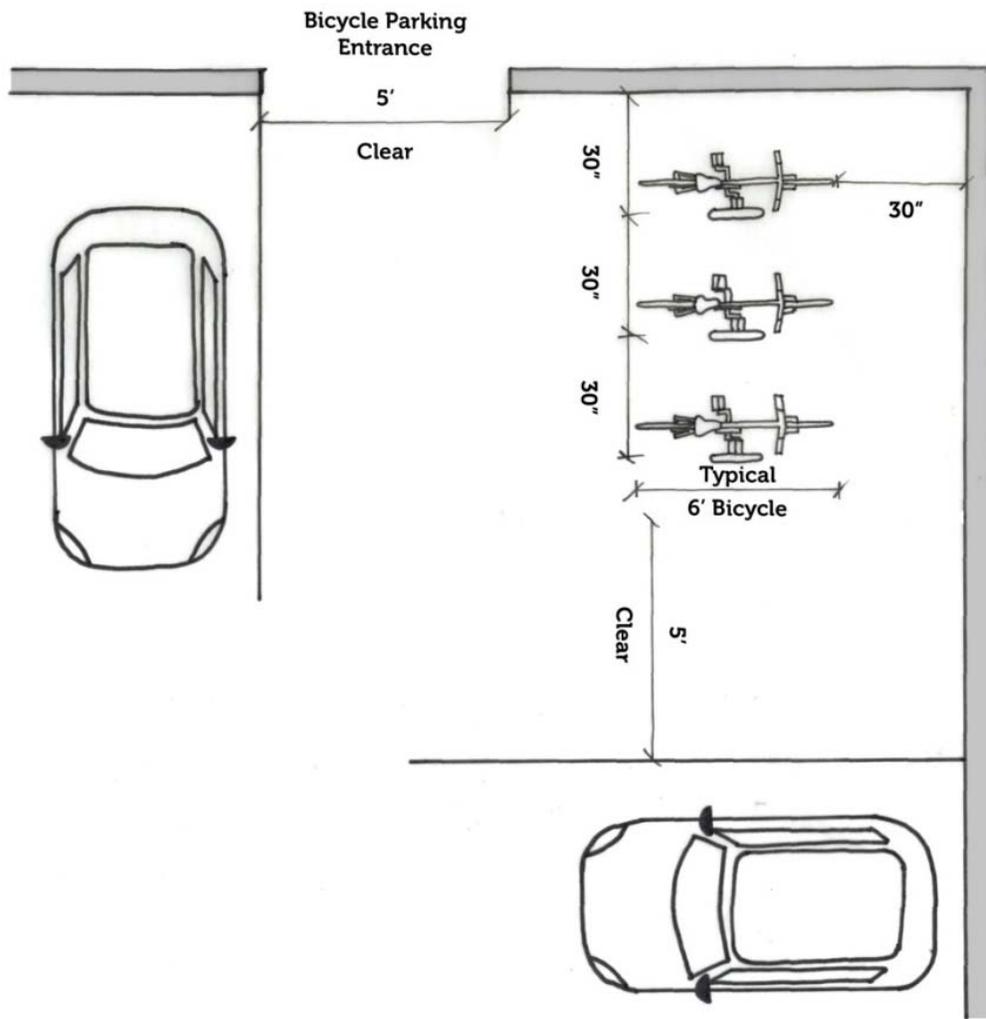


Figure 8. Bicycle Parking



16.XX.130 Green and sustainable building.

In addition to meeting all applicable regulations specified in Municipal Code Title 12 (Buildings and Construction), the following provisions shall apply to projects.

(1) Green building.

(A) Any new construction, addition or alteration of a building shall be required to comply with tables 16.XX.010.A and 16.XX.010.B

(2) Energy.

(A) All new construction will meet 100% of energy demand (electricity and natural gas) through on-site generation as required in tables 16.XX.010.A and 16.XX.0101.B, and any combination of the following measures:

- (i) Purchase of 100% renewable electricity through Peninsula Clean Energy or Pacific Gas and Electric Company in an amount equal to the annual energy demand of the project;
- (ii) Purchase and installation of local renewable energy generation within the City of Menlo Park in an amount equal to the annual energy demand of the project;
- (iii) Purchase of certified renewable energy credits annual in an amount equal to the annual energy demand of the project.

TABLE 16.XX.010.A: RESIDENTIAL GREEN BUILDING REQUIREMENTS

PROJECT TYPE	NEW CONSTRUCTION			ADDITIONS AND/OR ALTERATIONS		
	10,000 sq. ft. – 25,000 sq. ft.	25,001 sq. ft. – 100,000 sq. ft.	100,001 sq. ft. and above	1 sq. ft. to 1,000 sq. ft./of conditioned area, volume or size	1,001 sq. ft. – 25,000 sq. ft. of conditioned area, volume or size	25,001 sq. ft. and above of conditioned area, volume or size
Green Building Certification	Designed to meet LEED Silver BD+C*	Designed to meet LEED Silver BD+C*	Designed to meet LEED Gold BD+C*	CALGreen Mandatory	Designed to meet LEED Silver ID+C*	Designed to meet LEED Gold ID+C*
EV Chargers	<p><u>Pre-Wire**</u></p> <ul style="list-style-type: none"> For EV chargers in 5% of total number of parking stalls. <p><u>Install EV Chargers***</u></p> <ul style="list-style-type: none"> Install a minimum of 2 in the pre-wire locations. 	<p><u>Pre-Wire**</u></p> <ul style="list-style-type: none"> For EV chargers in 5% of total number of parking stalls. <p><u>Install EV Chargers***</u></p> <ul style="list-style-type: none"> Install a total of 2 plus 1% of the total parking stalls in the pre-wire locations. 	<p><u>Pre-Wire**</u></p> <ul style="list-style-type: none"> For EV chargers in 5% of total number of parking stalls. <p><u>Install EV Chargers***</u></p> <ul style="list-style-type: none"> Install a total of 6 plus 1% of the total parking stalls in the pre-wire locations. 	N/A (Voluntary)	N/A (Voluntary)	N/A (Voluntary)
On-Site Energy Generation	30% of maximum extent feasible as determined by the On-Site Renewable Energy Feasibility Study****	30% of maximum extent feasible as determined by the On-Site Renewable Energy Feasibility Study****	30% of maximum extent feasible as determined by the On-Site Renewable Energy Feasibility Study****	N/A (Voluntary)	N/A (Voluntary)	N/A (Voluntary)
Energy Reporting	Enroll in EPA Energy Star Building Portfolio Manager and submit documentation of compliance as required by the City.	Enroll in EPA Energy Star Building Portfolio Manager and submit documentation of compliance as required by the City.	Enroll in EPA Energy Star Building Portfolio Manager and submit documentation of compliance as required by the City.	Enroll in EPA Energy Star Building Portfolio Manager and submit documentation of compliance as required by the City.	Enroll in EPA Energy Star Building Portfolio Manager and submit documentation of compliance as required by the City.	Enroll in EPA Energy Star Building Portfolio Manager and submit documentation of compliance as required by the City.

*Designed to meet LEED standards is defined as follows: a) Applicant must submit appropriate LEED checklist and verifying cover letter from a project LEED AP with the project application, b) Applicant must complete all applicable LEED certification documents prior to final building permit issuance to be reviewed either for LEED certification, or for verification by a third party approved by the City for which the applicant will pay for review and/or certification.

**Pre-wire is defined as conduit and wire installed from electrical panel board to junction box at parking stall, with sufficient electrical service to power chargers at all pre-wire locations.

***Charger is defined as follows: One electric vehicle (EV) charger or charger head reaching each designated EV parking stall and delivering a minimum of 240 V and 40 AMPs such that it can be used by all electric vehicles.

**** On-Site Renewable Energy Feasibility Study shall demonstrate the following cases: 1. Maximum on-site generation potential. 2. Solar feasibility for roof and parking areas (excluding roof mounted HVAC equipment). 3. Maximum solar generation potential solely on the roof area.

TABLE 16.XX.010.B: NON-RESIDENTIAL GREEN BUILDING REQUIREMENTS

PROJECT TYPE	NEW CONSTRUCTION			ADDITIONS AND/OR ALTERATIONS		
	10,000 sq. ft. – 25,000 sq. ft.	25,001 sq. ft. – 100,000 sq. ft.	100,001 sq. ft. and above	1 sq. ft. – 1,000 sq. ft. of conditioned area, volume or size	1,001 sq. ft.– 25,000 sq. ft. of conditioned area, volume or size	25,001 sq. ft. and above of conditioned area, volume or size
Green Building Certification	Designed to meet LEED Silver BD+C *	Designed to meet LEED Silver BD+C *	Designed to meet LEED Gold BD+C *	CALGreen Mandatory	Designed to meet LEED Silver ID+C *	Designed to meet LEED Gold ID+C *
EV Chargers	<p><u>Pre-Wire**</u></p> <ul style="list-style-type: none"> For EV chargers in 5% of total number of parking stalls. <p><u>Install EV Chargers***</u></p> <ul style="list-style-type: none"> Install a minimum of 2 in the pre-wire locations. 	<p><u>Pre-Wire**</u></p> <ul style="list-style-type: none"> For EV chargers in 5% of total number of parking stalls. <p><u>Install EV Chargers***</u></p> <ul style="list-style-type: none"> Install a total of 2 plus 1% of the total parking stalls in the pre-wire locations. 	<p><u>Pre-Wire**</u></p> <ul style="list-style-type: none"> For EV chargers in 5% of total number of parking stalls. <p><u>Install EV Chargers***</u></p> <ul style="list-style-type: none"> Install a total of 6 plus 1% of the total parking stalls in the pre-wire locations. 	N/A (Voluntary)	Install conduit, wiring and electrical service for EV Chargers for 5% of parking spaces AND a minimum of 2 chargers***	Install conduit, wiring and electrical service for EV Chargers for 5% of parking spaces AND a minimum of 2 + (1% spaces) chargers***
On-Site Energy Generation	30% of maximum extent feasible as determined by the On-Site Renewable Energy Feasibility Study****	30% of maximum extent feasible as determined by the On-Site Renewable Energy Feasibility Study****	30% of maximum extent feasible as determined by the On-Site Renewable Energy Feasibility Study****	N/A (Voluntary)	N/A (Voluntary)	N/A (Voluntary)
Energy Reporting	Enroll in EPA Energy Star Building Portfolio Manager and submit documentation of compliance as required by the City.	Enroll in EPA Energy Star Building Portfolio Manager and submit documentation of compliance as required by the City.	Enroll in EPA Energy Star Building Portfolio Manager and submit documentation of compliance as required by the City.	Enroll in EPA Energy Star Building Portfolio Manager and submit documentation of compliance as required by the City.	Enroll in EPA Energy Star Building Portfolio Manager and submit documentation of compliance as required by the City.	Enroll in EPA Energy Star Building Portfolio Manager and submit documentation of compliance as required by the City.

*Designed to meet LEED standards is defined as follows: a) Applicant must submit appropriate LEED checklist and verifying cover letter from a project LEED AP with the project application, b) Applicant must complete all applicable LEED certification documents prior to final building permit issuance to be reviewed either for LEED certification, or for verification by a third party approved by the City for which the applicant will pay for review and/or certification.

**Pre-wire is defined as conduit and wire installed from electrical panel board to junction box at parking stall, with sufficient electrical service to power chargers at all pre-wire locations.

***Charger is defined as follows: One electric vehicle (EV) charger or charger head reaching each designated EV parking stall and delivering a minimum of 240 V and 40 AMPs such that it can be used by all electric vehicles.

****On-site Renewable Energy Feasibility Study shall demonstrate the following cases: 1. Maximum on-site generation potential. 2. Solar feasibility for roof and parking areas (excluding roof mounted HVAC equipment). 3. Maximum solar generation potential solely on the roof area.

(3) Water use efficiency and recycled water.

- (A) Single pass cooling systems shall be prohibited in all new buildings.
- (B) All new buildings shall be built and maintained without the use of well water.
- (C) Applicants for a new building(s) one hundred thousand (100,000) square feet or more in gross floor area shall prepare and submit a proposed water budget and accompanying calculations following the methodology approved by the City. The water budget and calculations shall be reviewed and approved by the City's Public Works Director prior to certification of occupancy. Twelve (12) months after the date of the certification of occupancy, the building owner shall submit data and information sufficient to allow the City to compare the actual water use to the allocation in the approved water budget. In the event that actual water consumption exceeds the water budget, a water conservation program, as approved by the City's Public Works Director, shall be implemented. Twelve (12) months after City approval of the water conservation program, the building owner shall submit data and information sufficient to allow the City to determine compliance with the conservation program. If water consumption exceeds the budgeted amount, the City's Public Works Director may prohibit the use of water for irrigation or enforce compliance as an infraction pursuant to Chapter 1.12 of the Municipal Code until compliance with the water budget is achieved.
- (D) All new buildings shall be dual plumbed for the internal use of recycled water.
- (E) All new buildings two hundred and fifty (250,000) square feet or more in gross floor area shall use an alternate water source for all City approved non-potable applications. An alternative water source may include, but is not limited to, treated non-potable water such as graywater. An Alternate Water Source Assessment shall be submitted that describes the alternative water source and proposed non-potable application. Approval of the Alternate Water Source Assessment, the alternative water source and its proposed uses shall be approved by the City's Public Works Director and Community Development Director.
- (F) Potable water shall not be used for dust control on construction projects.
- (G) Potable water shall not be used for decorative features, unless the water recirculates.

(4) Hazard mitigation and sea level rise resiliency.

- (A) The first floor elevation of all new buildings shall be twenty four (24) inches above the Federal Emergency Management Agency base flood elevation (BFE) to account for sea level rise. Where no BFE exists, the first floor (bottom of floor beams) elevation shall be 24 inches above the existing grade. The

building design and protective measures shall not create adverse impacts on adjacent sites as determined by the City.

(B) Prior to building permit issuance, all new buildings shall pay any required fee or proportionate fair share for the funding of sea level rise projects, if applicable.

(5) Waste management.

(A) Applicants shall submit a zero-waste management plan to the City, which will cover how the applicant plans to minimize waste to landfill and incineration in accordance with all applicable state and local regulations. Applicants shall show in their zero-waste plan how they will reduce, recycle and compost wastes from the demolition, construction and occupancy phases of the building. For the purposes of this ordinance, Zero Waste is defined as ninety (90) percent overall diversion of non-hazardous materials from landfill and incineration, wherein discarded materials are reduced, reused, recycled, or composted. Zero Waste plan elements shall include the property owner's assessment of the types of waste to be generated during demolition, construction and occupancy, and a plan to collect, sort and transport materials to uses other than landfill and incineration.

(6) Bird-friendly design.

(A) No more than ten (10) percent of façade surface area shall have non-bird-friendly glazing.

(B) Bird-friendly glazing includes, but is not limited to opaque glass, covering of clear glass surface with patterns, paned glass with fenestration patterns, and external screens over non-reflective glass.

(C) Occupancy sensors or other switch control devices shall be installed on non-emergency lights and shall be programmed to shut off during non-work hours and between 10 PM and sunrise.

(D) Placement of buildings shall avoid the potential funneling of flight paths towards a building façade.

(E) Glass skyways or walkways, freestanding glass walls, and transparent building corners shall not be allowed.

(F) Transparent glass shall not be allowed at the rooflines of buildings, including in conjunction with green roofs.

(G) A project may receive a waiver from one or more of the items (A) to (F) listed above, subject to the submittal of a site specific evaluation from a qualified biologist and review and approval by the Planning Commission.

Chapter 16.XX
R-MU – RESIDENTIAL MIXED USE DISTRICT

Sections:

- 16.XX.010 Purpose.
- 16.XX.015 Definitions.
- 16.XX.020 Permitted uses.
- 16.XX.030 Administratively permitted uses.
- 16.XX.040 Conditional uses.
- 16.XX.050 Development regulations.
- 16.XX.060 Additional bonus development regulations.
- 16.XX.070 Community amenities required for bonus development.
- 16.XX.080 Parking standards.
- 16.XX.090 Transportation demand management.
- 16.XX.100 New connections.
- 16.XX.110 Required street improvements.
- 16.XX.120 Design standards.
- 16.XX.130 Green and sustainable building.

16.XX.010 Purpose.

The purpose and intent of the Residential Mixed Use district is to:

- (1) Provide high density housing to complement nearby employment;
- (2) Encourage mixed-use development with a quality living environment and neighborhood-serving retail and services on the ground floor that are oriented to the public, and promote a live/work/play environment with pedestrian activity;
- (3) Blend with and complement existing neighborhoods through site regulations and design standards that minimize impacts to adjacent uses;

16.XX.015 Definitions.

Terms are defined in the City's Municipal Code Chapter 16.04 unless otherwise stated in this chapter.

16.XX.020 Permitted uses.

Permitted uses in the Residential-Mixed Use district are as follows:

- (1) Twenty (20) to thirty (30) dwelling units per acre, which is a required component of any development in the R-MU district;
- (2) Administrative and professional office not exceeding twenty thousand (20,000) square feet of gross floor area;
- (3) Financial services, including banks and other financial institutions;
- (4) Retail sales establishments twenty thousand (20,000) or less square feet of gross floor area and excluding the sale of beer, wine and alcohol;
- (5) Eating establishments, excluding the sale of beer, wine and alcohol, live entertainment, and/or that are portable;
- (6) Personal services, excluding tattooing, piercing, palm-reading, or similar services;
- (7) Recreational facilities privately operated, twenty thousand (20,000) or less square feet of gross floor area;
- (8) Community education/training center, which provides free or low-cost educational and vocational programs to help prepare local youth and adults for entry into college and/or the local job market.

16.XX.030 Administratively permitted uses.

Uses allowed in the Residential-Mixed Use district, subject to obtaining an administrative permit per Municipal Code Chapter 16.82, are as follows:

- (1) Eating establishments, including the sale of beer and wine only, and/or those that have live music or other live entertainment;
- (2) Child day care center.

16.XX.040 Conditional uses.

Conditional uses allowed in the Residential-Mixed Use district, subject to obtaining a use permit per Municipal Code Chapter 16.82, are as follows:

- (1) Multi-family residential exceeding thirty (30) dwelling units per acre, subject to requirements in Section 16.XX.060;
- (2) Workforce/corporate housing north of Bayfront Expressway;
- (3) Home occupations;

- (4) Administrative and professional offices greater than twenty thousand (20,000) square feet of gross floor area;
- (5) Research and development uses, excluding uses involving hazardous materials;
- (6) Eating and drinking establishments with alcohol sales, or that are portable;
- (7) Retail sales establishments greater than twenty thousand (20,000) square feet of gross floor area and/or with alcohol sales;
- (8) Personal services, including tattooing, piercing, palm-reading, or similar services;
- (9) Movie theater;
- (10) Special uses, in accordance with Chapter 16.78 of this title, including private recreational facilities exceeding twenty thousand (20,000) square feet of gross floor area;
- (11) Uses identified in 16.XX.020, 16.XX.030, and 16.XX.040 proposing Bonus level development, in accordance with Section 16.XX.060;
- (12) Public utilities, in accordance with Chapter 16.76 of this title.

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16.XX.050 Development regulations.

Development regulations in the Residential-Mixed Use district are as follows:

<i>Regulation</i>	<i>Definition</i>	<i>Base level</i>	<i>Bonus level</i>	<i>Notes/Additional Requirements</i>
<i>Minimum lot area</i>	Minimum area of building site (includes public access easements).	20,000 square feet	25,000 square feet	
<i>Minimum lot dimensions</i>	Minimum size of a lot calculated using lot lines	100 feet width 100 feet depth	100 feet width 100 feet depth	
<i>Minimum setback at street</i>	Minimum linear feet building can be sited from property line adjacent to street.	0 feet	0 feet	See build-to area requirements in Section 16.XX.120(1).
<i>Maximum setback at street</i>	Maximum linear feet building can be sited from property line adjacent to street.	25 feet	25 feet	See build-to area requirements in Section 16.XX.120 (1). Maximum setback may be 50 feet along Willow Road for surface parking where ground floor commercial uses are provided.
<i>Minimum interior side and rear setbacks</i>	Minimum linear feet building can be sited from interior and rear property lines.	10 feet	10 feet	See Section 16.XX.120 (5) if property is required to have a paseo. Interior side setback may be reduced to 0 feet for the entire building mass where there is retail frontage.
<i>Maximum residential floor area ratio</i>	Maximum permitted ratio of residential square footage of the gross floor area of all buildings on a lot to the square footage of the lot.	60% to 90%	200%	Floor area ratio shall increase on an even gradient from 60% for 20 du/ac to 90% for 30 du/ac.
<i>Density</i>	The number of dwelling units in an acre.	20 du/acre to 30 du/acre	>30 du/acre to 100 du/acre	A percentage of total dwelling units built in Bonus level shall be affordable per Section 16.XX.070.
<i>Maximum commercial floor area ratio</i>	Maximum permitted ratio of commercial square footage of the gross floor area of all buildings on a lot to the square footage of the lot.	15%	25%	Commercial permitted subject to residential development.
<i>Maximum height</i>	Maximum building height not including roof utilities and mechanical equipment.	40 feet	70 feet	A parapet used to screen mechanical equipment is not included in the maximum height. The maximum allowed height for rooftop mechanical equipment is 14 feet, except for elevator towers and associated equipment, which may be 20 feet. Per community amenities requirements of Section 16.XX.070.
<i>Minimum open space requirement</i>	Minimum portion of the building site open, unobstructed and unoccupied.	25%	25%	See Section 16.XX.120 (4) for open space requirements.

16.XX.060 Additional bonus development regulations.

A development may seek an increase in floor area ratio and/or height as established in the Bonus level per Section 16.XX.050 of this Chapter in areas denoted as R-MU-B district on the City Zoning Map, subject to obtaining a use permit per Chapter 16.82 and providing:

- (1) Community amenities consistent with Section 16.XX.070;
 - (A) A minimum of fifteen (15) percent of total units on-site must be affordable housing units for low, very low, and extremely low income households. However, with the approval of the Planning Commission, these units may be provided anywhere in the City of Menlo Park. This affordable unit requirement is in addition to the City's below market rate requirements per Section 16.96.

16.XX.070 Community amenities required for bonus development.

To be eligible for bonus floor area ratio and/or height, a project shall provide one or more community amenities, either through construction of the amenity, which is preferable, or payment of a fee.

- (1) An applicant's proposal for community amenities shall be subject to review by the Planning Commission in conjunction with a Use Permit or Conditional Development Permit. Consideration by the Planning Commission shall include differentiation between amenities proposed to be provided on-site and amenities proposed to be provided off-site, which may require a separate discretionary review and environmental review per the California Environmental Quality Act.
- (2) A community amenity shall be provided utilizing any one of the following three mechanisms:
 - (A) Part of the Project. An applicant, as part of the project, designs and constructs one or more of the community amenities to the parameters identified in this section, provided that the value of the amenity or amenities is reasonably equivalent to the value defined in subsection (3) or per nexus study. Once any one of these community amenities is provided, it will no longer be an option available to other applicants. Prior to approval of the Final Occupancy Permit for any portion of the project, the applicant shall complete (or bond for) the construction and installation of the community amenities included in the project and shall provide documentation sufficient for the City Manager or designee to certify compliance with this section. The amenities proposed by the applicant shall be selected from a list of amenities adopted by the City Council pursuant to resolution.
 - (B) Impact Fee Payment. If the City has adopted an impact fee that identifies a square foot fee for community amenities, an applicant for the bonus development shall pay 120% of the fee provided that the fee adopted by the Council is less than full cost recovery. In the alternative, the applicant may

design and construct one or more those amenities identified in the nexus study in an amount equal to the fee payment.

(C) Agreement. An applicant may propose amenities to be included in an agreement, including a development agreement. The amenities proposed by the applicant shall be selected from a list of amenities adopted by the City Council pursuant to resolution. If an impact fee per square foot has been identified through an impact fee, the proposal for amenities shall be reasonably equivalent to the value of the fee, otherwise the value shall be reasonably equivalent to the value defined in subsection (3). The timing of the provision of the community amenities shall be identified in the agreement.

(3) Bonus Value Calculation. An applicant shall provide, at their expense, an appraisal performed within ninety (90) days of the application date by a licensed appraisal firm approved by (and with form and content approved by) the Community Development Director that sets a single value per square foot of the finished floor area of the development ("floor area-foot" value). The City, at applicant's expense, may obtain a second appraisal also by a licensed appraisal firm that identifies floor area-foot value. If the two appraisals are obtained, the average of the two appraisals shall be utilized to set the floor area-foot value. The value of the community amenities shall be fifty percent for the floor area-foot value multiplied by the amount of gross floor area that is proposed beyond the base-level zoning.

(4) All community amenities, except affordable housing, must be provided within the area between U.S. Highway 101 and the San Francisco Bay in the City of Menlo Park. Affordable housing may be located anywhere housing is allowed in the City of Menlo Park.

16.XX.080 Parking standards.

Development in the R-MU district shall meet the following parking requirements.

<i>Land Use</i>	<i>Minimum Spaces (Per Unit or 1,000 Sq. Ft.)</i>	<i>Maximum Spaces (Per Unit or 1,000 Sq. Ft.)</i>	<i>Minimum Bicycle Parking¹</i>
<i>Residential Units</i>	1 per unit	1.5 per unit	1.5 long-term ² per unit; 10% additional short-term ² for guests
<i>Office</i>	2	3	1 per 5,000 sq.ft. of gross floor area Minimum two spaces
<i>Research and Development</i>	1.5	2.5	
<i>Retail</i>	2.5	3.3	For Office and Research Development:
<i>Financial services</i>	2	3.3	80% for long-term ² and 20% for short-term ²
<i>Eating and drinking establishment</i>	2.5	3.3	For all other commercial uses: 20% for long-term ² and 80% for short-term ²)
<i>Personal services</i>	2	3.3	
<i>Private recreation</i>	2	3.3	
<i>Daycare facility</i>	2	3.3	
<i>Publicly accessible parking lot or structure</i>			One space per 20 vehicle spaces
<i>Other</i>	At Community Transportation Manager discretion	At Transportation Manager discretion	At Transportation Manager discretion

¹ See Section 16.XX.120 (7) and the latest edition of best practice design standards in Association of Pedestrian and Bicycle Professionals Bicycle Parking Guidelines.

² Long-term parking is for use over several hours or overnight, typically used by employees and residents. Short-term parking is considered visitor parking for use from several minutes to up to a couple of hours.

- (1) Parking spaces shall be unbundled from the price of residential units such that parking is sold or rented separately, except in cases where parking is physically connected to only one unit. However, the Planning Commission may grant an exception from this requirement for projects which include financing for affordable housing that requires that costs for parking and housing be bundled together.
- (2) Parking facilities may be shared at the discretion of the City’s Transportation Manager if multiple uses cooperatively establish and operate the facilities, if these uses generate parking demands primarily during different hours than the remaining uses, and if a sufficient number of spaces are provided to meet the maximum cumulative parking demand of the participating uses at any time. An individual development proposal may incorporate a shared parking study to account for the mixture of uses, either on-site or within a reasonable distance. By virtue of the existing diversity of nearby uses, parcels in the district would effectively have lower parking rates. However, the precise shared parking supply impact would be subject to review and approval based on the specific design and site conditions. Project applicants may also be allowed to meet the minimum parking requirements through the use of nearby off-site facilities at the discretion of the Transportation Manager.

16.XX.090 Transportation demand management.

New construction and building additions of an existing building involving ten thousand (10,000) or more square feet of gross floor area, or a change of use of ten thousand (10,000) or more square feet of gross floor area shall develop a Transportation Demand Management (TDM) plan necessary to reduce associated vehicle trips to at least twenty (20) percent below standard generation rates for uses on the project site. Each individual applicant will prepare its own TDM plan and provide an analysis to the satisfaction of the City's Transportation Manager of the impact of that TDM program.

- (1) Eligible TDM measures may include but are not limited to:
 - (A) Participation in a local Transportation Management Association (TMA) that provides documented, ongoing support for alternative commute programs;
 - (B) Appropriately located transit shelter(s);
 - (C) Preferred parking for carpools or vanpools;
 - (D) Designated parking for car-share vehicles;
 - (E) Requiring drivers to pay directly for using parking facilities;
 - (F) Public and/or private bike share program;
 - (G) Provision or subsidy of carpool, vanpool, shuttle, or bus service, including transit passes for site occupants;
 - (H) Required alternative work schedules and/or telecommuting for non-residential uses;
 - (I) Passenger loading zones for carpools and vanpools at main building entrance;
 - (J) Safe, well-lit, accessible, and direct route to the nearest transit or shuttle stop or dedicated, fully accessible bicycle and pedestrian trail;
 - (K) Car share membership for employees or residents;
 - (L) Emergency Ride Home programs;
 - (M) Green Trip Certification.
- (2) Measures receiving TDM credit shall be:
 - (A) Documented in a TDM plan developed specifically for each project and noted on project site plans, if and as appropriate;
 - (B) Guaranteed to achieve the intended reduction over the life of the development, as evidenced by annual reporting provided to the satisfaction of City's Transportation Manager;

- (C) Required to be replaced by appropriate substitute measures if unable to achieve intended trip reduction in any reporting year;
- (D) Administered by a representative whose updated contact information is provided to the Transportation Manager.

16.XX.100 New connections.

Proposed development will be required to provide new pedestrian, bicycle, and/or vehicle connections to support connectivity and circulation as denoted in the City Zoning Map. These connections may be in the form of either a public street or a paseo as denoted in the City Zoning Map and are pursuant to the standards in Section 16.XX.120. Streets shall meet the requirements of the adopted City of Menlo Park street classification map in the General Plan Circulation Element.

- (1) If the location of new connection is split between parcel/ownership, the first applicant must set aside the required right-of-way through dedication or a public access easement and bond for the completion of the new connection, or reach agreement with the other property owner(s) to allow the first applicant to complete the entire new connection;
- (2) If the location of new connection is located on multiple properties with the same owner, applicant may move the connection up to 50 feet in either direction from what is shown on the City Zoning Map for enhanced connectivity, and/or other considerations, subject to the approval of the City's Public Works Director;
- (3) For phased project implementation, applicant must show implementation plan for the new connection and the City may require a bond or right of way dedication or public access easement prior to the completion of the first phase;
- (4) The land area dedicated for new connections in the form of public streets (right-of-way) will be subtracted from the total lot area to determine the site's Floor Area Ratio;
- (5) The land area dedicated for new connections in the form of paseos will require a public access easement (PAE). The area of the PAE is included in the total lot area to determine the site's Floor Area Ratio.

16.XX.110 Required street improvements.

For new construction, building additions, and interior alterations of an existing building, or a combination thereof, affecting ten thousand (10,000) or more square feet of gross floor area, the Public Works Director shall require the project to provide street improvements on public street edges of the property that comply with adopted City of Menlo Park street construction requirements for the adjacent street type. When these are

required by the Public Works Director these do not count as community amenities pursuant to Section 16.XX.070.

- (1) Improvements shall include curb, gutter, sidewalk, street trees, and street lights;
- (2) Overhead electric distribution lines of less than sixty (60) kilovolts and communication lines shall be placed underground along the property frontage;
- (3) The Public Works Director may allow a Deferred Frontage Improvement Agreement, including a bond to cover the full cost of the improvements and installation to accomplish needed improvements in coordination with other street improvements at a later date.

16.XX.120 Design standards.

All new construction, regardless of size, and building additions and/or exterior alterations affecting 10,000 square feet or more of gross floor area of an existing building shall adhere to the following design standards, subject to architectural control established in Section 16.68.020. For building additions and/or exterior alterations, the applicable design standards apply only to the new construction. The existing building and new addition and/or alteration shall have an integrated design. Design standards may be modified subject to approval of a use permit established in Section 16.82.030 or a conditional use permit per Section 16.82.050.

- (1) Relationship to the street. The following standards regulate the siting and placement of buildings, parking areas, and other features in relation to the street. The dimensions between building facades and the street and types of features allowed in these spaces are critical to the quality of the pedestrian experience.

Standard	Definition	Base level	Bonus level fronting a Local street*	Bonus level fronting a Boulevard, Thoroughfare, Mixed Use Collector, or Neighborhood street*	Notes/Additional Requirements
Build-to Area Requirement (see Figure 1)	The minimum building frontage at the ground floor or podium level, as a percentage of the street frontage length, that must be located within the area of the lot between the minimum and maximum setback lines parallel to the street.	Minimum 40% of frontage	Minimum 40% of frontage	Minimum 60% of frontage	Ground-floor retail uses must be a minimum 75% of frontage.
Corner Build-to Area Requirement	The minimum building frontage, as a percentage of the street frontage length, that must be located within the build-to area, defined as the area of the lot between the minimum and maximum setback lines parallel to streets on a corner lot.	75% of building frontage must be located within build-to area	75% of building frontage must be located within build-to area	75% of building frontage must be located within build-to area	Exception: If public plaza is provided pursuant to open space standards in 16.XX.120 (4) and bounded by buildings on at least two sides.
Frontage Landscaping	The percentage of the setback area devoted to ground cover and vegetation. Trees may or may not be within the landscaped area. For this requirement, the setback area is the area between the property line and the face of the building.	Minimum of 40% (50% of which shall provide on-site infiltration of stormwater runoff.) No maximum.	Minimum of 40% (50% of which shall provide on-site infiltration of stormwater runoff.) No maximum.	Minimum of 25% (50% of which should provide on-site infiltration of stormwater runoff.) Maximum of 40%.	Setback areas adjacent to active ground-floor uses, including lobbies, retail sales, and eating and drinking establishments are excepted. In the case of a PUE adjacent to the street, frontage landscaping requirement may be measured from street right-of-way instead of property line.
Frontage Uses	Allowable frontage uses in order to support a positive integration of new buildings into the streetscape character.	No restrictions	No restrictions	Setback areas parallel to street not used for frontage landscaping must provide pedestrian circulation (e.g., entryways, stairways, accessible ramps), other publicly accessible open spaces (e.g., plazas, gathering areas, outdoor seating areas), access to parking, bicycle parking, or other uses that the Planning Commission deems appropriate.	Hotels are allowed to use this area for guest arrivals/drop-off zone. Commercial uses shall be a minimum of 50 feet in depth. Publicly accessible open space is further defined and regulated in Section 16.XX.120 (4).
Surface Parking Along Street Frontage (See Figure 2, A)	Surface parking may be located along the street if set back appropriately. The maximum percentage of linear frontage of property adjacent to the street allowed to be off-street surface parking.	Maximum of 35%	Maximum of 35%	Maximum of 25%	

*See the General Plan Circulation Element Street Classification Map for street types.

Figure 1. Build-to Area

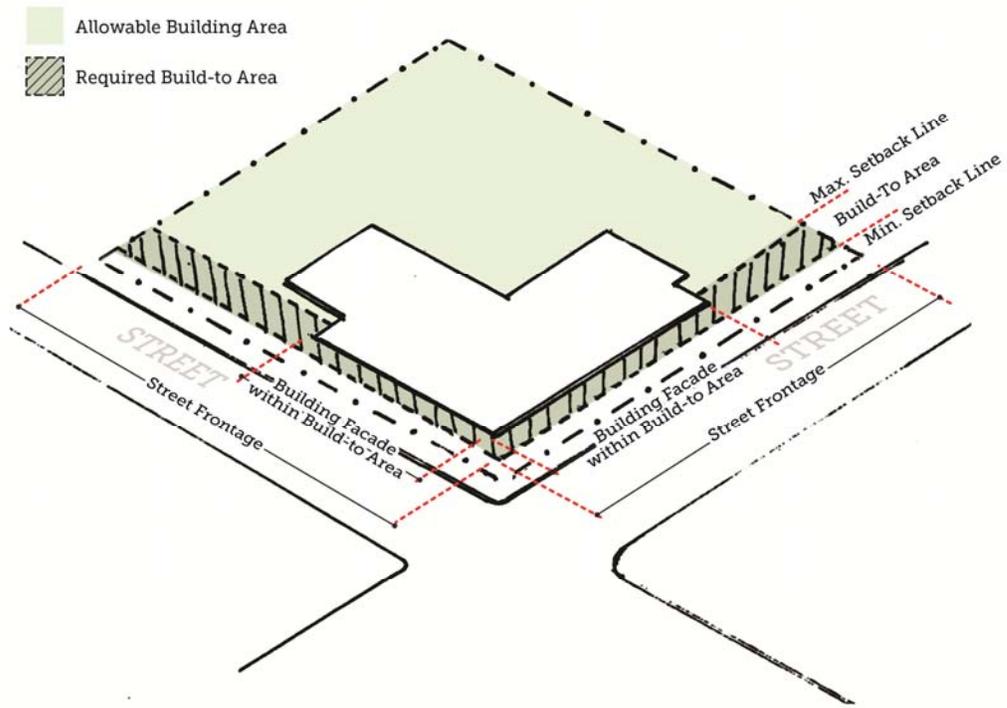
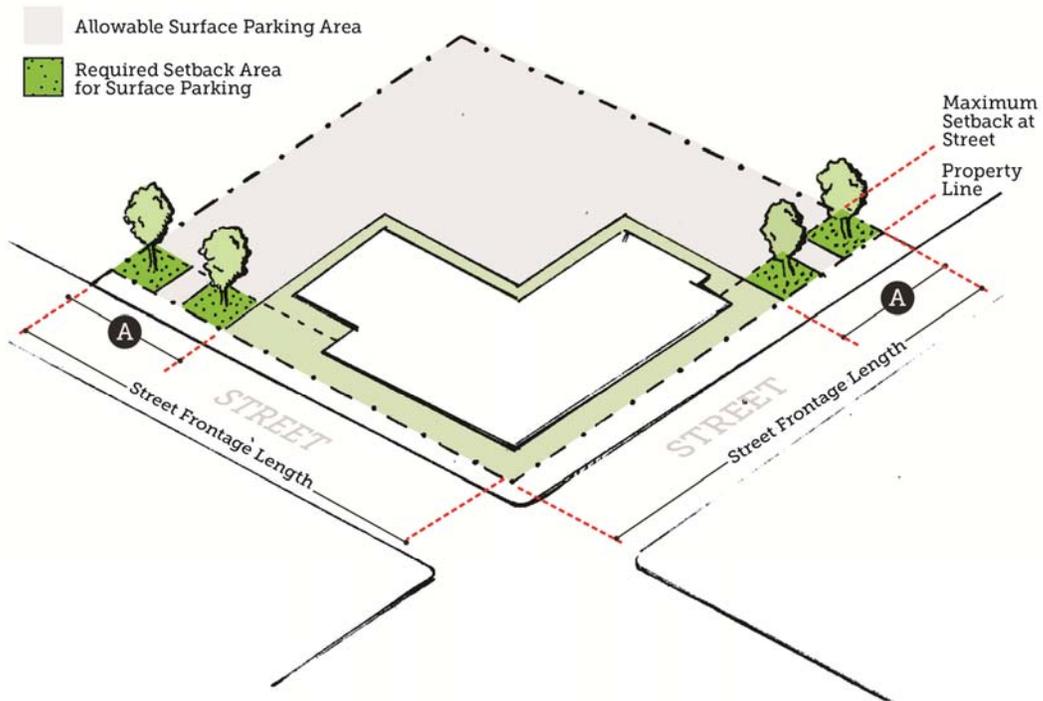


Figure 2. Surface Parking



(2) Building mass and scale. The following standards regulate building mass, bulk, size, and vertical building planes to minimize the visual impacts of large buildings and maximize visual interest of building facades as experienced by pedestrians.

Standard and Figure 3 Label (in Caps)	Definition	Base level	Bonus level fronting a Local street*	Bonus level fronting a Boulevard, Thoroughfare, Mixed Use Collector, or Neighborhood street*	Notes/Additional Requirements
Base Height A	The maximum height of a building at the setback line adjacent to the street.	40 feet	45 feet	45 feet	
Minimum Stepback B	The horizontal distance a building's upper story(ies) must be set back above the Base level height.	N/A	10' for a minimum of 75% of the building face along public street(s)	10' for a minimum of 75% of the building face along public street(s)	A maximum of 25% of the building face along public street(s) may be excepted from this standard in order to provide significant vertical features.
Building Projections	The maximum depth of allowable building projections, such as balconies or bay windows, from the required stepback for portions of the building above the ground floor.	6 feet	6 feet	6 feet	
Building Modulation C & D	A major modulation is a break in the building plane from the ground level to the top of the buildings' base height that provides visual variety, reduces large building volumes, and provides spaces for entryways and publicly accessible spaces. A minor modulation is a recess in a building plane, providing further visual variety.	Major modulation: Minimum of one recess of 15 feet wide by 10 feet deep per 200 feet of façade length Minor modulation: Minimum recess of 5 feet wide by 5 feet deep per 50 feet of façade length			Modulation is required regardless of build-to area. Parking is not allowed in the modulation recess. Building projections with 3 feet to 6 feet depth may satisfy this requirement in-lieu of a recess.

*See the General Plan Circulation Element Street Classification Map for street types.

Figure 3. Building Mass and Scale



(3) Ground-floor exterior. The following standards regulate the ground-floor façade of buildings in order to enhance pedestrian experience, as well as visual continuity along the street.

Standard and Figure 4 label (in Caps)	Definition	Base level	Bonus level fronting a Local street*	Bonus level fronting a Boulevard, Thoroughfare, Mixed Use Collector, or Neighborhood street*	Notes/Additional Requirements
Building Entrances A	The minimum ratio of entrances to building length along a public street or paseo.	One entrance every 100 feet of building length or every building length along a public street or paseo, whichever is greater	One entrance every 100 feet of building length or every building length along a public street or paseo, whichever is greater	One entrance every 100 feet of building length or every building length along a public street or paseo, whichever is greater	Entrances at building corners may be used to satisfy this requirement. Stairs must be located in locations convenient to building users.
Ground-floor Transparency B	The minimum percentage of the ground-floor façade area that must provide visual transparency, such as clear-glass windows, doors, etc.	30% for residential uses; 50% for commercial uses	30% for residential uses; 50% for commercial uses	30% for residential uses; 50% for commercial uses	Windows shall not be opaque or mirrored.
Minimum Ground Floor Height Along Street Frontage C	The minimum height between the ground-level finished floor to the second level finished floor along the street.	N/A	10 feet for residential uses; 15 feet for commercial uses	10 feet for residential uses; 15 feet for commercial uses	Where individual residential units' entries face a street, finish floor shall be elevated 24 inches minimum above sidewalk level.
Garage Entrances	Width of garage entry/door along street frontage	Maximum 12-foot opening for one-way entrance; Maximum 24-foot opening for two-way entrance.	Maximum 12-foot opening for one-way entrance; Maximum 24-foot opening for two-way entrance.	Maximum 12-foot opening for one-way entrance; Maximum 24-foot opening for two-way entrance.	Garage entrances must be separated by a minimum of 100 feet to ensure all entrances/exits are not grouped together or resulting in an entire stretch of sidewalk unsafe and undesirable for pedestrians.
Awnings, Signs, and Canopies D	The maximum depth of awnings, signs, and canopies that project horizontally from the face of the building.	7 feet	7 feet	7 feet	A minimum vertical clearance of 8 feet from finished grade to the bottom of the projection is required.

*See the General Plan Circulation Element Street Classification Map for street types.

Figure 4. Ground-floor Exterior



(4) Open space. All development in the Residential-Mixed Use district shall provide a minimum amount of open space equal to twenty-five (25) percent of the total lot area, with a minimum amount of publicly accessible open space equal to twenty-five (25) percent of the total open space area.

(A) Publicly accessible open space consists of areas unobstructed by fully enclosed structures with a mixture of landscaping and hardscape that provides seating and places to rest, places for gathering, passive and/or active recreation, pedestrian circulation, or other similar use as determined by the Planning Commission. Publicly accessible open space types include, but are not limited to paseos, plazas, forecourts and entryways, and outdoor dining areas. Publicly accessible open space must:

- (i) Contain site furnishings, art, or landscaping;
- (ii) Be on the ground floor or podium level;
- (iii) Be at least partially visible from a public right-of-way such as a street or paseo;
- (iv) Have a direct, accessible pedestrian connection to a public right-of-way or easement.

(B) Quasi-public and private open spaces, which may or may not be accessible to the public, include patios, balconies, roof terraces, and courtyards.

(C) Residential developments shall have a minimum of common open space and private open space. These requirements are counted towards the minimum amount of open space equal to twenty-five (25) percent of the total lot area.

- (i) One hundred (100) square feet of open space per unit shall be created as common open space or a minimum of eighty (80) square feet of open space per unit created as private open space, where private open space shall have a minimum dimension of six (6) feet by six (6) feet;
- (ii) In the case of a mix of private and common open space, such common open space shall be provided at a ratio equal to one and one-quarter (1.25) square feet for each one (1) square foot of private open space that is not provided.
- (iii) Depending on the number of dwelling units, common open space shall be provided to meet the following criteria:
 - a. Ten (10) to fifty (50) units: minimum of one (1) space, twenty (20) feet minimum dimension (four hundred (400) sf total, minimum);
 - b. Fifty-one (51) to one hundred (100) units: minimum of one (1) space, thirty (30) feet minimum dimension (nine hundred (900) sf total, minimum);
 - c. One hundred one (101) or more units: minimum of one (1) space, forty (40) feet minimum dimension (one thousand six hundred (1,600) sf total, minimum).

- (D) All open spaces shall:
- (i) Interface with adjacent buildings via direct connections through doors, windows, and entryways;
 - (ii) Be integrated as part of building modulation and articulation to enhance building façade and should be sited and designed to be appropriate for the size of the development and accommodate different activities, groups and both active and passive uses;
 - (iii) Be incorporated into the landscaping design of the project and include:
 - a. Sustainable stormwater features;
 - b. A minimum landscaping bed no less than three (3) feet in length or width and five (5) feet in depth for infiltration planting;
 - c. Native species able to grow to their maximum size without shearing.
- (E) All exterior landscaping counts towards open space requirements.

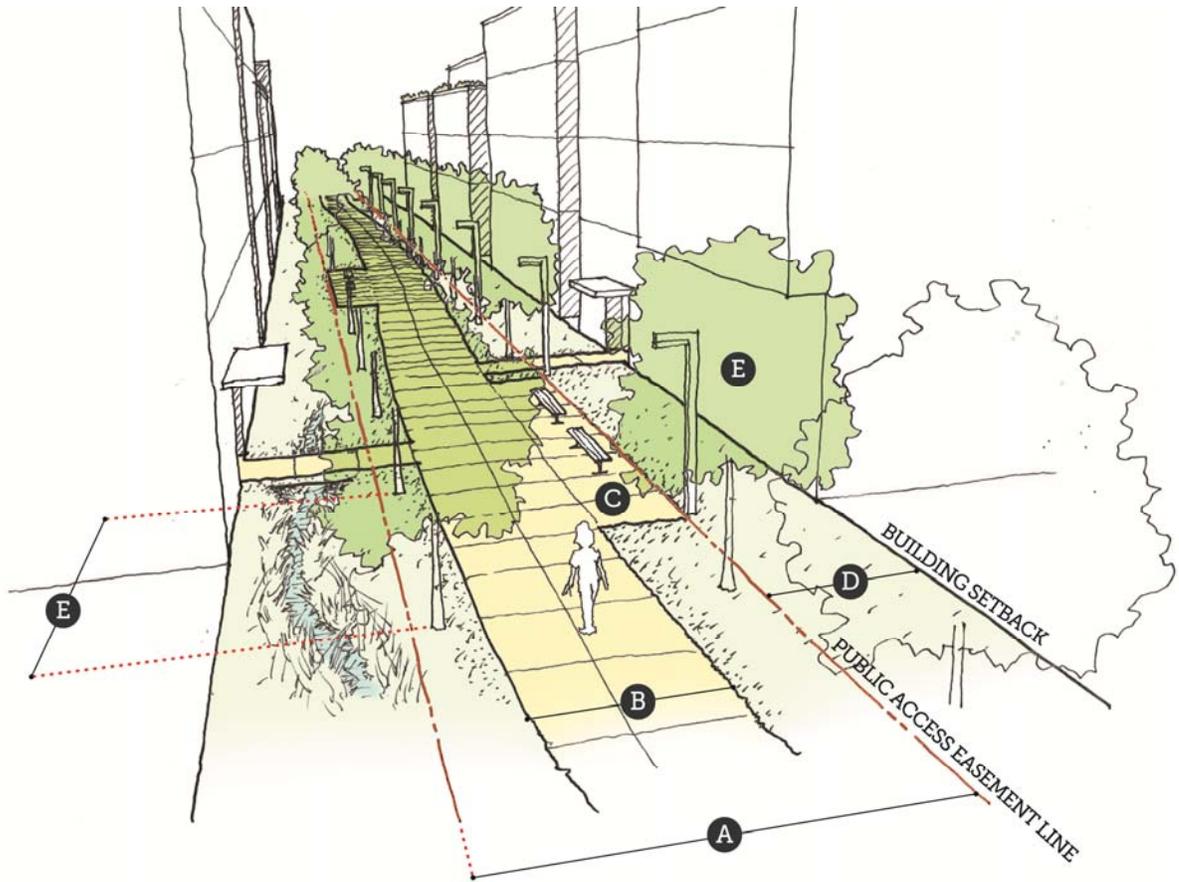
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(5) Paseos. A paseo is defined as a pedestrian and bicycle path that provides a member of the public access through one or more parcels and to public streets and/or other paseos. Paseos must meet the following standards:

- (A) Paseos may be located within the required side setback areas. Paseos may not be located within the minimum setback at street except where it connects to that street;
- (B) Paseos must be publicly accessible established through a public access easement, but they remain private property;
- (C) Paseos count as publicly accessible open space.

Standard and Figures 5 label (in Caps)	Definition	Required Paseo per Section 16.XX.100	Notes/Additional Requirements
Paseo Width A	The minimum dimension in overall width of the paseo, including landscaping and hardscape components.	20 feet	
Pathway Width B	The minimum and maximum width of the hardscape portion of the paseo, which provides the pathway for pedestrians.	10 feet minimum; 14 feet maximum	The paseo pathway shall be connected to building entrances with hardscaped pathways. Pathways may be used for emergency vehicle access use and allowed a maximum paved width exemption to accommodate standards of the Menlo Park Fire Protection District with prior approval by Transportation Manager.
Furnishing Zones C	Requirements for pockets of hardscape areas dedicated to seating, adjacent to the main pedestrian pathway area.	Minimum dimension of 5 feet wide by 20 feet long, provided at a minimum interval of 100 feet.	Furnishing zones must include benches or other type of seating and pedestrian-scaled lighting.
Paseo Frontage Setback D	The minimum setback for adjacent buildings from the edge of the paseo property line.	5 feet	A minimum of 50% of the setback area between the building and paseo shall be landscaped (50% of which should provide on-site infiltration of stormwater runoff.) Plants should be climate-adapted species, able to grow to their maximum size without shearing, and provide screening of at least 1-3 feet in height.
Trees E	The size and spacing of trees that are required along the paseo.	Small canopy trees with a maximum mature height of 40 feet and canopy diameter of 25 feet, planted at maximum intervals of 40 feet.	Trees must be planted within the paseo width, with the tree canopy allowed to overhang into the setback.
Landscaping	The minimum percentage of the paseo that is dedicated to vegetation.	20%	On-site infiltration of stormwater runoff is required.
Lighting	Pedestrian-oriented street lamps.	One light fixture every 40 feet.	Use energy efficient lighting per Title 24. Lights shall be located a minimum of 20 feet from trees.

Figure 5.Paseos



(6) Building design.

- (A) Main building entrances shall face the street or a publicly accessible courtyard. Building and/or frontage landscaping shall bring the human scale to the edges of the street. Retail building frontage shall be parallel to the street.
- (B) Utilities, including meters, backflow prevention devices, etc., shall be concealed or integrated into the building design to the extent feasible.
- (C) Projects shall include dedicated, screened, and easily accessible space for recycling, compost, and solid waste storage and collection.
- (D) Trash and storage shall be enclosed and attractively screened from public view.
- (E) Materials and colors of utility, trash, and storage enclosures shall match or be compatible with the primary building.
- (F) Building materials shall be durable and high-quality to ensure adaptability and re-use over time. Glass paneling and windows shall be used to invite outdoor views and introduce natural light into interior spaces. Stucco shall not be used on more than fifty (50) percent of the building facade. When stucco is used, it must be smooth troweled.
- (G) Roof lines and eaves adjacent to street-facing facades shall vary across a building, including a four-foot minimum height modulation to break visual monotony and create a visually interesting skyline as seen from public streets (see Figure 6).
- (H) Rooftop elements including mechanical equipment, stair and elevator towers shall be concealed in a manner that incorporates building color and architectural and structural design and shall not exceed twenty (20) percent of roof area. Mechanical equipment does not include solar panels, wind turbines and other passive collection systems, and thus do not count towards the twenty (20) percent maximum.

Figure 6. Roof Lines



(7) Access and parking.

- (A) Shared entrances to parking for retail and residential uses shall be used where possible.
- (B) Service access and loading docks shall be located on local or interior access streets and to the rear of buildings, and shall not be located along a publicly accessible open space.
- (C) Above-ground garages shall be screened (with perforated walls, vertical elements or materials that provide visual interest at the pedestrian scale) or located behind buildings that are along public streets.
- (D) Garage and surface parking access shall be screened or set behind buildings located along a publicly accessible open space and paseos.
- (E) Surface parking lots shall be buffered from adjacent buildings by a minimum six (6) feet of paved pathway or landscaped area (see Figure 7, label A).
- (F) Surface parking lots shall be screened with landscaping features such as trees, planters, and vegetation, including a twenty (20) foot deep landscaped area along sidewalks, as measured from the setback line adjacent to the street, or paseos (see Figure 7, label B). The portion of this area not devoted to driveways shall be landscaped. Trees shall be planted at a ratio of 1 per 400 square feet of required setback area for surface parking.
- (G) Surface parking lots shall be planted with at least one (1) tree with a minimum size of a twenty-four (24) inch box for every eight (8) parking spaces (see Figure 7, label C). Required plantings may be grouped where carports with solar panels are provided.
- (H) Surface parking can be located along a paseo for a maximum of forty (40) percent of a paseo's length (see Figure 7, label D).
- (I) Short-term bicycle parking shall be located within fifty (50) feet of lobby or main entrance. Long-term bicycle parking facilities shall protect against theft and inclement weather, and consist of a fully enclosed, weather-resistant locker with key locking mechanism or an interior locked room or enclosure. Long-term parking shall be provided in locations that are convenient and functional for cyclists. Bicycle parking shall be (see Figure 8):
 - (i) Consistent with the latest edition of the Association of Pedestrian and Bicycle Professionals Bicycle Parking Guide;
 - (ii) Designed to accommodate standard six (6) foot bicycles;
 - (iii) Paved or hardscaped;
 - (iv) Accessed by an aisle in the front or rear of parked bicycles of at least five (5) feet;

- (v) At least five (5) feet from vehicle parking spaces;
 - (vi) At least thirty (30) inches of clearance in all directions from any obstruction, including but not limited to other racks, walls, and landscaping;
 - (vii) Lit with no less than one (1) footcandle of illumination at ground level;
 - (viii) Space-efficient bicycle parking such as double-decker lift-assist and vertical bicycle racks are also permitted.
- (J) Pedestrian access shall be provided, with a minimum hardscape width of six (6) feet, to sidewalks to all building entries, parking areas, and publicly accessible open spaces, and shall be clearly marked with signage directing pedestrians to common destinations.
- (K) Entries to parking areas and other important destinations shall be clearly identified for all travel modes with such wayfinding features as marked crossings, lighting, and clear signage.

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Figure 7. Surface Parking Access

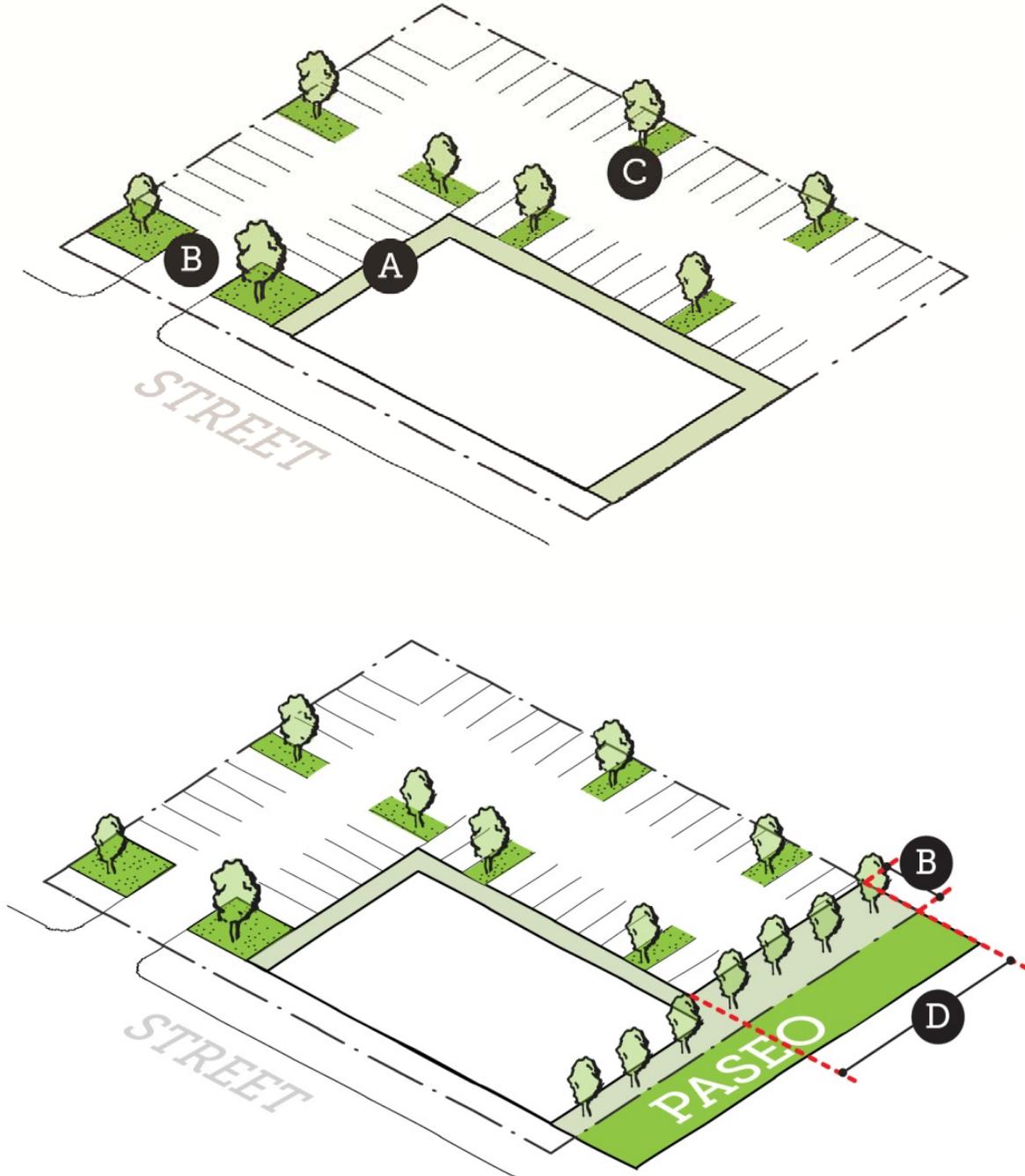
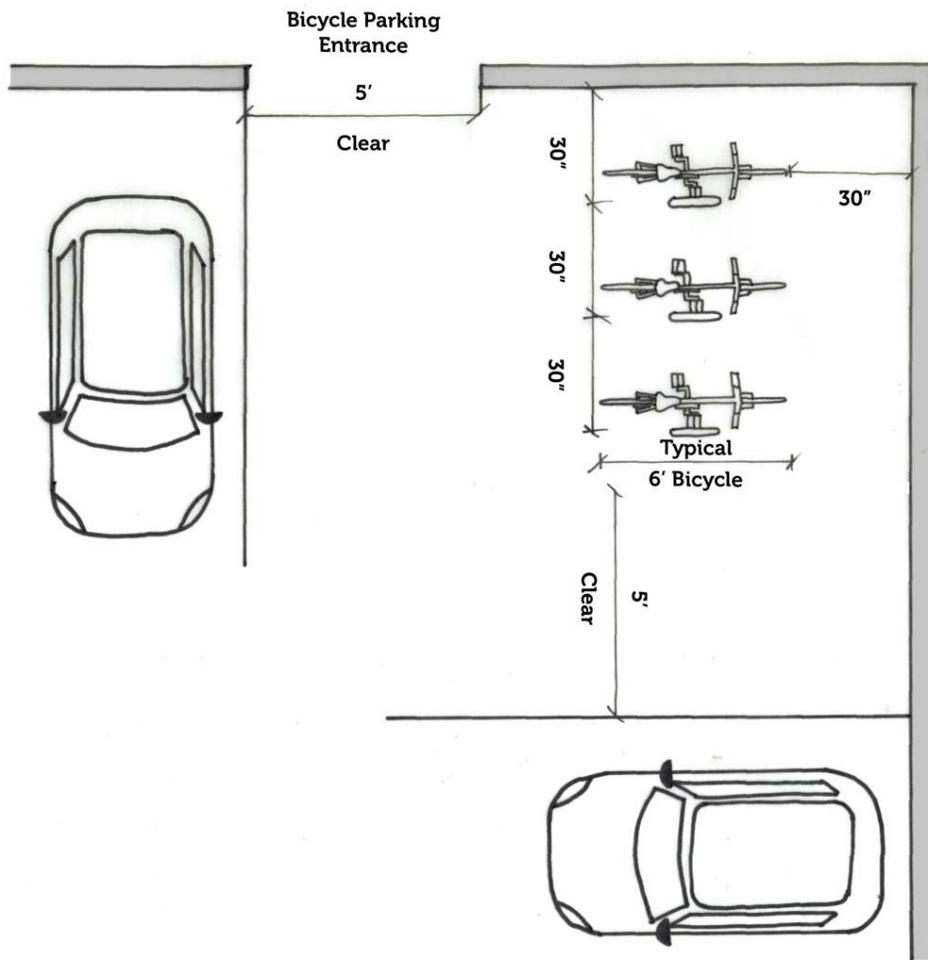


Figure 8. Bicycle Parking



16.XX.130 Green and sustainable building.

In addition to meeting all applicable regulations specified in Municipal Code Title 12 (Buildings and Construction), the following provisions shall apply to projects.

(1) Green building.

- (A) Any new construction, addition or alteration of a building shall be required to comply with tables 16.XX.010.A and 16.XX.010.B

(2) Energy.

- (A) All new construction will meet 100% of energy demand (electricity and natural gas) through on-site generation as required in tables 16.XX.010.A and 16.XX.0101.B, and any combination of the following measures:
 - (i) Purchase of 100% renewable electricity through Peninsula Clean Energy or Pacific Gas and Electric Company in an amount equal to the annual energy demand of the project;
 - (ii) Purchase and installation of local renewable energy generation within the City of Menlo Park in an amount equal to the annual energy demand of the project;
 - (iii) Purchase of certified renewable energy credits annual in an amount equal to the annual energy demand of the project.

TABLE 16.XX.010.A: RESIDENTIAL GREEN BUILDING REQUIREMENTS

PROJECT TYPE	NEW CONSTRUCTION			ADDITIONS AND/OR ALTERATIONS		
	10,000 sq. ft. – 25,000 sq. ft.	25,001 sq. ft. – 100,000 sq. ft.	100,001 sq. ft. and above	1 sq. ft. to 1,000 sq. ft./ of conditioned area, volume or size	1,001 sq. ft. – 25,000 sq. ft. of conditioned area, volume or size	25,001 sq. ft. and above of conditioned area, volume or size
Green Building Requirement	10,000 sq. ft. – 25,000 sq. ft.	25,001 sq. ft. – 100,000 sq. ft.	100,001 sq. ft. and above	1 sq. ft. to 1,000 sq. ft./ of conditioned area, volume or size	1,001 sq. ft. – 25,000 sq. ft. of conditioned area, volume or size	25,001 sq. ft. and above of conditioned area, volume or size
Green Building Certification	Designed to meet LEED Silver BD+C*	Designed to meet LEED Silver BD+C*	Designed to meet LEED Gold BD+C*	CALGreen Mandatory	Designed to meet LEED Silver ID+C*	Designed to meet LEED Gold ID+C*
EV Chargers	<p><u>Pre-Wire**</u></p> <ul style="list-style-type: none"> For EV chargers in 5% of total number of parking stalls. <p><u>Install EV Chargers***</u></p> <ul style="list-style-type: none"> Install a minimum of 2 in the pre-wire locations. 	<p><u>Pre-Wire**</u></p> <ul style="list-style-type: none"> For EV chargers in 5% of total number of parking stalls. <p><u>Install EV Chargers***</u></p> <ul style="list-style-type: none"> Install a total of 2 plus 1% of the total parking stalls in the pre-wire locations. 	<p><u>Pre-Wire**</u></p> <ul style="list-style-type: none"> For EV chargers in 5% of total number of parking stalls. <p><u>Install EV Chargers***</u></p> <ul style="list-style-type: none"> Install a total of 6 plus 1% of the total parking stalls in the pre-wire locations. 	N/A (Voluntary)	N/A (Voluntary)	N/A (Voluntary)
On-Site Energy Generation	30% of maximum extent feasible as determined by the On-Site Renewable Energy Feasibility Study****	30% of maximum extent feasible as determined by the On-Site Renewable Energy Feasibility Study****	30% of maximum extent feasible as determined by the On-Site Renewable Energy Feasibility Study****	N/A (Voluntary)	N/A (Voluntary)	N/A (Voluntary)
Energy Reporting	Enroll in EPA Energy Star Building Portfolio Manager and submit documentation of compliance as required by the City.	Enroll in EPA Energy Star Building Portfolio Manager and submit documentation of compliance as required by the City.	Enroll in EPA Energy Star Building Portfolio Manager and submit documentation of compliance as required by the City.	Enroll in EPA Energy Star Building Portfolio Manager and submit documentation of compliance as required by the City.	Enroll in EPA Energy Star Building Portfolio Manager and submit documentation of compliance as required by the City.	Enroll in EPA Energy Star Building Portfolio Manager and submit documentation of compliance as required by the City.

*Designed to meet LEED standards is defined as follows: a) Applicant must submit appropriate LEED checklist and verifying cover letter from a project LEED AP with the project application, b) Applicant must complete all applicable LEED certification documents prior to final building permit issuance to be reviewed either for LEED certification, or for verification by a third party approved by the City for which the applicant will pay for review and/or certification.

**Pre-wire is defined as conduit and wire installed from electrical panel board to junction box at parking stall, with sufficient electrical service to power chargers at all pre-wire locations.

***Charger is defined as follows: One electric vehicle (EV) charger or charger head reaching each designated EV parking stall and delivering a minimum of 240 V and 40 AMPs such that it can be used by all electric vehicles.

**** On-Site Renewable Energy Feasibility Study shall demonstrate the following cases: 1. Maximum on-site generation potential. 2. Solar feasibility for roof and parking areas (excluding roof mounted HVAC equipment). 3. Maximum solar generation potential solely on the roof area.

TABLE 16.XX.010.B: NON-RESIDENTIAL GREEN BUILDING REQUIREMENTS

PROJECT TYPE	NEW CONSTRUCTION			ADDITIONS AND/OR ALTERATIONS		
	10,000 sq. ft. – 25,000 sq. ft.	25,001 sq. ft. – 100,000 sq. ft.	100,001 sq. ft. and above	1 sq. ft. – 1,000 sq. ft. of conditioned area, volume or size	1,001 sq. ft.– 25,000 sq. ft. of conditioned area, volume or size	25,001 sq. ft. and above of conditioned area, volume or size
Green Building Requirement	10,000 sq. ft. – 25,000 sq. ft.	25,001 sq. ft. – 100,000 sq. ft.	100,001 sq. ft. and above	1 sq. ft. – 1,000 sq. ft. of conditioned area, volume or size	1,001 sq. ft.– 25,000 sq. ft. of conditioned area, volume or size	25,001 sq. ft. and above of conditioned area, volume or size
Green Building Certification	Designed to meet LEED Silver BD+C *	Designed to meet LEED Silver BD+C *	Designed to meet LEED Gold BD+C *	CALGreen Mandatory	Designed to meet LEED Silver ID+C *	Designed to meet LEED Gold ID+C *
EV Chargers	<p><u>Pre-Wire**</u></p> <ul style="list-style-type: none"> For EV chargers in 5% of total number of parking stalls. <p><u>Install EV Chargers***</u></p> <ul style="list-style-type: none"> Install a minimum of 2 in the pre-wire locations. 	<p><u>Pre-Wire**</u></p> <ul style="list-style-type: none"> For EV chargers in 5% of total number of parking stalls. <p><u>Install EV Chargers***</u></p> <ul style="list-style-type: none"> Install a total of 2 plus 1% of the total parking stalls in the pre-wire locations. 	<p><u>Pre-Wire**</u></p> <ul style="list-style-type: none"> For EV chargers in 5% of total number of parking stalls. <p><u>Install EV Chargers***</u></p> <ul style="list-style-type: none"> Install a total of 6 plus 1% of the total parking stalls in the pre-wire locations. 	N/A (Voluntary)	Install conduit, wiring and electrical service for EV Chargers for 5% of parking spaces AND a minimum of 2 chargers***	Install conduit, wiring and electrical service for EV Chargers for 5% of parking spaces AND a minimum of 2 + (1% spaces) chargers***
On-Site Energy Generation	30% of maximum extent feasible as determined by the On-Site Renewable Energy Feasibility Study****	30% of maximum extent feasible as determined by the On-Site Renewable Energy Feasibility Study****	30% of maximum extent feasible as determined by the On-Site Renewable Energy Feasibility Study****	N/A (Voluntary)	N/A (Voluntary)	N/A (Voluntary)
Energy Reporting	Enroll in EPA Energy Star Building Portfolio Manager and submit documentation of compliance as required by the City.	Enroll in EPA Energy Star Building Portfolio Manager and submit documentation of compliance as required by the City.	Enroll in EPA Energy Star Building Portfolio Manager and submit documentation of compliance as required by the City.	Enroll in EPA Energy Star Building Portfolio Manager and submit documentation of compliance as required by the City.	Enroll in EPA Energy Star Building Portfolio Manager and submit documentation of compliance as required by the City.	Enroll in EPA Energy Star Building Portfolio Manager and submit documentation of compliance as required by the City.

*Designed to meet LEED standards is defined as follows: a) Applicant must submit appropriate LEED checklist and verifying cover letter from a project LEED AP with the project application, b) Applicant must complete all applicable LEED certification documents prior to final building permit issuance to be reviewed either for LEED certification, or for verification by a third party approved by the City for which the applicant will pay for review and/or certification.

**Pre-wire is defined as conduit and wire installed from electrical panel board to junction box at parking stall, with sufficient electrical service to power chargers at all pre-wire locations.

***Charger is defined as follows: One electric vehicle (EV) charger or charger head reaching each designated EV parking stall and delivering a minimum of 240 V and 40 AMPs such that it can be used by all electric vehicles.

****On-site Renewable Energy Feasibility Study shall demonstrate the following cases: 1. Maximum on-site generation potential. 2. Solar feasibility for roof and parking areas (excluding roof mounted HVAC equipment). 3. Maximum solar generation potential solely on the roof area.

(3) Water use efficiency and recycled water.

- (A) Single pass cooling systems shall be prohibited in all new buildings.
- (B) All new buildings shall be built and maintained without the use of well water.
- (C) Applicants for a new building(s) one hundred thousand (100,000) square feet or more in gross floor area shall prepare and submit a proposed water budget and accompanying calculations following the methodology approved by the City. The water budget and calculations shall be reviewed and approved by the City's Public Works Director prior to certification of occupancy. Twelve (12) months after the date of the certification of occupancy, the building owner shall submit data and information sufficient to allow the City to compare the actual water use to the allocation in the approved water budget. In the event that actual water consumption exceeds the water budget, a water conservation program, as approved by the City's Public Works Director, shall be implemented. Twelve (12) months after City approval of the water conservation program, the building owner shall submit data and information sufficient to allow the City to determine compliance with the conservation program. If water consumption exceeds the budgeted amount, the City's Public Works Director may prohibit the use of water for irrigation or enforce compliance as an infraction pursuant to Chapter 1.12 of the Municipal Code until compliance with the water budget is achieved.
- (D) All new buildings shall be dual plumbed for the internal use of recycled water.
- (E) All new buildings two hundred and fifty (250,000) square feet or more in gross floor area shall use an alternate water source for all City approved non-potable applications. An alternative water source may include, but is not limited to, treated non-potable water such as graywater. An Alternate Water Source Assessment shall be submitted that describes the alternative water source and proposed non-potable application. Approval of the Alternate Water Source Assessment, the alternative water source and its proposed uses shall be approved by the City's Public Works Director and Community Development Director.
- (F) Potable water shall not be used for dust control on construction projects.
- (G) Potable water shall not be used for decorative features, unless the water recirculates.

(4) Hazard mitigation and sea level rise resiliency.

- (A) The first floor elevation of all new buildings shall be twenty four (24) inches above the Federal Emergency Management Agency base flood elevation (BFE) to account for sea level rise. Where no BFE exists, the first floor (bottom of floor beams) elevation shall be 24 inches above the existing grade. The

building design and protective measures shall not create adverse impacts on adjacent sites as determined by the City.

(B) Prior to building permit issuance, all new buildings shall pay any required fee or proportionate fair share for the funding of sea level rise projects, if applicable.

(5) Waste management.

(A) Applicants shall submit a zero-waste management plan to the City, which will cover how the applicant plans to minimize waste to landfill and incineration in accordance with all applicable state and local regulations. Applicants shall show in their zero-waste plan how they will reduce, recycle and compost wastes from the demolition, construction and occupancy phases of the building. For the purposes of this ordinance, Zero Waste is defined as ninety (90) percent overall diversion of non-hazardous materials from landfill and incineration, wherein discarded materials are reduced, reused, recycled, or composted. Zero Waste plan elements shall include the property owner's assessment of the types of waste to be generated during demolition, construction and occupancy, and a plan to collect, sort and transport materials to uses other than landfill and incineration.

(6) Bird-friendly design.

(A) No more than ten (10) percent of façade surface area shall have non-bird-friendly glazing.

(B) Bird-friendly glazing includes, but is not limited to opaque glass, covering of clear glass surface with patterns, paned glass with fenestration patterns, and external screens over non-reflective glass.

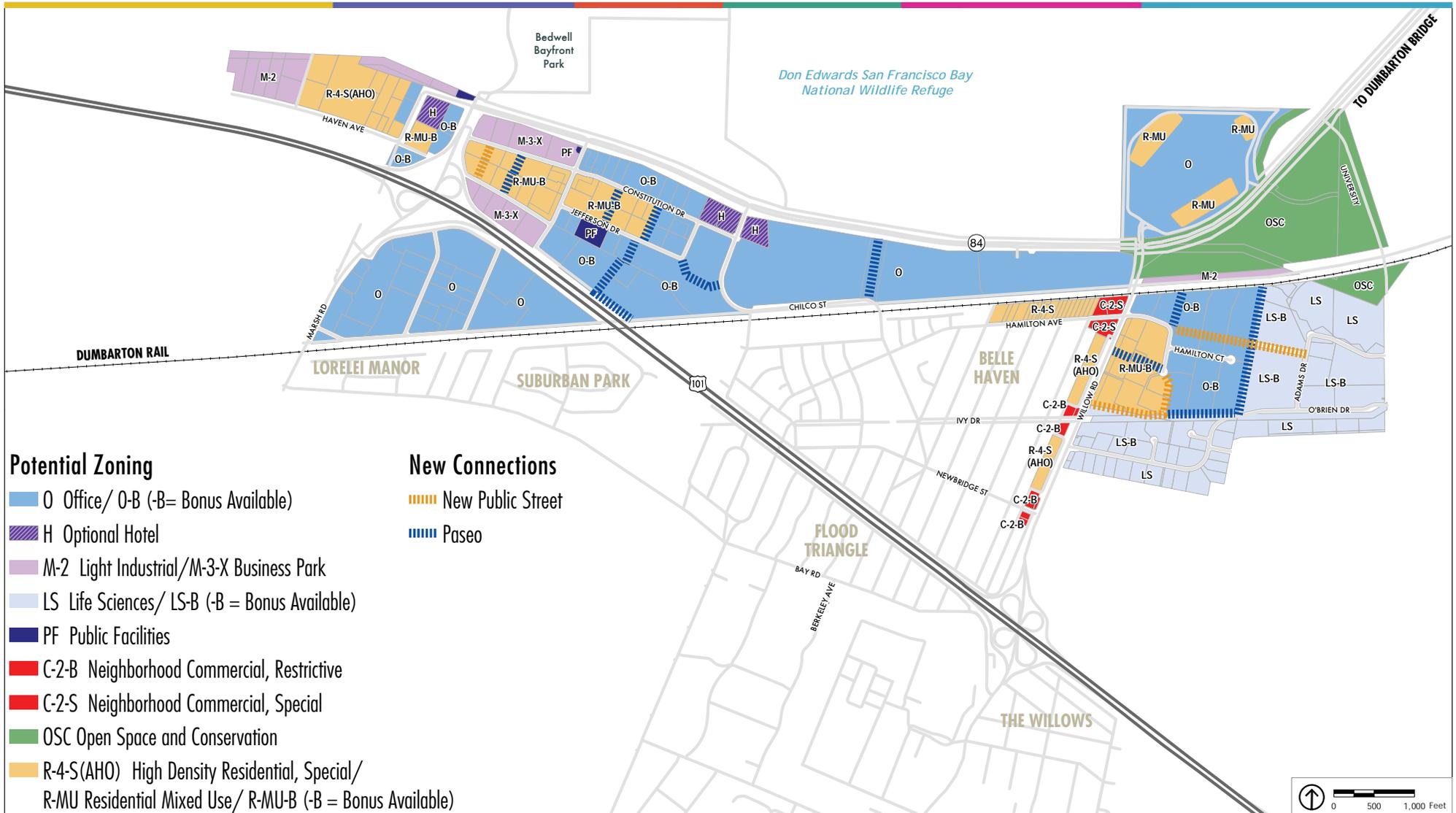
(C) Occupancy sensors or other switch control devices shall be installed on non-emergency lights and shall be programmed to shut off during non-work hours and between 10 PM and sunrise.

(D) Placement of buildings shall avoid the potential funneling of flight paths towards a building façade.

(E) Glass skyways or walkways, freestanding glass walls, and transparent building corners shall not be allowed.

(F) Transparent glass shall not be allowed at the rooflines of buildings, including in conjunction with green roofs.

(G) A project may receive a waiver from one or more of the items (A) to (F) listed above, subject to the submittal of a site specific evaluation from a qualified biologist and review and approval by the Planning Commission.



Potential Zoning

- O Office/ O-B (-B= Bonus Available)
- H Optional Hotel
- M-2 Light Industrial/M-3-X Business Park
- LS Life Sciences/LS-B (-B = Bonus Available)
- PF Public Facilities
- C-2-B Neighborhood Commercial, Restrictive
- C-2-S Neighborhood Commercial, Special
- OSC Open Space and Conservation
- R-4-S(AHO) High Density Residential, Special/
R-MU Residential Mixed Use/ R-MU-B (-B = Bonus Available)

New Connections

- ▬▬▬ New Public Street
- ▬▬▬ Paseo



M-2 AREA POTENTIAL ZONING

Revised: May 2016





REVIEW THE PROPOSED COMMUNITY AMENITIES

The amenities described below were identified during the Belle Haven Vision Plan and during the first year of the ConnectMenlo process. They were ranked in this order in a survey in March/April, 2015. Approximate cost estimates have been added for each amenity.

Place a dot to the left of the amenities that you think are most important.

Transit and Transportation Improvements	Jobs and Training at M-2 Area Companies	Social Service Improvements
A. Sidewalks, lighting, and landscaping – \$100 per linear foot <i>Enhance landscaping and lighting and fill gaps in sidewalk to improve the overall walkability</i>	A. Job opportunities for residents – \$10,000 in specialized training per employee <i>Local employers have a hiring preference for qualified residents</i>	A. Education improvements in Belle Haven – \$10,000 per student <i>Improvements to the quality of student education and experience in Belle Haven</i>
B. Traffic-calming on neighborhood streets – \$100,000 per block/intersection <i>Address cut-through traffic with design features</i>	B. Education and enrichment programs for young adults – \$10,000 per participant <i>Provide programs that target students and young adults to be competitive in the job market, including existing tech jobs</i>	B. Medical center – \$6 million to construct (\$300 per square foot) <i>Medical center providing health care services and out-patient care</i>
C. Bike trails, paths or lanes – \$100,000/ mile <i>Install new bike lanes and pedestrian paths and connect them to existing facilities and BayTrail</i>	C. Job training programs and education center – \$10,000 per participant <i>Provide residents with job training programs that prepare them with job skills</i>	C. Library improvements at Belle Haven – \$300,000 <i>Expand library programs and activities, especially for children</i>
D. Dumbarton Rail- \$175 million to construct and open trolley <i>Utilize the right-of-way for new transit line between Redwood City and Menlo Park in the near term with stations and a new bike/pedestrian path</i>	D. Paid internships and scholarships for young adults – \$10,000 per participant <i>Provide internships at local companies and scholarships to local youth to become trained for tech jobs</i>	D. High-Quality Affordable Housing – \$440,000/unit less land; \$82,000 typical per-unit local gap financing needed for a tax-credit project <i>Integrate quality affordable housing units into new development</i>
E. Innovative transportation solutions (i.e. personal rapid transit) – Price Varies <i>Invest in new technology like pod cars and transit that uses separate tracks</i>		E. Senior service improvements – \$100,000 per year <i>Increase the senior services at the Senior Center to include more aides and programs</i>
F. Bus service and amenities – \$5,000 per rider seat <i>Increase the number of bus stops, bus frequency and shuttles, and bus shelters</i>		F. Add restroom at Onetta Harris Community Center – \$100,000 <i>Additional restroom at the community center</i>
	Energy, Technology, & Utilities Infrastructure	
	A. Underground power lines – \$200/foot min.; \$50,000/project <i>Remove overhead power lines and install them underground along certain roads</i>	G. Pool House remodel in Belle Haven – \$300,000 <i>Remodel pool for year-round use with new heating and changing areas</i>
	B. Incentives for private home energy upgrades, renewable energy, and water conservation – \$5,000 per home <i>Offer financial assistance or other incentives to help area residents pay for energy-efficient and water conserving home improvements</i>	Park and Open Space Improvements
	C. Telecommunications investment – \$250 per linear foot <i>Improve the area's access to wifi, broadband, and other new technologies</i>	A. Tree planting – \$10,000 per acre <i>Plant trees along streets and parks to increase tree canopy</i>
	D. Soundwalls adjacent to Highway 101– \$300,000 (\$600/foot) <i>Construct soundwalls between Highway 101 and Kelly Park to reduce sound</i>	B. Bedwell Bayfront Park improvements – \$300,000 <i>Improve access to the park and trails within it</i>
Community-serving Retail		C. Community garden(s) – \$26,000 to construct ~0.3 acres, 25 beds, 2 picnic tables <i>Expand space for community to plant their own produce and flower gardens</i>
A. Grocery store – \$15 million to construct (\$200 per sq ft) plus 25% soft costs, financing, etc.; \$3.7 million for 2 years of subsidized rent <i>A full-service grocery store providing a range of goods, including fresh fruits, vegetables and meat and dairy products</i>		D. Dog park – \$200,000 for 0.5 acre (no land cost included) <i>Provide a dedicated, enclosed place where dogs can run</i>
B. Restaurants – \$1.5 million (3,000 sq ft at \$400 per sq ft plus 25% for soft costs, financing, etc.) <i>A range of dining options, from cafes to sit-down restaurants, serving residents and local employees</i>		
C. Pharmacy – \$3.75 million (15,000 sq ft at \$200 per sq ft, plus 25% for soft costs, financing, etc.) <i>A full-service pharmacy that fills prescriptions and offers convenience goods</i>		
D. Bank/ATM – \$1.88 million (3,000 sq ft at \$500 per sq ft plus 25% for soft costs, financing, etc.) <i>A bank or credit union branch with an ATM</i>		