

General Plan (Land Use & Circulation) & M-2 Area Zoning Update



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Planning Commission Meeting

September 21, 2015



Meeting Purpose



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- ❑ **Conduct EIR Scoping Session**
- ❑ **Conduct Study Session:**
 - ❑ **Draft Land Use Element & Circulation Element**
 - ❑ **Draft Bayfront (M-2) Zoning Framework**
- ❑ **Review Next Steps**

City Council Project Objectives



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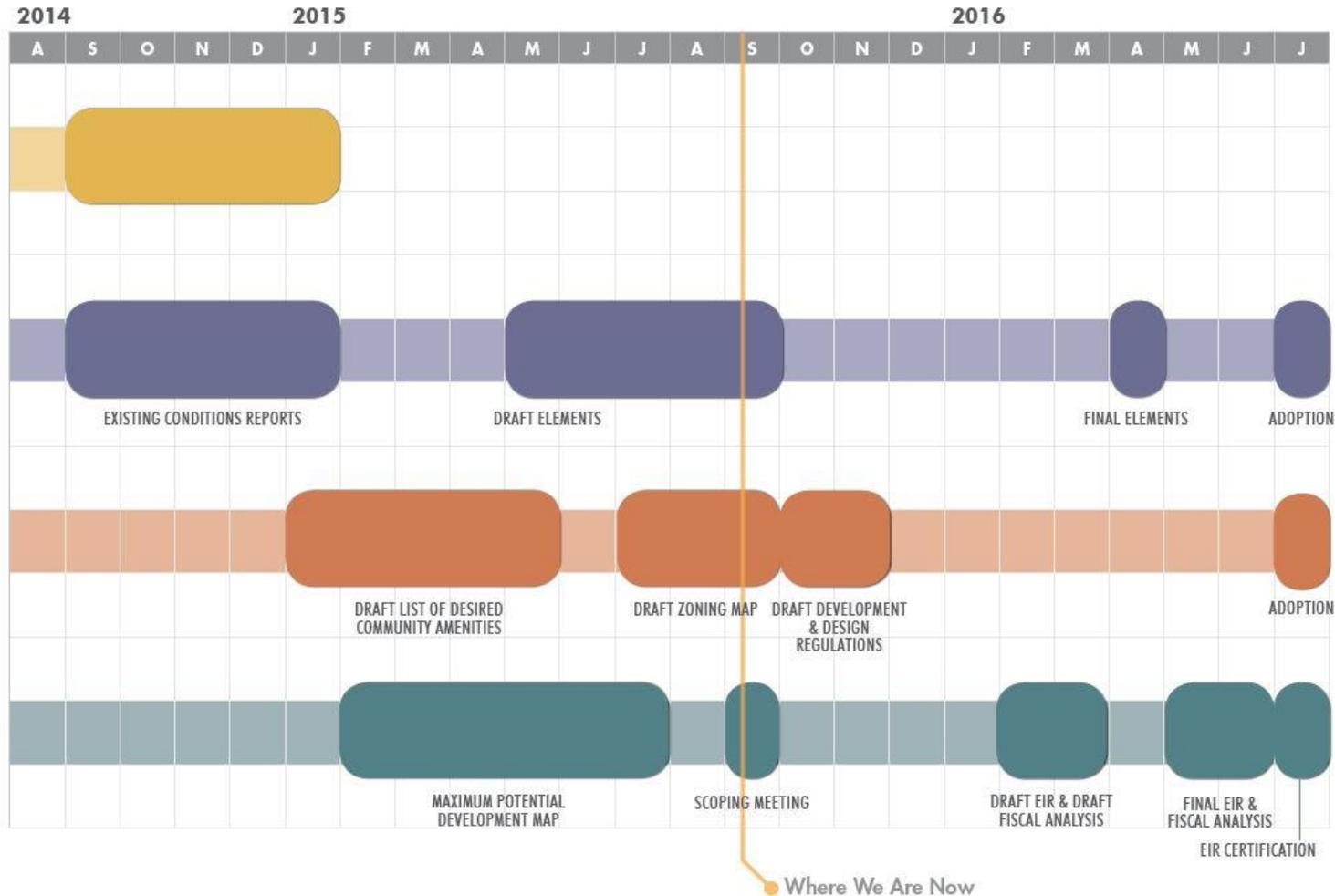
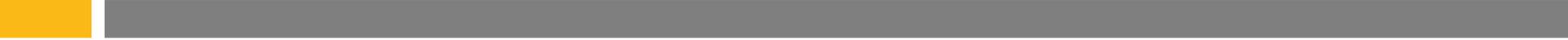
- Establish and achieve the community's vision
- Realize economic and revenue potential
- Anticipate land use changes only in M-2 Area
 - Directly Involve Property Owners
- Streamline development review process
- Improve mobility for all travel modes
- Preserve neighborhood character
- Reduce emissions and adapt sustainably

Project Schedule



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Policy Framework



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GUIDING PRINCIPLES

CITYWIDE EQUITY

GREAT TRANSPORTATION OPTIONS

HEALTHY COMMUNITY

COMPLETE NEIGHBORHOODS AND COMMERCIAL CORRIDORS

COMPETITIVE AND INNOVATIVE BUSINESS DESTINATION

ACCESSIBLE OPEN SPACE AND RECREATION

CORPORATE CONTRIBUTION

SUSTAINABLE ENVIRONMENTAL PLANNING

YOUTH SUPPORT AND EDUCATION EXCELLENCE

GENERAL PLAN

The City's Long-term Blueprint

Goal

A general, overall, desired outcome

Policy

A specific statement of commitment that sets a direction for the City to follow

Program

An action carried out pursuant to a policy to achieve a specific goal

MUNICIPAL CODE

Translates Objectives into Rules

Streets [Title 13]

Subdivision [Title 15]

Zoning [Title 16]

Governs Land Uses

- Development Standards
- Community Amenity Requirements
- Parking Regulations
- Code Enforcement

Storm Water [Chapter 7.42]

Flood Damage Prevention
[Chapter 12.42]

Water-Efficient Landscaping
[Chapter 12.44]

Land Use Element Policy Outline



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- **Orderly Development**
- **Neighborhood Preservation**
- **Neighborhood-Serving Uses**
- **Business Development and Retention**
- **Downtown/El Camino Real**
- **Open Space**
- **Sustainable Services**

Maximum Potential Development



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The map is intended to demonstrate the potential of what could be located in an area based upon the proposed land use designations. The size, types of uses, and look and feel of the future development will become part of the zoning and design standards to be formulated during the Summer of 2015.

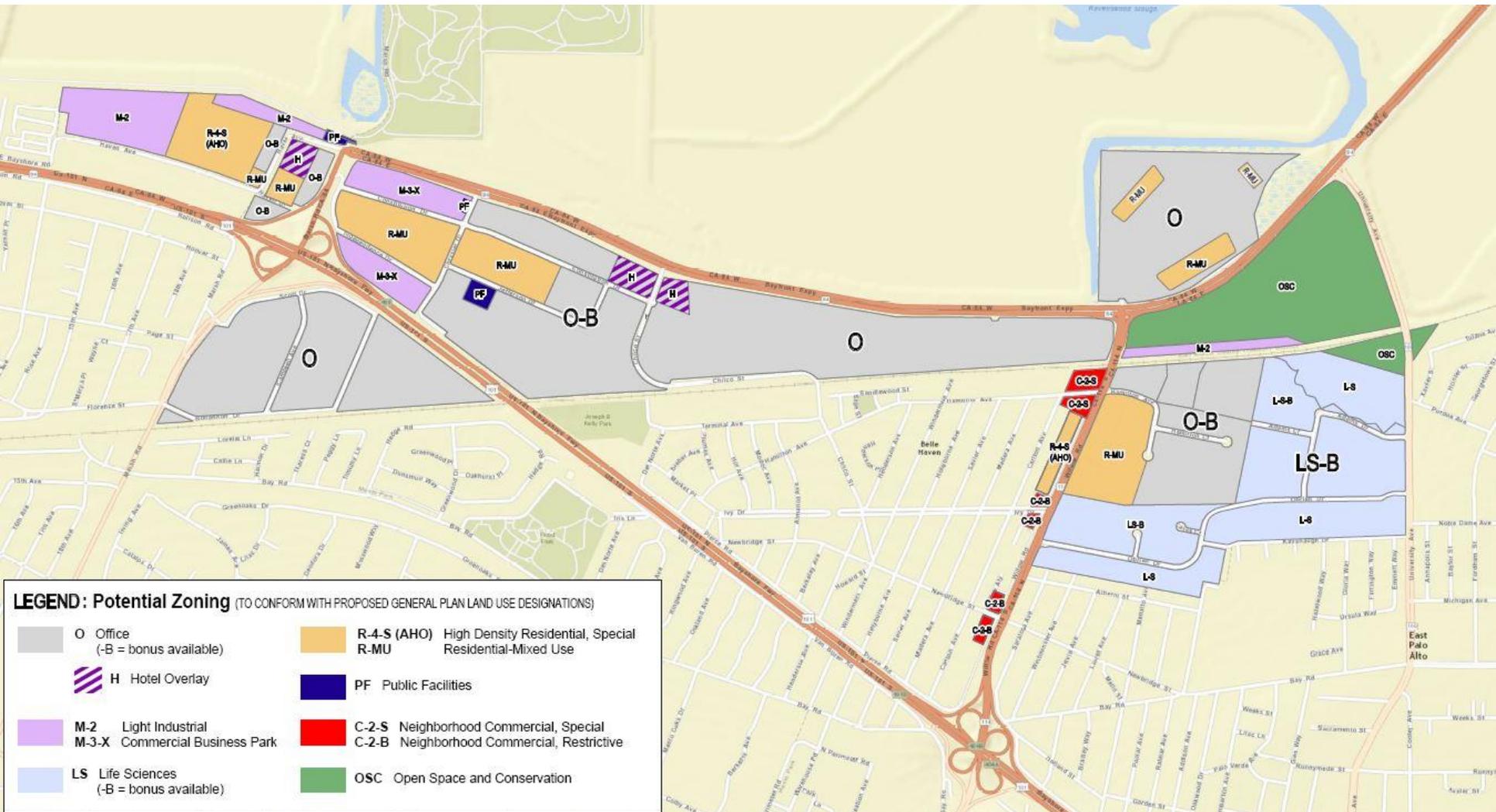
Draft Bayfront Zoning Map



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LEGEND: Potential Zoning (TO CONFORM WITH PROPOSED GENERAL PLAN LAND USE DESIGNATIONS)

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

Draft Bayfront Zoning Framework



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NEW ZONING DISTRICTS	NONRESIDENTIAL DEVELOPMENT ALLOWED BY CURRENT ZONING (BASE LEVEL)				ALLOWABLE WITH COMMUNITY AMENITIES/BENEFITS			Max Added Potential (per NOP)	ENCOURAGED USES
	Max Height	Equivalent Stories	DU/Acre	Max FAR	Bonus Max Height	Bonus Equivalent Stories	Bonus Max FAR		
O – Office (-B = bonus available)	35 feet	2	N/A	45%	110 feet (not incl. mech. equip.)	6 (more for hotel)	100%	0.7M sq. ft.	Offices, high tech businesses, and R&D that does not involve potentially volatile chemicals or disruptive noise; supporting retail, restaurants and entertainment; hotel option in several locations
LS – Life Sciences (-B = bonus available)				55%			100-125%**	1.4M sq. ft.	Bioscience and biomedical product development and manufacturing
R-MU – Mixed Use Residential	Residential uses up to 80 feet in height (6-story equivalent) and 50 du/acre plus office and retail uses						4500 units	Attached multifamily residences for all income levels; offices per O District; ground floor, street front retail, restaurants, and services per C-2-B District	

**FAR not used in LS area may be transferred via permanent purchase into LS-B area to achieve FAR greater than 100%.

Note: Parcels in the same designation that are in close proximity may calculate residential density and FAR based on aggregate lot area provided the maximum overall residential density and/or FAR of the combined parcels is not exceeded. Additions to Existing Districts: C-2-B Neighborhood Commercial: Residential allowed above retail

Circulation Element Policy Outline



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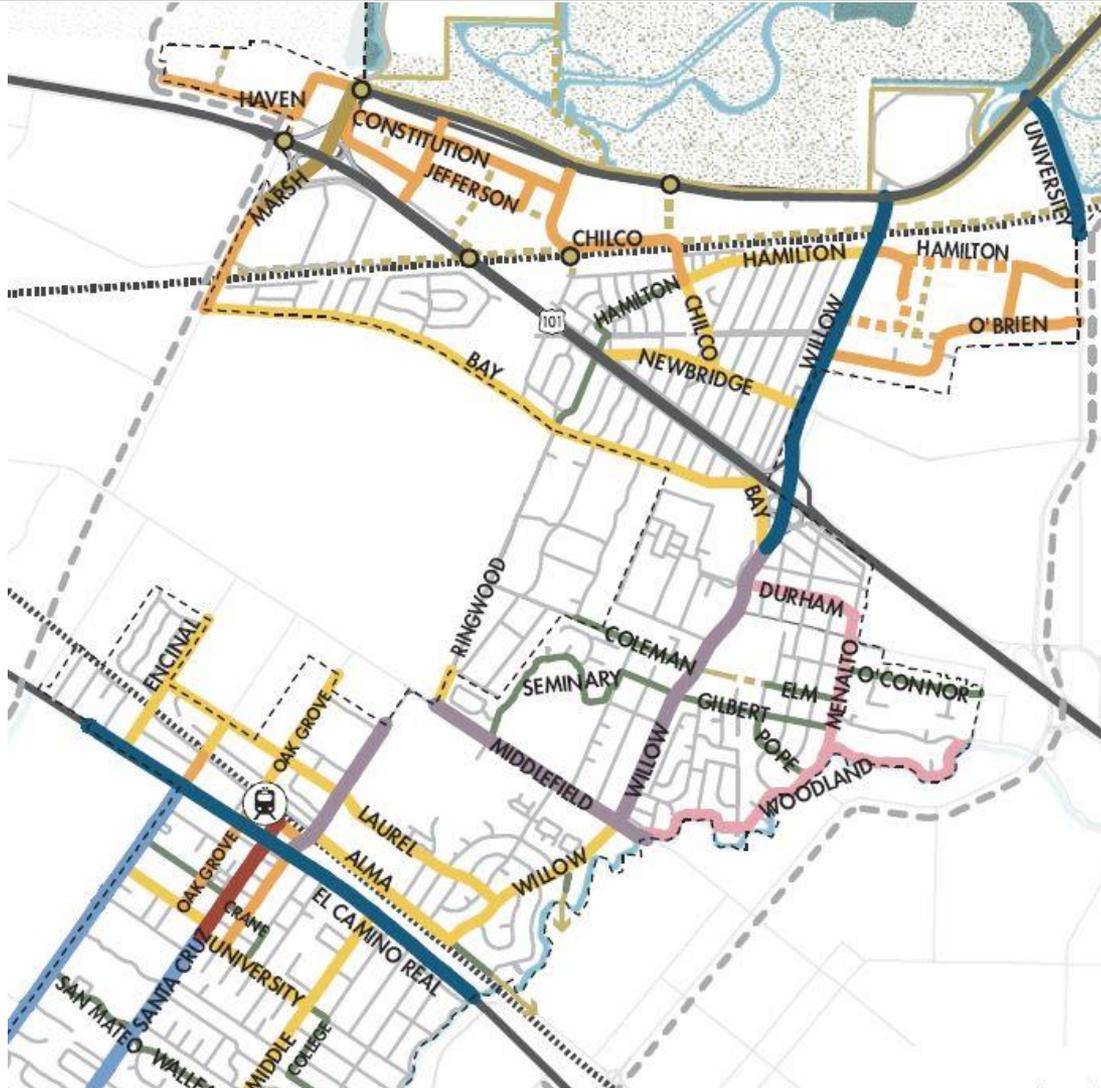
- **Safe Transportation System**
- **Complete Streets**
- **Sustainable Transportation**
- **Health & Wellness**
- **Transit**
- **Transportation Demand Management**
- **Parking**

Draft Street Classification Map



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Street Classifications

- Freeway/Expressway
- Boulevard
- Thoroughfare
- Main Street
- Avenue - Mixed Use
- Avenue - Neighborhood
- Mixed Use Collector
- Mixed Use Collector - future
- Neighborhood Collector
- Neighborhood Connector
- Bicycle Boulevard
- Local Access
- Multi-use Pathway
- Multi-use Pathway - future
- Caltrain Station
- City Limits
- Planning Area

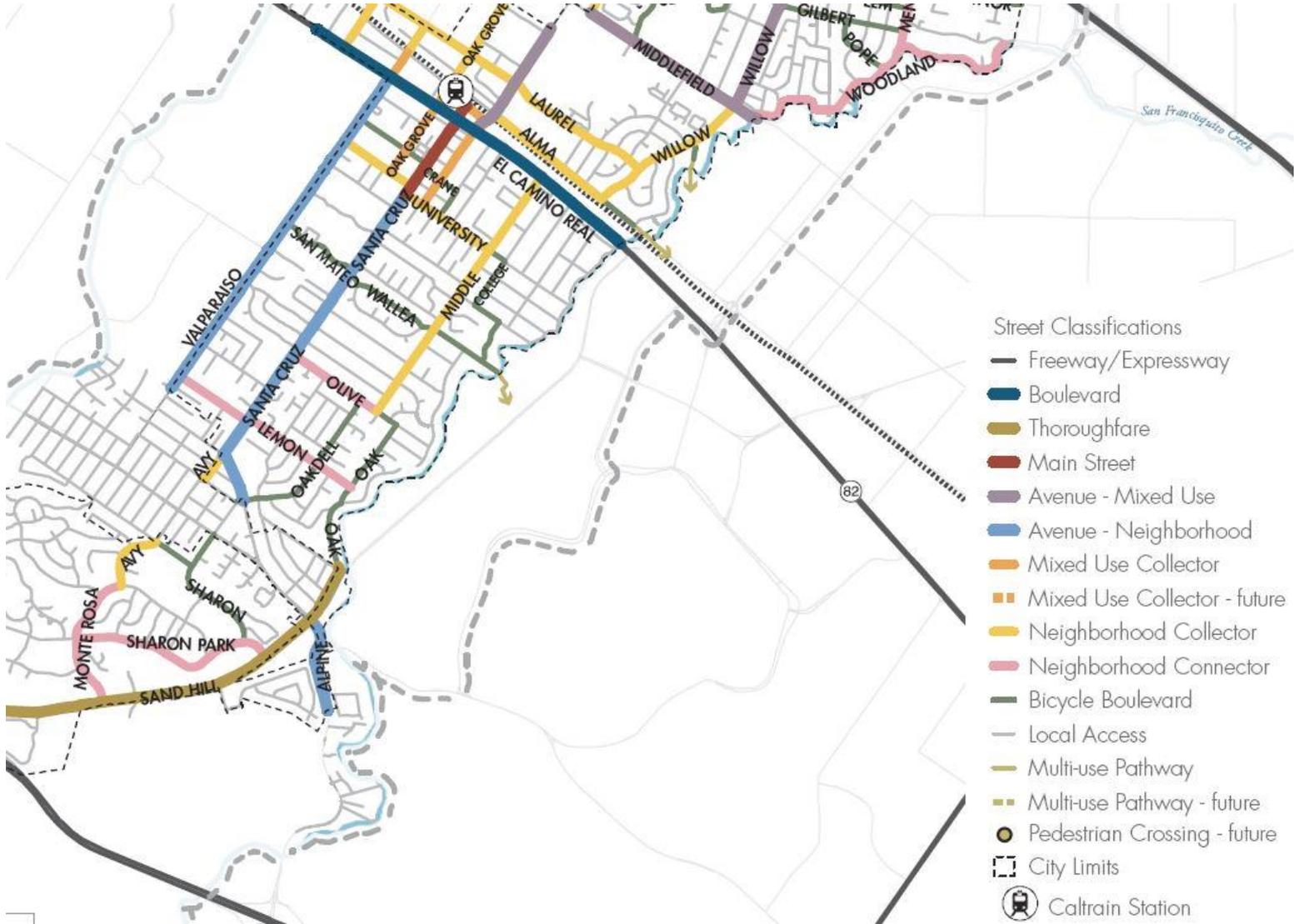
Draft Street Classification Map



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Proposed Street Classifications



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CLASSIFICATION	MODE PRIORITY ● = High ○ = Medium ◐ = Low	DESCRIPTION AND GUIDELINES	EXAMPLES	TRADITIONAL CATEGORY
FREEWAY/ EXPRESSWAY	Vehicle: ● Other modes: N/A	Limited access, major regional freeways and expressways that are part of the state and regional network of highways and subject to state design standards.	Bayfront Expressway	Expressway
BOULEVARD	Bicycle: ◐ Pedestrian: ● Transit: ● Vehicle: ●	Major thoroughfare with higher frequency of transit service, strong pedestrian-orientation, and mixed commercial and retail frontages. Provides access and safe crossings for all travel modes along a regional transportation corridor. Emphasizes walking and transit and accommodates regional vehicle trips in order to discourage such trips on nearby local roadways, through collaborations with other cities and agencies. In areas of significant travel mode conflict, bicycle improvements may have lower priority if appropriate parallel corridors exist.	El Camino Real, Willow Road (north of Bay)	Primary Arterial
THOROUGHFARE	Bicycle: ◐ Pedestrian: ◐ Transit: ◐ Vehicle: ●	Major thoroughfare, limited mixed commercial frontages. Provides access and safe crossings for all travel modes along a regional transportation corridor. Emphasizes regional vehicle trips in order to discourage such trips on nearby local roadways, through collaborations with other cities and agencies.	Marsh Road, Sand Hill Road	Primary Arterial
MAIN STREET	Bicycle: ◐ Pedestrian: ● Transit: ◐ Vehicle: ◐	High intensity, pedestrian-oriented retail street. Provides access to all travel modes in support of Downtown, includes on-street parking. Service to pedestrian-oriented retail is of prime importance. Vehicle performance indicators may be lowered to improve the pedestrian experience. Bicycle priority may be lower where appropriate parallel bicycle corridors exist.	Santa Cruz Avenue	Minor Arterial
AVENUE - MIXED USE	Bicycle: ● Pedestrian: ● Transit: ● Vehicle: ◐	Streets with mixed residential and commercial frontages that serve as a main route for multiple modes. Distributes trips to residential and commercial areas. Provides a balanced level of service for vehicles, transit, bicycles, and pedestrians, wherever possible. Bicycle priority is greater along identified bicycle corridors. Pedestrian improvements are comfortable to walk along, and provide safe crossings at designated locations.	Willow Road (south of Bay), Middlefield Road	Minor Arterial
AVENUE - NEIGHBORHOOD	Bicycle: ● Pedestrian: ● Transit: ● Vehicle: ◐	Streets with residential frontages that serve as a main route for multiple modes. Distributes trips to residential areas. Provides a balanced level of service for vehicles, transit, bicycles, and pedestrians, wherever possible. Bicycle priority is greater along identified bicycle corridors. Pedestrian improvements are comfortable to walk along, and provide safe crossings at designated locations.	Santa Cruz Avenue (south of University Drive), Valparaiso Avenue	Minor Arterial

Proposed Street Classifications



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CLASSIFICATION	MODE PRIORITY ● =High ○ =Medium ◐ = Low	DESCRIPTION AND GUIDELINES	EXAMPLES	TRADITIONAL CATEGORY
MIXED-USE COLLECTOR	Bicycle: ● Pedestrian: ● Transit: ◐ Vehicle: ◐	<i>Mixed-use street that serves a significant destination.</i> Prioritizes walking and bicycling. Accommodates intra-city trips while also distributing local traffic to other streets and areas.	Chilco St (n of rail corridor), O'Brien Drive, Haven Avenue	Collector
NEIGHBORHOOD COLLECTOR	Bicycle: ● Pedestrian: ● Transit: ◐ Vehicle: ◐	<i>Primarily residential street that serves a significant destination.</i> Prioritizes walking and bicycling. Accommodates intra-city trips while also distributing local traffic to other streets and areas. Accommodating vehicle traffic while ensuring a high quality of life for residents is a key design challenge.	Bay Road, Laurel Street, Hamilton Avenue	Collector
NEIGHBORHOOD CONNECTOR	Bicycle: ● Pedestrian: ● Transit: ◐ Vehicle: ○	<i>Low-medium volume residential through street.</i> Primarily serves residential neighborhoods. Provides high quality conditions for walking and bicycling and distributes vehicle, pedestrian, and bicycle trips to and from other streets.	Monte Rose Avenue, Woodland Avenue	Local
BICYCLE BOULEVARD	Bicycle: ● Pedestrian: ● Transit: ◐ Vehicle: ○	<i>Low volume residential street, serving mostly local traffic, connecting key bicycle facilities.</i> Provides access primarily to abutting uses. These streets should offer safe and inviting places to walk and bike.	San Mateo Drive, Hamilton Avenue	Local
LOCAL ACCESS	Bicycle: ● Pedestrian: ● Transit: ○ Vehicle: ◐	<i>Low volume residential street, serving mostly local traffic.</i> Provides access primarily to abutting uses. These streets should offer safe and inviting places to walk and bike.	San Mateo Drive	Local
MULTI-USE PATHWAY	Bicycle: ● Pedestrian: ● Transit: N/A Vehicle: N/A	<i>Pedestrian and bicycle pathway.</i> Provides priority access to pedestrians and bicycles only, per Caltrans pathway minimum standards. Multi-use pathways feature high-quality crossings where they traverse major roadways.	Bay Trail	N/A

Events since June 8 PC Meeting



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- **GPAC meetings – June 30, July 23, Aug 24**
- **Open Houses**
 - **Sept 2 Downtown Paseo**
 - **Sept 9 Senior Center**
 - **Advertised with Citywide postcard mailer and twice in the *Almanac***



Aug/Sept Community Comments

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- ❑ Address current traffic congestion
- ❑ Help stem displacement of Belle Haven renters
- ❑ Establish affordable housing requirements
- ❑ Provide resources for small businesses
- ❑ Require public parks & open space in Belle Haven
- ❑ Size any new development based on benefits needed
- ❑ Add bike parking at Tinker Park

EIR Overview



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- **The California Environmental Quality Act (CEQA) requires City to disclose potential physical effects on the environment**

- **The “Program” EIR for the General Plan:**
 - **Describes broad, long-term issues**
 - **Allows for streamlined environmental review for future individual development projects that comply with updated zoning**

EIR Scoping and Steps

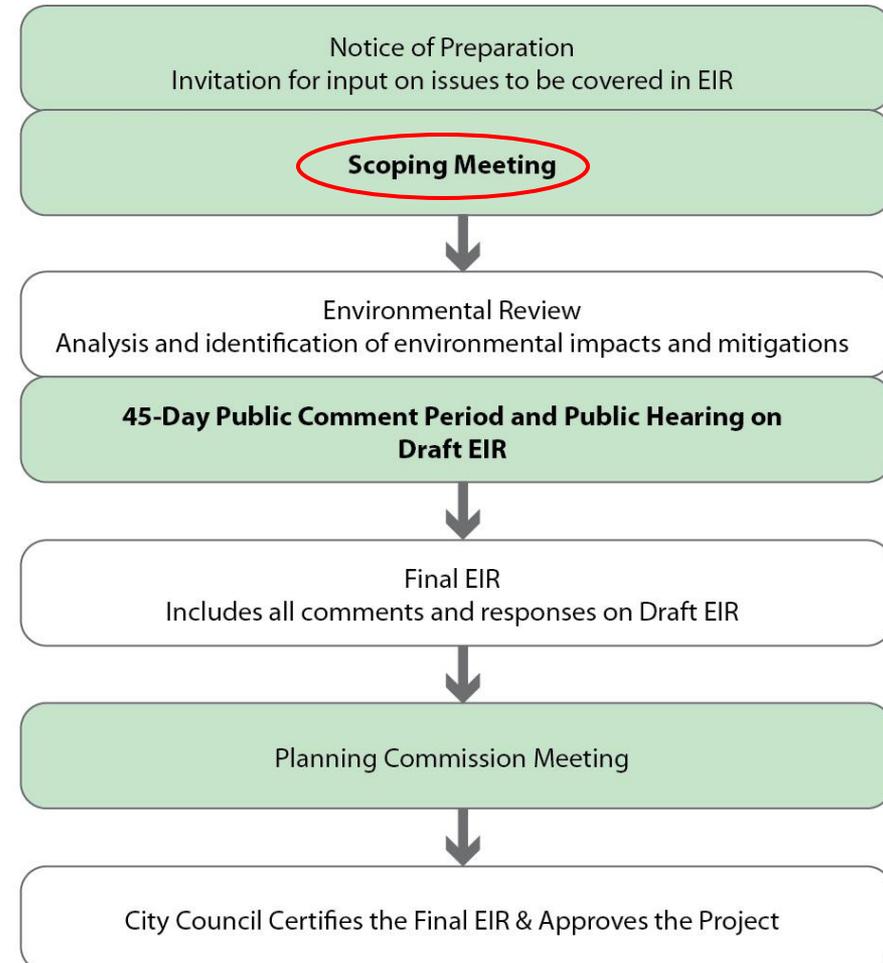


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- Scoping is a chance to comment on issues the EIR should address
 - Comments are considered in preparing the Draft EIR
- Comments during the Draft EIR comment period are responded to in writing



EIR Topics



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- **Aesthetics & Visual Quality**
- **Air Quality**
- **Biological Resources**
- **Cultural, Historical & Archaeological Resources**
- **Geology and Soils**
- **Greenhouse Gas Emissions**
- **Hazardous Materials**
- **Hydrology & Water Quality**
- **Land Use & Planning**
- **Noise**
- **Public Services**
- **Recreation**
- **Transportation & Circulation**
- **Utilities & Service Systems**



- ▣ **Where environmental impacts are identified, CEQA requires impacts be avoided, minimized, reduced or eliminated**
- ▣ **CEQA permits, and the City Council has directed, that the General Plan incorporate mitigation through policies and programs to protect environmental resources**

Next Steps



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- **Council Review – Oct 6**
- **Zoning & Design Standards – Oct/Nov**
- **Draft EIR & Fiscal Analysis – Feb 2016**
- **Final General Plan Adoption – July 2016**

For More Info & Scoping Comments



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