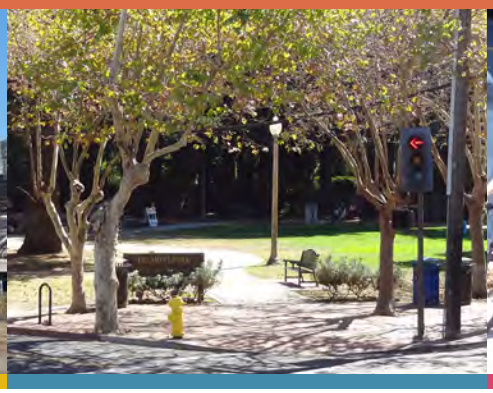
EXISTING CONDITIONS REPORTS

PUBLIC REVIEW DRAFT

City of Menlo Park

GENERAL PLAN (LAND USE & CIRCULATION) AND M-2 AREA ZONING UPDATE



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Foreword

PURPOSE OF THE REPORTS

Planning for Menlo Park's future requires an understanding of current circumstances and the issues the community is facing. Accordingly, the attached Existing Conditions Reports addressing Land Use, Circulation, and Economics have been prepared to support the ConnectMenlo project, and they are complemented by a Community Character Report that documents unique features of the city's many neighborhoods. In combination with the Guiding Principles established for the General Plan and M-2 Area Zoning Update, the information in these reports is intended to help the community create sound policies and programs to achieve the goals of the updated General Plan Land Use and Circulation Elements.

The reports can be read together or as stand-alone documents. They are intended to provide informative overviews and perspectives to help the community gain insight into how the General Plan can influence key local issues, and technical explanations of the complex, interconnected subjects the Plan must consider. The reports seek to distill a large amount of data in an accessible manner to act as a starting point for future policy discussions. Each Existing Condition Report has a concluding section entitled "Summary Key Findings" that emphasizes pressing issues and opportunities.

THE GENERAL PLAN UPDATE

Often described as each city's "Constitution," general plans are required by State law to guide land use and development, usually for a period of 10 to 20 years. With the Housing, Open Space/Conservation, Noise and Safety Elements having been recently updated, the focus of ConnectMenlo is on the Land Use and Circulation Elements. These two elements are central components of a general plan because they describe which land uses should be allowed in the city, where those land uses should be located, and how they may be accessed and connected. The Land Use Element frames the type and scale of potential development that may occur, particularly in the M-2 Area, which is generally between US 101 and the Bay and where most change is expected in Menlo Park over the next two decades. The Circulation Element will also address transportation issues throughout the city, and both updated Elements will be consistent with the other General Plan Elements.

Community engagement is the foundation of the ConnectMenlo project, as updated policy language will only be meaningful if it helps achieve the community's vision for the future. The in-person public outreach and participation process has included workshops and open houses; mobile tours of Menlo Park and nearby communities; informational symposia; stakeholder interviews; focus groups; recommendations by a General Plan Advisory Committee (GPAC) composed of City commissioners, elected officials, and community members; and consideration by the City Council and Planning Commission at public meetings. Many more such opportunities will occur throughout the process to ensure that community members play a central role in guiding the General Plan and Zoning Ordinance updates. In addition, ConnectMenlo features a comprehensive project website, online surveys, and a mobile app that provides access to project information and documents, as well as self-guided tours.

The updated Land Use and Circulation Elements and zoning provisions will be evaluated by an Environmental Impact Report (EIR) that determines whether the potential changes may produce impacts that need to be mitigated. By incorporating implementation provisions that purposely reduce environmental impacts, the proposed updates can be made largely self-mitigating, which reduces the need for separate EIR mitigation measures, improves the efficiency of implementation, and increases the likelihood that development will be environmentally sustainable.

NEXT STEPS

Following release of the Existing Conditions and Community Character Reports, the City of Menlo Park will solicit additional community feedback regarding a potential future development scenario in the M-2 Area, as well as regarding policy directions to support that scenario. New goals and policies could impact city regulations, especially in regard to development in the M-2 Area, with implications for transportation improvements. Potential land use changes, in conjunction with new goals, policies, and programs, will affect the ways in which the Menlo Park built environment may evolve over time. These policies and programs will also establish the ways in which new developments contribute to the quality of life in Menlo Park.

LAND USE

EXISTING CONDITIONS REPORT

PUBLIC REVIEW DRAFT

JANUARY 2015

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Land Use Existing Conditions Report

OVERVIEW

This existing conditions report provides comprehensive information to help inform the Connect Menlo General Plan (Land Use and Circulation Elements) and M-2 Area Zoning Update process as it pertains to Land Use. The report includes information about relevant regulations, a description of Menlo Park's natural and urban setting, an account of the history of Menlo Park, background on planning and land use concepts, an overview of existing land use conditions in the city, and information on quality of life and the provision of public services in Menlo Park.

STATE REGULATIONS AND GUIDANCE

CALIFORNIA GENERAL PLAN LAW

As a general law city, Menlo Park has more limited powers to enact land use regulations than do charter cities. State planning and zoning law (California Government Code Section 65000-66499.58) requires every city in California to adopt a comprehensive, long-term general plan for the physical development of the city and of any land in a "Sphere of Influence" (SOI) outside its boundaries that in the jurisdiction's judgment bears relation to its planning. A general plan should consist of an integrated and internally consistent set of goals and policies that are grouped by topic into a set of elements guided by a citywide vision. State law requires that a general plan address seven elements or topics (land use, circulation, housing, conservation, open space, noise, and safety), but allows some discretion on the arrangement and content. All of the Menlo Park General Plan Elements have been updated between 2013 and 2014, except for Land Use and Circulation, which have not been comprehensively updated since 1994. Each of the specific and applicable requirements in the State planning law (as provided California Government Code Section 65300) should be examined to determine if there are environmental issues within the community that the general plan should address, including but not limited to hazards and flooding.

CALIFORNIA OFFICE OF PLANNING AND RESEARCH GENERAL PLAN GUIDELINES

As a means of assisting local governments to comply with State law regarding the development and updating process for local government general plans, the California Office of Planning and Research (OPR), per Government Code Section 65040.2, adopts and updates guidelines for the preparation and content of general plans. These guidelines currently include sections on the required content of general plans, sustainable development, environmental justice, formatting, public participation, and implementation. The most recent version of these guidelines is from 2003, but OPR is in the process of developing an extensive update to these guidelines, which is anticipated to be released in 2015. This update is expected to focus on making the guidelines more current, interactive, and user-friendly, and will not include any changes to the required contents of a general plan.

CALIFORNIA AERONAUTICS ACT

The California Aeronautics Act, established by the California Department of Transportation (Caltrans)–Division of Aeronautics, requires the preparation of airport land use compatibility plans (ALUCPs). ALUCPs allow for compatibility between airports and the uses adjacent to airports, to the extent that these adjacent uses are not already developed with incompatible uses. The primary goals of ALUCPs are to promote safety in flying and minimize risks to surrounding land uses. Additionally, these plans serve to protect airports from encroachment by new incompatible land uses. The effects on lands in Menlo Park of the Comprehensive Land Use Compatibility Plan for the Palo Alto Airport and the San Mateo County Comprehensive Airport Plan, which includes the nearby San Carlos Airport, are discussed below in the Regional and Local Plans and Regulations section of this report.

SENATE BILL 375

As a means to achieve the statewide emission reduction goals set by Assembly Bill (AB) 32 (The California Global Warming Solutions Act of 2006), SB 375 (The Sustainable Communities and Climate Protection Act of 2008) directs the California Air Resources Board (CARB) to set regional targets for reducing greenhouse gas (GHG) emissions from cars and light trucks. Using the template provided by the State's Regional Blueprint program to accomplish this goal, the bill seeks to align transportation and land use planning to reduce vehicle miles traveled (VMT) through modified land use patterns. There are five basic directives of the bill: 1) creation of regional targets for GHG emissions reduction tied to land use; 2) a requirement that regional planning agencies create a Sustainable Communities Strategy (SCS) to meet those targets (or an Alternative Planning Strategy if the strategies in the SCS would not reach the target set by CARB); 3) a requirement that regional transportation funding decisions be consistent with the SCS; 4) a requirement

that the Regional Housing Needs Allocation numbers for municipal general plan housing element updates must conform to the Sustainable Communities Strategy; and 5) California Environmental Quality Act (CEQA) exemptions and streamlining for projects that conform to the Sustainable Communities Strategy.[1] The implementation mechanism for SB 375 that applies to land use in Menlo Park is Plan Bay Area (see next section).

REGIONAL AND LOCAL PLANS AND REGULATIONS

PLAN BAY AREA

The Association of Bay Area Governments (ABAG), Metropolitan Transportation Commission (MTC), Bay Area Air Quality Management District (BAAQMD), and San Francisco Bay Conservation and Development Commission (BCDC) share joint responsibility for creating, updating, and overseeing Plan Bay Area, the Sustainable Communities Strategy (SCS) for the nine-county Bay Area region pursuant to SB 375. Each of the agencies involved in the SCS has a different role in regional governance. ABAG primarily deals with regional land use, housing, environmental quality, and economic development, while MTC is tasked with regional transportation planning, coordinating, and financing. BAAQMD is responsible for regional air pollution regulation. BCDC's focus is to preserve, enhance, and ensure responsible use of San Francisco Bay.

These agencies jointly created Plan Bay Area,[2] adopted in July 2013 and now a regulating portion of the Bay Area's 25-year Regional Transportation Plan (RTP), which in part dictates funding for local transportation programs and improvements. By federal law, the RTP must be internally consistent. Therefore, the more than $200 billion dollars of transportation investment typically included in the RTP must align with and support the SCS land use pattern. State law also requires that the updated 8-year regional housing need allocation (RHNA) prepared by ABAG for municipal housing element updates is consistent with the SCS.

Plan Bay Area sets a development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies, would reduce GHG emissions from cars and light trucks beyond the per capita reduction targets identified by CARB pursuant to SB 375.

As part of the implementation framework for Plan Bay Area, local governments may identify "Priority Development Areas" (PDAs) to focus growth. The PDAs are transit-oriented, infill development opportunity areas within existing communities. Over two-thirds of overall Bay Area growth through 2040 is allocated to the PDAs, which are expected to accommodate 80 percent (or over 525,570 units) of new housing and

[1] William Fulton, 2008. *SB 375 Is Now Law – But What Will It Do,* California Planning and Development Report.

[2] To read more about Plan Bay Area go to www.OneBayArea.Org.

66 percent (or 744,230) of new jobs in the region.[3] Additionally, the plan designates "Priority Conservation Areas" (PCAs), which are regionally significant open spaces for which there exists broad consensus for long-term protection, but which face nearer-term development pressures. Menlo Park currently has one PDA that surrounds El Camino Real and includes areas in and around Downtown Menlo Park. The area covered by the El Camino Real & Downtown Specific Plan falls within Menlo Park's PDA. Menlo Park does not have a PCA.

The SCS does not directly govern land uses within Menlo Park and does not affect local decision-making authority. However, there are a number of benefits available to the City from being consistent with Plan Bay Area, including potential streamlining of CEQA review for certain transit priority, residential, and/or mixed-use projects, as well as high eligibility for transportation funding, provided that policies and land use patterns proposed in the General Plan align with SCS goals.

LOCAL AGENCY FORMATION COMMISSION

The Cortese-Knox Act (1986) and the Cortese-Knox-Hertzberg Local Government Reorganization Act (2000) govern Local Agency Formation Commissions (LAFCOs) in each county in California, empowering LAFCOs to review, approve, or deny proposals for boundary changes and incorporations for cities, counties, and special districts. San Mateo LAFCO establishes a SOI for each city that describes the city's probable future physical boundaries and service areas and/or the area with the potential to be strongly affected by city policies and land use decisions. Figure 1 shows the location of Menlo Park within the Bay Area region, and Figure 2 depicts the city limits, SOI and other important planning boundaries, which are discussed specifically beginning on page 17 of this report.

SAN FRANCISCO BAY BASIN WATER QUALITY CONTROL PLAN

The San Francisco Bay Regional Water Quality Control Board (RWQCB) oversees a Water Quality Control Plan for the San Francisco Bay Basin (the Basin Plan) that designates "beneficial" uses, establishes water quality objectives, and contains implementation programs and policies to achieve those objectives for all waters addressed through the Basin Plan, which includes wetlands in and near Menlo Park.[4] The Basin Plan centers on watershed management, a strategy for protecting water quality by examining all inputs into drainages and downstream water bodies. Accordingly, compliance with the Basin Plan involves adherence to stormwater control requirements for land use activities in Menlo Park.

[3] Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG), 2013. *Final Plan Bay Area, Strategy for a Sustainable Region.*

[4] California Regional Water Quality Control Board San Francisco Bay Region (Region 2), 2007. *San Francisco Bay Basin (Region 2) Water Quality Control Plan (Basin Plan).*

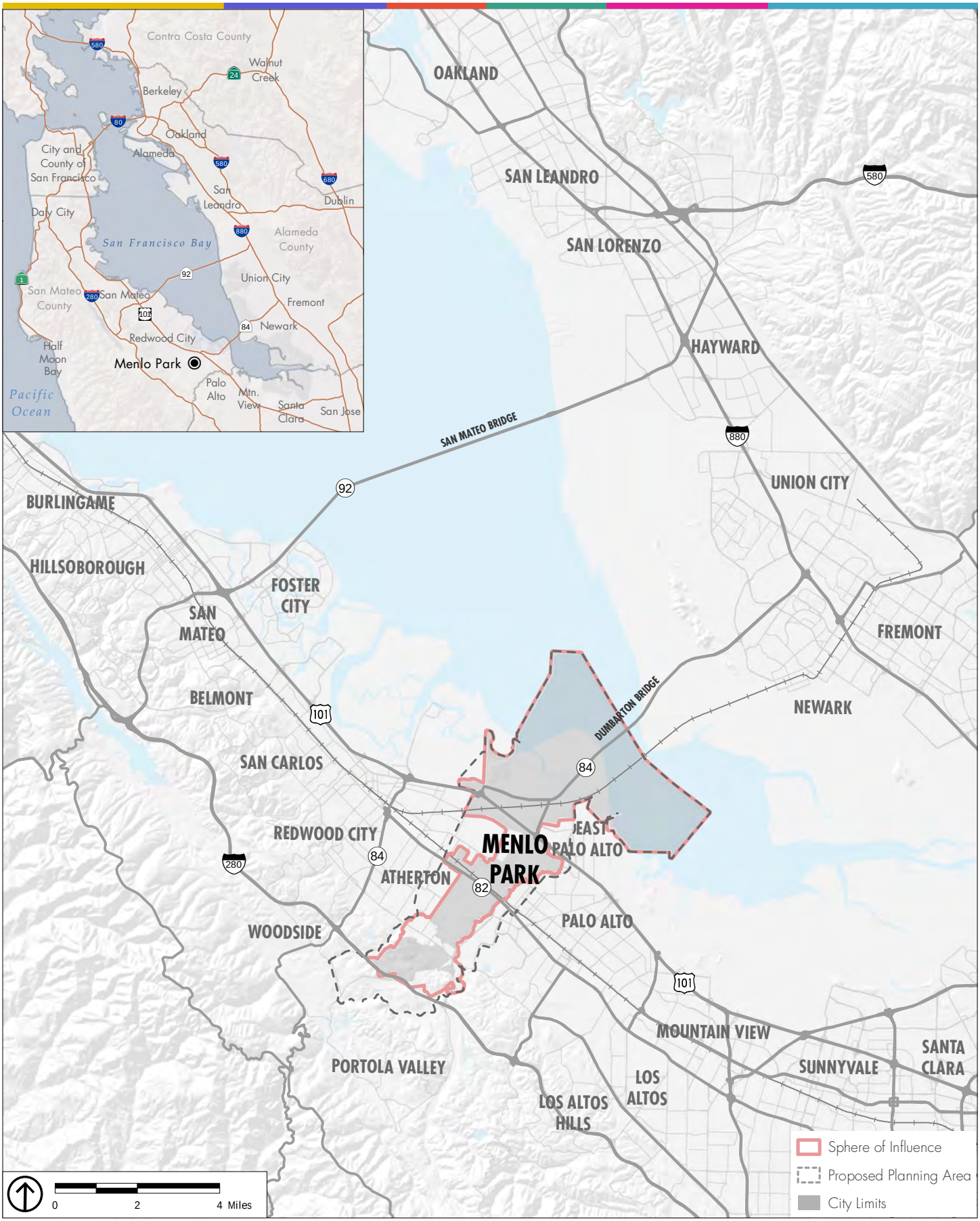

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FIGURE 1: MENLO PARK REGIONAL LOCATION

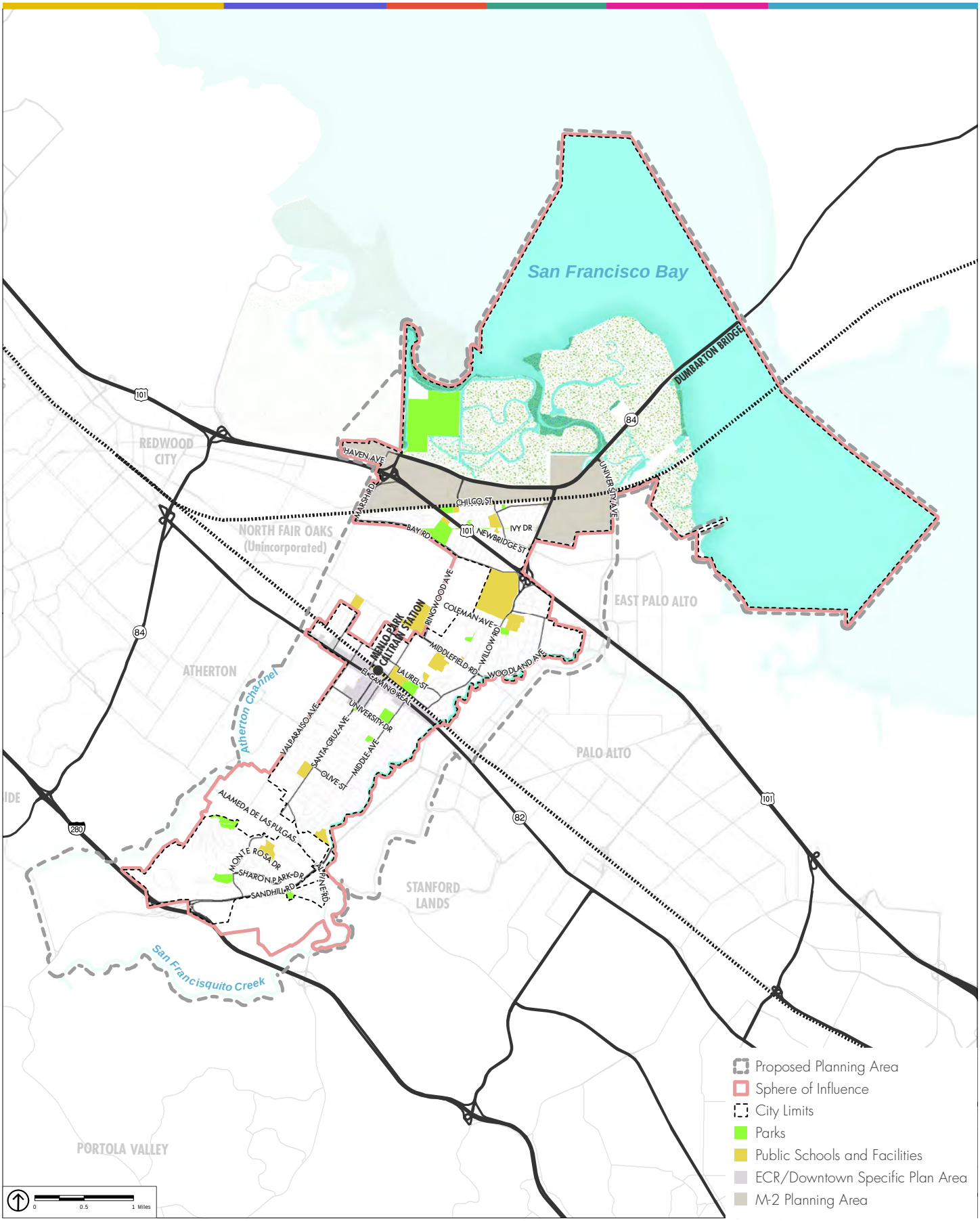

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FIGURE 2: CITYWIDE CONTEXT

SAN MATEO COUNTY GENERAL PLAN

The San Mateo County General Plan governs land use in three areas within the Menlo Park SOI that are not inside the city limits: 1) the area near Ringwood Avenue between Bay Road and Middlefield Avenue referred to as Menlo Oaks, 2) the Alameda de Las Pulgas District referred to as West Menlo Park – a census-designated place, Stanford Weekend Acres along Alpine Road, and 3) the Stanford Linear Accelerator (see Figure 2). Land use activities in these unincorporated areas, especially Alameda de Las Pulgas, influence conditions in Menlo Park. The San Mateo County General Plan includes primarily medium-to-high density residential and neighborhood commercial land uses along Alameda de Las Pulgas.

SAN MATEO COUNTY CONGESTION MANAGEMENT PROGRAM

In accordance with California Government code 65088, San Mateo County has established a Congestion Management Program (CMP), applicable to all the jurisdictions in the County, aimed at reducing traffic congestion and improving air quality. The CMP promotes infill development in core areas along major transit corridors, as well as alternative forms of transportation. The plan encourages the integration of land use and transportation planning efforts. Additional information about the CMP related to transportation is discussed in the Circulation Existing Conditions Chapter.

SAN MATEO COUNTY COMPREHENSIVE AIRPORT LAND USE PLAN

Menlo Park is not within the Airport Influence Area, Federal Aviation Regulation (FAR) Part 77 Conical Surface area,[5] or identified noise contours for any airports in San Mateo County, including the San Carlos airport.[6,7]

COMPREHENSIVE LAND USE COMPATIBILITY PLAN – PALO ALTO AIRPORT

The Comprehensive Land Use Plan (CLUP) for the Palo Alto Airport was adopted by the Santa Clara County Airport Land Use Commission in 2008. The CLUP is intended to safeguard the general welfare of the inhabitants within the vicinity of Palo Alto Airport and ensure that new surrounding uses do not affect continued safe airport operation. Specifically, the CLUP seeks to protect the public from the adverse effects

[5] The FAR Part 77 Conical Surface is an imaginary three-dimensional conical surface that extends upward and outward from airports in order to determine safe structure heights to avoid the obstruction of air traffic.

[6] City/County Association of Governments of San Mateo County, 1996. *San Mateo County Comprehensive Airport Land Use Plan,* Map SC-15, December. http://old.ccag.ca.gov/pdf/documents/2009/SMC_Airports_CLUP.pdf, accessed on Nov. 7, 2014.

[7] City/County Association of Governments of San Mateo County, 2004. *Revised Airport Influence Area Boundary for San Carlos Airport – Area B,* October 14. http://old.ccag.ca.gov/pdf/documents/archive/sc%20airport%20influence%20b.pdf, accessed on November 7, 2014.

of aircraft noise, to ensure that people and facilities are not concentrated in areas susceptible to aircraft accidents, and to ensure that no structures or activities adversely affect navigable airspace.[8] Menlo Park does not fall within the Airport Influence Area of this facility, and none of the noise or safety zones for the Palo Alto airport fall within the boundaries of Menlo Park; however, extreme eastern portions of Menlo Park in the vicinity of O'Connor Street and Byers Avenue fall within the 354-foot FAR Part 77 Surfaces for the Palo Alto Airport.[9] This means that buildings approaching or near a height of 354 feet in the area would conflict with use of the airport. Buildings in this area are generally less than 40 feet tall and are anticipated to remain at or below this height.

MENLO PARK MUNICIPAL CODE

The sections of the Menlo Park Municipal Code that are most directly relevant to land use are summarized below. Land use and development in the city are also affected by an array of other code sections that deal with specific technical issues.

CHAPTER 2.12 PLANNING COMMISSION

As currently written, this chapter assigns to the Planning Commission all the powers and duties outlined in the State Conservation and Planning Act. Although the Conservation and Planning Act has been superseded by updated legislation, the powers and duties of planning commissions remain much the same as they were under the original Act. In Menlo Park, the Planning Commission is the decision-making body on use permits, architectural control and variances. The Planning Commission also acts as the primary advisory body to the City Council on land use matters, including consideration of rezoning proposals, conditional development permits, general and specific plans, and issues recommendations regarding such plans and certain types of development proposals and land use activities.

TITLE 15 – SUBDIVISIONS

Also known as the Subdivision Ordinance, Title 15 controls the creation of parcels and establishes the regulatory process surrounding the division of land in Menlo Park. The regulations of the Subdivision Ordinance implement the Subdivision Map Act of the State of California. This ordinance includes provisions related to the requirement of tentative and final maps for all subdivisions, as well as the required contents of these tentative and final maps. Additionally, pursuant to the Quimby Act, this title contains provisions

[8] Santa Clara County Airport Land Use Commission, 2008. *Comprehensive Land Use Plan Santa Clara County,* page 1-1, November 19.

[9] Santa Clara County Airport Land Use Commission, 2008. *Comprehensive Land Use Plan Santa Clara County,* Figures 4, 5, 6, 7, and 8, November 19.

related to the required amount of parkland dedication for new subdivisions, including the formula used to calculate the required acreage of land to be dedicated or the fee, which would be due in lieu of the required land dedication. The Subdivision Ordinance also contains requirements pertaining to condominiums, lot mergers, variances, and compliance with the City's affordable housing requirements.

TITLE 16 – ZONING

Menlo Park's zoning ordinance serves to implement the land use designations in the General Plan by establishing comprehensive zoning rules for the city. The Zoning Ordinance includes the zoning map, which establishes and delineates various districts in Menlo Park, with each district having specific zoning regulations and development standards. The Zoning Code directs decision makers to consider public health, safety, general welfare, traffic conditions, and "orderly development" when making land use and zoning decisions. As stated in Chapter 16.02 of the Zoning Code:

> The purpose of this [zoning] title is to preserve and extend the charm and beauty inherent to the residential character of the city; to regulate and limit the density of population; encourage[sic] the most appropriate use of land; to conserve land and stabilize the value of property; to provide adequate open space for light, air and fire protection; to lessen traffic congestion; to facilitate the provision of community facilities; to encourage tree and shrub planting; to encourage building construction of pleasing design; to provide the economic and social advantages of a planned community.

A targeted update to the Zoning Code will be an integral component of the General Plan and M-2 Area Zoning Update Project. Zoning districts in the M-2 Area are currently viewed as out of date, since they do not adequately respond to the types of uses that are in demand and being considered for the M-2 Area.

MENLO PARK HOUSING ELEMENT

Housing Elements are one of the seven State-mandated elements for local General Plans; however, housing elements are subject to special requirements and are often updated in a process separate from the remainder of a general plan, since their updates occur on a set schedule. For jurisdictions such as Menlo Park with a compliant Housing Element, the update process is on an 8-year cycle. State law requires that municipalities adopt housing elements that enable them to adequately meet their projected housing needs, including a fair share of regional market-rate and affordable housing demand. Regional housing needs are projected as part of the Regional Housing Needs Allocation (RHNA) process, which is overseen in Menlo Park by the California Department of Housing and Community Development (HCD) and the Association of Bay Area Governments. For the 2015–2023 planning period, Menlo Park's housing allocation was 655 dwelling units, 362 of which are designated for households earning less than 80 percent of the median household income in

San Mateo County. Menlo Park is part of a collaborative effort named "21 Elements" to coordinate the update of Housing Elements in San Mateo County.

The City of Menlo Park adopted its most recent Housing Element for the 2015–2023 cycle in April 2014, and the Element was subsequently certified by HCD also in April 2014. The 2015–2023 Housing Element contains goals, policies, and programs to ensure the adequate provision of housing, affordable housing, and housing for special-needs populations. The City adopted several new ordinances alongside the Housing Element in order to comply with recent changes in State law. The ordinances adopted serve to provide opportunities for emergency shelter, residential care facilities, and supportive and transitional housing. The City also adopted amendments to the secondary dwelling unit and accessory buildings and structures ordinances. The amendments allowed for the conversion of legally permitted and constructed accessory buildings (meeting certain criteria) into second dwelling units and also provided greater clarity in the definitions of accessory building and accessory structure and established development regulations more aligned to facilitate the construction of such buildings and structures. Table 1 illustrates Menlo Park's RHNA requirements for the 2015–2023 housing cycle and lists the housing sites and other sources of residential development identified by the 2015–2023 Housing Element that will allow Menlo Park to meet these requirements.

As of December 2014, four higher density, multi-family residential projects have been initiated in Menlo Park, with a total of 795 new units. In addition to the St. Anton and Core/VA residential projects shown in Table 1, Menlo Park is now also anticipating the completion of the Greenheart – Hamilton Avenue and Greystar projects, which together will contribute 341 of the 795 new units. Of the total 795 new units, 15 units, 74 units, and 7 units will be reserved, respectively, for Low Income, Very Low Income, and Extremely Low Income Households.

MENLO PARK CLIMATE ACTION PLAN

The City's Climate Action Plan (CAP) (adopted in May 2009)10 proposes local emissions reduction strategies designed to help meet AB 32 targets. The CAP provides the emission inventory from 2005-2009, the emission forecast for year 2020, a reduction goal for 2020, and the recommendation for GHG reduction strategies. The City subsequently prepared the CAP Assessment Report in July 2011. This report clarified and updated the CAP and is now the primary strategy for the City to reduce GHG emissions. Based on the emission inventory and forecast for year 2020, and in order to meet AB 32 goals, the City adopted a GHG reduction target of 27 percent below the 2005 level by 2020 in June 2013.

[10] City of Menlo Park, 2009. *Climate Action Plan.* http://www.menlopark.org/DocumentCenter/View/1346, accessed December 30, 2014.

TABLE 1 POTENTIAL HOUSING SITES AND CONTRIBUTIONS TOWARD RHNA REQUIREMENTS

	Total Units
2015–2023 RHNA	**655**
Units in Pipeline as of December 2013 [a]	
3639 Haven Avenue (Anton Menlo)	394
605 Willow Road (Willow Housing – VA/Core)	60
Scattered Site Units Pre-2012 Zoning	11
New Second Units	7
Subtotal	*472*
Residual 2015–2023 RHNA (Subtracting In-Pipeline Units)	**183**
New Units Potential Under the 2015–2023 RHNA	
El Camino Real/Downtown Specific Plan Zoning	680
New Housing on Infill Sites Around Downtown	70
New Second Units	50
Conversions to Second Units	15
High Density Opportunity Sites [b]	433
Scattered Site Units Pre-2012 Zoning	189
Subtotal	*1,427*
Remaining Adjusted 2015–2023 RHNA	**-1,244**

a. "Units in the Pipeline" include units built or approved (permits issued or entitlements completed)
b. Includes the following sites: both of MidPen's Gateway Apartments sites, Hamilton Avenue, and Haven Avenue R-4-S sites
Source: City of Menlo Park, April 1 2014, @ Home in Menlo Park, 2015–2023 City of Menlo Park Housing Element.

The CAP Assessment Report recommends various community and municipal strategies for near-term and mid-term considerations. The emissions reduction strategies are generally focused on community actions, since more than 99 percent of the emissions are from community sources. A cost benefit analysis of the selected strategies will be presented to City Council prior to implementation.

In June 2014, the City Council approved an updated 5-year Climate Action Plan Strategy, based on the current staffing levels and budget resources available. If the current list of strategies is implemented, Menlo Park can expect to achieve 46 percent of its GHG target, which still falls far short of the goal. Additional strategies were not added as there are not sufficient staffing levels to accomplish more.

LAND USE AND ZONING

Menlo Park zoning and General Plan land use designations are more closely aligned than in many other cities. For properties in Menlo Park, a parcel's zoning designation stems directly from its General Plan land use designation, with the zoning designation acting as a means to refine the specific uses and development standards for that parcel. Land Uses in Menlo Park are also governed by Specific Plans, such as the El Camino Real and Downtown Specific Plan, which is discussed in greater detail later in this chapter.

- "Existing land use" refers to the use currently in place on a property, regardless of the General Plan land use designation or zoning designation.
- "General Plan land use designation" refers to broad categories of different types of land uses, such as Single-Family Residential or Retail/Commercial, that are included and mapped within the General Plan. Each category establishes the general types of uses that are allowed by policy on a parcel with that designation. Each designation allows a range of possible intensities.

"Zoning designations" or "zoning districts" are also categories of land use, but they are regulatory standards and more specific than the General Plan land use designation. Zoning designations must be consistent or compatible with General Plan designations and provide detail about allowed uses, minimum setbacks, parking requirements, height restrictions, and other aspects of development above and beyond what is contained in the more general General Plan designation. In Menlo Park, zoning designations correlate directly with the General Plan land use designations.

MENLO PARK'S UNIQUE IDENTITY

Menlo Park has long played a central role in the dynamism of the Bay Area and Silicon Valley culture and economy. Situated in the middle of the Peninsula, approximately halfway between San Francisco and San Jose, Menlo Park is a hub of investment and scientific innovation. Menlo Park draws upon the academic powerhouse of Stanford University as well as the economic centers of San Francisco and Silicon Valley, but Menlo Park has forged its own identity with its unique contributions to the economic and intellectual landscape both regionally and globally.

Menlo Park hosts institutions that are renowned both nationally and worldwide. Located in central Menlo Park on Middlefield Road, the US Geological Survey (USGS) Menlo Park Science center remains the Survey's "flagship research center in the western United States." SRI International, formerly the Stanford Research Institute, is a spinoff of the university that has been a world leader in science and technology for over 50 years. Sand Hill Road hosts many influential investment firms, leading it to be known as the Venture

Capital or "VC" Corridor. Finally, the location and now expansion of Facebook has drawn international attention and even tourism to the M-2 Area.

Menlo Park's identity is also defined by its mosaic of distinctive residential neighborhoods, which represent a variety of urban forms, architectural styles, and cultures. Menlo Park's individual neighborhoods are discussed in greater detail below, as well as in the Community Character Existing Conditions chapter.

REGIONAL CONTEXT

Menlo Park is one piece in a jigsaw puzzle of neighboring jurisdictions with which Menlo Park must coordinate and cooperate. The city shares borders with portions of unincorporated San Mateo County, the municipalities of Atherton, Palo Alto, East Palo Alto, Fremont, and Redwood City. Although the municipalities of Portola Valley, and Woodside and the community of Ladera are located nearby, they do not share borders with Menlo Park. The San Francisco Bay comprises as significant proportion of Menlo Park's border. The presence of the Bay uniquely defines the geography and setting of Menlo Park, creating both issues and opportunities for Menlo Park and its residents, but the Bay is not the only water feature that defines Menlo Park. San Francisquito Creek has long been an important natural feature for Menlo Park, and today serves both as the city's eastern border with Palo Alto and as much of the border between San Mateo and Santa Clara counties. Figure 1 shows Menlo Park's regional location and immediate geographic context.

THE NEXUS BETWEEN TRANSPORTATION AND LAND USE

Many issues and opportunities faced by Menlo Park relate to transportation and its connection to land use. For example, transit stations and corridors often present opportunities for higher density or mixed-use development, which gives more people easy access to transit, and in turn, increases transit ridership and fare revenue. Similarly, placing employment uses near major transit corridors or freeways can help workers reach their workplaces without a need to drive long distances on local streets. The relationship between transportation and land use is increasingly recognized as a key planning issue for the near future, a nexus highlighted by the traffic congestion in Menlo Park related to regional commuting patterns. In fact, the State of California has recognized this issue and enacted relevant legislation. SB 375 requires that regional planning agencies now account for the close relationship between transportation and land use when making key planning and transportation program decisions. Additionally, SB 743, adopted in 2013, strengthens the statewide commitment to recognize and respond to the nexus between transportation and land use. Among other things, SB 743 offers opportunities for streamlined environmental review for certain types of projects near high-quality transit facilities, and also requires transportation agencies to ensure that Congestion Management Plans (CMPs) conform to regional transportation plans.

MENLO PARK CIRCULATION SYSTEM

The transportation information discussed in this report overlaps with the more detailed presentation in the Circulation Existing Conditions report; however, a brief discussion is offered to provide context for current land use patterns in the city.

MAJOR ROADWAYS

US 101

US 101 serves as a major regional connection but is also a formidable local barrier. It provides access to San Francisco, San Jose, and beyond, but also limits crosstown connectivity. Most surface streets do not cross US 101, creating a physical separation and forcing many cars, pedestrians, and bicyclists to travel longer distances on a limited number of crossings in order to reach destinations on the opposite side of the freeway. This barrier effect raises significant issues for the M-2 Area and Belle Haven neighborhood.

Interstate 280

Noted for its scenery, Interstate 280 runs along the hillside edge of Menlo Park. I-280 serves as another important connection to San Francisco and to other Peninsula communities near Menlo Park, especially for residents living in the Hillside areas of Menlo Park. I-280 does not pass through a geographically central or densely populated area of Menlo Park, but it does contribute to traffic congestion to and from the freeway along the Sand Hill Road corridor and Alpine Road during peak commute times.

Bayfront Expressway (Highway 84)

Bayfront Expressway runs along the Bay between the developed edge of Menlo Park and the marshlands of San Francisco Bay. Highway 84 is the approach to the Dumbarton Bridge, which provides access to the East Bay.

El Camino Real

Highway 82, also known as El Camino Real, is an important roadway with a long history. Established as a conduit between many of California's early missions and pueblos, El Camino Real once served as the primary connection between San Francisco, San Jose, and all the major cities along the Peninsula. Despite the construction of newer freeways like US 101 and I-280, El Camino Real continues to serve as a primary

arterial, while also functioning as an important retail and mixed-use corridor. Regional pass-through traffic along El Camino Real contributes to significant congestion during commute times.

TRANSIT OPTIONS

In addition to its automobile infrastructure, Menlo Park is also served by local and regional rail, bus, and shuttle connections.

Caltrain

Caltrain runs parallel to El Camino Real through the heart of Menlo Park, with a stop located at the foot of Santa Cruz Avenue, immediately adjacent to Downtown Menlo Park. Caltrain offers seven-day-a-week service north to San Francisco and south to San Jose and beyond. Local trains run on all days of the week, with limited-stop and several "baby bullet" services on weekdays. The planned electrification of Caltrain to this corridor may result in future land use challenges and opportunities in the area surrounding the Menlo Park Station.

Dumbarton Express

Operated through a coordinated effort of AC Transit, BART, SamTrans, Union City Transit, and the Santa Clara Valley Transportation Authority (VTA), the Dumbarton Express offers a weekday transit connection to the East Bay, via the Union City BART station. On its way to and from the Stanford University campus, the Dumbarton Express bus serves areas of Menlo Park along Willow Road from Middlefield Road to San Francisco Bay.

Local Shuttles

Menlo Park is served by four different public shuttle lines run by the City and funded by both the City and a collection of regional agencies, including the San Mateo City/County Association of Governments (C/CAG), the Bay Area Air Quality Management District's (BAAQMD) Transportation Funds for Clean Air (TFCA), and the Peninsula Joint Powers Board (JPB). These shuttles serve a variety of areas and populations and operate on differing schedules. Caltrain shuttles run during weekday mornings and afternoons, serving the Menlo Park Caltrain station and employers in the Marsh Road and Willow Road corridors. Midday Shuttles serve a variety of community amenities and commercial centers in Menlo Park during weekdays from 9:30 a.m. to 3:30 p.m. The Menlo Park Shoppers Shuttle runs on Tuesdays, Wednesdays, and Saturdays, picking up passengers from their homes in the mornings and dropping them at major shopping centers and Menlo Park destinations. Later in the day, the shuttle picks passengers up at the same locations

and returns them home. In addition, large employers like Facebook operate their own shuttles to transport their employees to and from the workplace.

SamTrans

Menlo Park is served by a number of regular and school day SamTrans routes. The only routes with daily service are Route 296 between East Palo Alto and Redwood City, and the El Camino Real Express, which runs from Daly City BART to the Palo Alto Transit Center. Menlo Park is also served by a number of commute-time and school-day bus routes that provide service at limited times on weekdays only. These routes are discussed in greater detail in the Circulation Existing Conditions chapter.

FUTURE POTENTIAL DUMBARTON RAIL

The now defunct Dumbarton Rail bridge once provided a train connection to the East Bay. Although largely abandoned at present, the remaining right-of-way has been the subject of planning efforts to potentially restore rail service along this corridor. In anticipation of this future potential, other municipalities have considered station areas plans for possible stops along this route. Due to a lack of funding, this project is not currently being actively pursued at the regional level; however, the right-of-way may hold nearer-term potential for bus, rail, or light-rail service, and a bicycle/pedestrian path. The potential for a Menlo Park station along the Dumbarton rail corridor presents unique land use opportunities and major implications for nearby employers, the surrounding M-2 Area, and the adjacent Belle Haven neighborhood, even if an extended rail connection to the East Bay is not completed. A pedestrian/bicycle pathway could also be established along the Corridor.

PEDESTRIAN AND BICYCLE CONNECTIONS

Although Menlo Park does not currently have a citywide network of dedicated, fully connected bicycle/pedestrian pathways, the vast majority of arterial roadways in Menlo Park include traditional bike lanes. Menlo Park currently has in place a Sidewalk Master Plan, and most roadways in Menlo Park currently have sidewalks, with the exception of some residential areas that have traditionally not had sidewalks in order to maintain a semi-rural character. Bicycle and pedestrian connectivity across US 101 and to the San Francisco Bay have been ongoing issues in Menlo Park. In addition to the less user-friendly roadway crossings over US 101 at Marsh and Willow Roads, Menlo Park also has a pedestrian/bicycle crossing over US 101 at Ringwood Avenue. In 2012, a new structure replaced the older crossing, reestablishing pedestrian and bicycle connectivity between the Flood Triangle and Belle Haven neighborhoods. Caltrans is expected to begin work in 2016 on bicycle/pedestrian improvements at the US 101 Willow Road interchange.

PLANNING BOUNDARIES

Menlo Park is subject to a variety of political, administrative, and service area boundaries, many of which do not coincide with one another, but all of which have implications for land use planning in Menlo Park.

CITY LIMIT

The Menlo Park city limit comprises the areas under jurisdiction of the City and subject to its land use designations, zoning restrictions, municipal code, and other regulations. Certain unincorporated areas outside of the City Limit may still have a Menlo Park mailing address and may share certain services with the city. For example, most of the area along Alameda de las Pulgas, commonly referred to as West Menlo Park, is not actually contained within Menlo Park's City Limit; however, it does fall within Menlo Park's SOI, as shown in Figure 2.

SPHERE OF INFLUENCE

Menlo Park's SOI is designated by the San Mateo County Local Agency Formation Commission (LAFCo). LAFCos are county bodies empowered by the State to set boundaries for municipalities under their jurisdiction. The SOI includes areas beyond but adjacent to the city limit, where the City may not have direct land use or other legal authority, but which could be affected by development and government regulations in adjacent incorporated areas. Similarly, development in areas within the SOI but outside the city limit could likewise impact incorporated areas. For example, development within Menlo Park could have impacts on traffic or other issues in the vicinity of Alameda de Las Pulgas, even though the area surrounding the roadway is mostly unincorporated. Unincorporated areas adjacent to Menlo Park fall under the planning, land use, and regulatory jurisdiction of San Mateo County. The area within the SOI also is considered as having the potential for future annexation into Menlo Park.

PLANNING AREA BOUNDARY

The Planning Area Boundary sometimes extends beyond the SOI to capture additional areas that could experience more indirect effects of City policies and potential land uses within Menlo Park. Although General Plan policies and City zoning codes do not apply in these locations, General Plan policies must consider these areas and their relationship to the incorporated areas of Menlo Park. The Planning Area Boundary for Menlo Park extends beyond the city limit to encompass portions of Palo Alto, East Palo Alto, Atherton, and unincorporated San Mateo County. The purpose of these extended areas is to capture portions of the watersheds of San Francisquito Creek and the Atherton Channel, as well as areas of adjacent

communities, that could impact or be impacted by land use, development, and other changes in Menlo Park, including impacts to hydrology, traffic, and biological resources, among others.

SERVICE AREA BOUNDARIES

In addition to the jurisdictional boundaries relevant to the General Plan, Menlo Park is subject to a number of boundaries relating to utilities and other service providers. These boundaries are largely not coterminous with Menlo Park's other administrative boundaries. Service area boundaries exist for the Menlo Park Fire Protection District, the Menlo Park Police Department, sewer service providers, and water service providers. Additional information on existing conditions relating to these service providers begins on page 45 of this report.

MENLO PARK HISTORY

Natural features both within and around Menlo Park contribute strongly to the attractiveness of the city and quality of life for the community. Native Americans and, later, European immigrants and San Francisco business owners were drawn to Menlo Park by its abundant wildlife, rich farmland, and scenic vistas. The progression from farms and large estates to tightly knit, attractive neighborhoods in large part has made Menlo Park what it is today.

Although the wetlands surrounding San Francisco Bay have been dramatically altered over the past two centuries, these natural areas remain a vital resource for both wildlife and human activity. The Baylands provide critical habitat for plants, birds, fish, and other organisms, including special-status species protected by State and federal law. Areas surrounding the Bay are also a working landscape, hosting ports, salt ponds, flood control infrastructure, and other development. The Menlo Park Baylands and Bay Trail are also valuable recreation resources, with opportunities for bicycling, hiking, bird watching, and many other outdoor activities.

Menlo Park lies at the foot of the northern reach of the Santa Cruz Mountains, and the earliest residents of the area benefited from easy access to fresh water and timber. Now heavily protected for open space uses, the Santa Cruz Mountains form a beautiful framing backdrop for the city. San Francisquito Creek flows from headwaters in the hills above the city and hosts one of the last steelhead runs in the Bay Area.

PRE-WESTERN AND EUROPEAN SETTLEMENT PERIODS

Prior to the arrival of European missionaries and immigrants, the area surrounding San Francisco Bay, including what would become Menlo Park, was populated by Native Americans, specifically the Ohlone

People. The Ohlone People lived a seasonal hunter gatherer lifestyle, relying on the abundant foodstuffs and natural resources provided by the San Francisco Bay ecosystem and trading with neighboring Native American groups. Artifacts from the lives of these early residents of what is now Menlo Park are still being discovered today. As recently as 2012, Native American remains were found at a construction site along Willow Road, not far from San Francisco Bay.[11]

Arrival of Spanish missionaries in the Bay Area disrupted the lifestyle and culture of the Ohlone People, and few Ohlone remained when California became a part of Mexico and later the United States. During California's periods of Spanish and Mexican rule, what would become the Rancho de Las Pulgas was granted to José Argüello and later his son, Luís Argüello. San Francisquito Creek, which served as the boundary of the Rancho, now forms nearly the entirety of the boundary between Menlo Park and Palo Alto. In ensuing battles over ownership, the Argüello family lost much of the original Rancho, opening the door to others who would eventually put down the roots that would establish Menlo Park.

Menlo Park was first given its name when Irish immigrants Dennis Oliver and Daniel McGlynn established farms in the area in the 1850s and named their new home after their Irish home community of Menlough. A distinctive gate, built by Oliver and McGlynn, bore and popularized the name Menlo Park. The gate stood as an important symbol of the town until an automobile crashed into the local landmark in 1922.

INCORPORATION AS A CITY

In the years after McGlynn and Oliver settled in Menlo Park, the area became a vacation destination for the upper class of San Francisco, with palatial houses on sprawling estates. The arrival of the railroad in 1863 and its connection to San Jose in 1864 dramatically cut the time it took to travel the Peninsula and cemented Menlo Park's role as an easily accessible rural getaway from San Francisco. In response to early infrastructure problems that emerged in the growing town, Menlo Park incorporated in 1874. This first incorporation, which included what would later become Atherton, was undertaken to bring about improvements such as the surfacing of Middlefield Road. Once the desired improvements were completed, however, local leaders ceased to meet and the incorporation lapsed in 1876.

The late 19th century and the early part of the 20th century witnessed a number of events that transformed Menlo Park. The opening of Stanford University in 1891 changed the course of history for Menlo Park and the San Francisco Peninsula. The growth of the University itself and the research and business it generated would become integral to the economy and character of Menlo Park. Perhaps just as transformative was the opening of Camp Fremont, a training ground for US Soldiers to be sent off to World War I, which

[11] Eslinger, Bonnie, 2012. San Jose Mercury News. *Native American Remains Found at Menlo Park Construction Site,* November 14. http://www.mercurynews.com/ci_21991249/native-american-remains-found-at-menlo-park-construction, accessed December 16, 2014.

temporarily increased Menlo Park's population, previously less than 2,000 people, by as much as 40,000 according to some estimates. After the end of WWI, Camp Fremont closed and later became the Veterans Medical Center. The closure of the camp returned the town to more incremental growth, but left behind a number of new businesses and city improvements.

THE MODERN ERA

The modern era brought considerable change and growth to Menlo Park, taking it from a small town to a major player in an increasingly urbanized region. Menlo Park's population marched steadily upward, increasing from 2,414 in 1930 to 26,826 in 1970. In 1923, the citizens of Atherton voted to effectively secede from Menlo Park, formally incorporating as Atherton in 1923. Efforts to bring Atherton into a broader reincorporation of Menlo Park were unsuccessful, and in 1927, Menlo Park voted to incorporate as a municipality independent of Atherton.[12,13]

The 1920s and 1930s saw the expansion of both Menlo Park's transportation infrastructure and its residential neighborhoods. In 1927, the same year as Menlo Park's official incorporation, the original Dumbarton Bridge opened, creating a new link between the East Bay and the Peninsula. Between 1929 and 1931 the Bayshore Highway (now US 101) was constructed and expanded to Menlo Park. Even then, the new bridges and freeways were subject to traffic and agitated drivers, especially when roads leading to the bridge proved inadequate and football games brought traffic to a standstill. Other roadways underwent similar expansions. In the late 1930s, El Camino Real was paved and widened from two lanes to four. This change meant the closure, demolition, or relocation of many Menlo Park businesses and structures. This time period also saw the beginnings of the Belle Haven neighborhood, with two-bedroom homes in the new development selling for as low as $2,950 ($50,000 in 2014 dollars).[14] Belle Haven was the only major housing development undertaken locally during the worst of the Great Depression, and it was not fully built out until the 1950s.[15] Additional information on Menlo Park neighborhoods is provided in the Community Character Report.

The mid-twentieth century witnessed Menlo Park becoming a major regional and global leader in technology and the broader economy. In 1946, the Stanford Research Institute was established, making Menlo Park a center of research and innovation. Although the Stanford Research Institute separated from Stanford University and changed its name to SRI International in 1970, this institution is still headquartered in Menlo Park and has contributed from innovations ranging from the computer mouse to the 9-1-1

[12] Svanevik, Michael and Shirley Burgett, 2000, *Menlo Park California Beyond the Gate,* San Francisco: Custom & Limited Editions.

[13] US Department of Commerce Economics and Statistics Administration Bureau of the Census, 1990. *CPH-2-1 1990 Census of Population and Housing Population and Housing Unit Counts United States.*

[14] Bureau of Labor Statistics CPI Inflation Calculator. http://www.bls.gov/data/inflation_calculator.htm, accessed October 13, 2014.

[15] Svanevik, Michael and Shirley Burgett, 2000. *Menlo Park California Beyond the Gate,* San Francisco: Custom & Limited Editions.

emergency call system. The 1950s brought increased industrial development to Menlo Park near the San Francisco Bay. Job opportunities in what is now the M-2 Area led to an increasingly diverse population in Menlo Park, especially in the areas between US 101 and the Bay. Today, the Belle Haven neighborhood is a focal point for Menlo Park's Latino, African American, and Pacific Islander communities.

The expansion of the Silicon Valley economy in the 1980s and 1990s made Menlo Park and the entire San Francisco Peninsula increasingly popular and expensive places to live. The "Dot-Com Boom" in the late 1990s drove up demand for housing in Menlo Park and similar areas with good schools, convenient access to job centers, and high quality of life. Although the recessions that began 2001 and more recently in 2008 slowed or even temporarily reversed regional job growth, Menlo Park has remained a highly desired community. The latest and ongoing economic expansion has brought new growth and real estate demand to Menlo Park. The bayside campus that once hosted Sun Microsystems is now the international headquarters of Facebook, one the world's leading tech firms, which continues to grow and build additional office facilities.

MENLO PARK PLANNING HISTORY

In 1952, Menlo Park enacted its first General Plan, which was then referred to as the City's "Master Plan." This plan was followed by the 1966 General Plan, which was prepared over the course of a 2-year process by a citizen committee with more than 100 members.

A subsequent general planning effort was launched in 1972 when the City Council and members from City commissions, boards, and advisory committees formed a task force to examine pressing issues. This large body convened about a dozen times and held a series of neighborhood information meetings to solicit community input. Following creation and adoption of an Open Space and Conservation General Plan Element, the City Council in 1974 adopted an updated General Plan titled Toward 2000. New State mandates led to updates of the Seismic Safety and Safety Element (1976) and the Noise Element (1978).

In 1984 an ad hoc committee of Planning Commission and City Council members formed to draft a project scope for an update of the 1974 Comprehensive Plan. Although extensive review by the committee found that most parts of plan remained valid, it was determined that the Land Use, Circulation, and Housing elements required further review, and public forums were held in early 1984 to solicit input from citizens. A new housing element was adopted in 1985, followed by an updated Comprehensive Plan in 1986.

In 1988 the City initiated the process for a General Plan update largely to incorporate new standards for development that could be used to conduct traffic analyses. First drafts of a General Plan update and EIR were released in 1989, with a second round in 1991, and a third in 1994. These documents included revised Land Use and Circulation Elements that had been revised to reflect what were by then 1994 conditions. The

two updated elements were adopted in 1994. Each of the other required Elements, Open Space, Conservation, Noise, and Safety, were updated in 2013, and the 2015–23 Housing Element, which was the first housing element to be adopted and certified by HCD in the Bay Area for the current cycle, was adopted in 2014. The City also conducted previous Housing Element updates in 1992, and more recently in 2013 for the 2007–14 Housing Element.

Over the past 40 years, Menlo Park has developed of number of additional plans and studies that supplement the General Plan, including:

- 1978 El Camino Real/Southern Pacific Railroad Corridor Study
- 1981 Las Pulgas Community Project Area Plan
- 1987 Development Guidelines for El Camino Real
- 1996-1998 Center City Design Plan
- 1997 Willow Road Land Use Plan
- 1999 Smart Growth Initiative
- 2000 Land Use and Circulation Study

Within the past 10 years, the City has also embarked on a handful of visioning efforts, zoning updates, and specific plans that are relevant for this update.

- Comprehensive Bicycle Development Plan (2004)
- Imagine a Downtown (2005)
- Commercial Streamlining and Zoning (2004-2006)
- El Camino Real and Downtown Vision Plan (2008)
- City Sidewalk Master Plan (2008)
- El Camino Real/Downtown Specific Plan (2012)
- Belle Haven Vision Plan (2013)

Since the Land Use Element of the General Plan was last updated in 1994, significant changes in Menlo Park and the surrounding region have affected the community. The "Dot Com Boom," the housing bubble and dip, and the recent expansion of the tech economy continue to make a mark on Menlo Park. Earlier economic expansions, for instance, led to more rapid increases in Menlo Park's population and home prices than had previously been experienced. Between 1990 and 2010, Menlo Park's population increased by 13 percent from 28,403 to 32,026 people;[16] during the same time period, an influx of new businesses led the number of jobs in the city to increase by 7 percent, from 26,800 to 28,890.[17,18] This growth led to both soaring property values and increasing congestion. Given Menlo Park's close proximity to job and urban centers, and location along two major transit corridors, it is anticipated the Menlo Park will experience significant

[16] US Census Bureau, 1990 and 2010. *Census Data*. http://www.calinst.org/datapages/calcities9098.html & http://quickfacts.census.gov/qfd/states/06/0646870.html, accessed December 2, 2014.

[17] Association of Bay Area Governments (ABAG), 2002. *Projections 2002*.

[18] Association of Bay Area Governments (ABAG), 2013. *Projections 2013*.

additional growth pressure over the next 10 to 20 years. The Association of Bay Area Governments predicts that Menlo Park's population will increase to about 38,100 in 2040, with the number of jobs increasing to 34,980. These projections represent 19 percent and 21 percent growth, respectively, in population and jobs over the next 25 years.[19] More detailed information about growth in Menlo Park is contained in the Economics Existing Conditions Report.

EXISTING GENERAL PLAN

The current Menlo Park General Plan establishes ten principles to guide growth and land use policy to:

- Provide guidelines for the development of the city's remaining vacant land, for revitalization of existing development, and for development of a transportation system and other public facilities in a manner that:
    1. Maintains and enhances the residential quality of life in the city by emphasizing development, which has a human scale and is pedestrian friendly.
    2. Protects the city's open space and natural resources.
    3. Minimizes the exposure of people and property to health and safety hazards.
    4. Minimizes the adverse impacts of development on the city's public facilities and services.
    5. Minimizes traffic congestion on city streets and limits through traffic in residential neighborhoods through sound land use planning.
    6. Maintains the city's historical character by emphasizing an analysis of proposed transportation improvement projects which incorporates a balanced review of both the need for any proposed physical changes and the socio-economic impacts of the physical changes.
    7. Promotes the rehabilitation of existing housing and the upgrading of existing commercial development.
    8. Provides for expansion of the city's stock of affordable housing.
    9. Allows for the orderly development of the city's employment and commercial base.
    10. Maintains and enhances the city's economic vitality and fiscal health.

The existing General Plan Land Use Element establishes extensive goals, policies, and implementing actions with regard to land use, and also defines the existing broad land use categories for the City of Menlo Park. Table 2 shows Menlo Park's existing General Plan Land Use goals, policies, and implementing actions.

[19] Association of Bay Area Governments (ABAG), 2013. *Projections 2013.*

TABLE 2 CURRENT GENERAL PLAN LAND USE GOALS, POLICIES, AND ACTIONS

Goal/Policy #	Goal / Policy Text
Residential	
Goal I-A	To maintain and improve the character and stability of Menlo Park's existing residential neighborhoods while providing for the development of a variety of housing types. The preservation of open space shall be encouraged.
Policy I-A-I	New construction in existing neighborhoods shall be designed to emphasize the preservation and improvement of the stability and character of the individual neighborhood.
Policy I-A-2	New residential developments shall be designed to be compatible with Menlo Park's residential character.
Policy I-A-3	Quality design and usable open space shall be encouraged in the design of all new residential developments.
Policy I-A-4	Residential uses may be combined with commercial uses in a mixed-use project, if the project is designed to avoid conflicts between the uses, such as traffic, parking, noise, dust, and odors.
Policy I-A-5	Development of housing, including housing for smaller households, is encouraged in commercially zoned areas in and near Downtown. (Downtown is defined as the area bounded by Alma Street, Ravenswood Avenue/Menlo Avenue, University Drive and Oak Grove Avenue.) Provisions for adequate off-street parking must be assured.
Policy I-A-6	Development of residential uses on the north side of Oak Grove Avenue and on the south side of Menlo Avenue adjacent to the Downtown commercial area is encouraged.
Policy I-A-7	Development of secondary residential units on existing developed residential lots shall be encouraged consistent with adopted City standards.
Policy I-A-8	Residential developments of ten or more units shall comply with the requirements of the City's Below-Market Rate (BMR) Housing Program.
Policy I-A-9	Residential developments subject to requirements of the BMR Housing Program may be permitted to increase the total density, number of units and floor area of residential projects up to a maximum of 15 percent above that otherwise permitted by the applicable zoning. The increases in the total density, number of units and floor area shall be in compliance with the BMR Housing Program.
Commercial	
Goal 1-B	To strengthen Downtown as a vital and competitive shopping area while encouraging the preservation and enhancement of Downtown's historic atmosphere and character.
Policy I-B-1	The Downtown should include a complementary mix of stores and services in a quality design, adding natural amenities into the development pattern.
Policy I-B-2	Parking which is sufficient to serve the retail needs of the Downtown area and which is attractively designed to encourage retail patronage shall be provided.
Policy I-B-3	New development shall not reduce the number of existing parking spaces in the Assessment District, on P-zoned parcels, or on private property where parking is provided in lieu of Assessment District participation.
Policy I-B-4	Uses and activities shall be encouraged which will strengthen and complement the relationship between the Transportation Center and the Downtown area and nearby El Camino Real corridor.
Policy I-B-5	New development with offices as the sole use that is located outside of the boundary of the Downtown area along the south side of Menlo A venue and the north side of Oak Grove A venue shall not create a traffic impact that would exceed that of a housing project on the same site.
Goal 1-C	To encourage creativity in development of the El Camino Real Corridor.
Policy I-C-1	New and upgraded retail development shall be encouraged along El Camino Real near Downtown, especially stores that will complement the retailing mix of Downtown. Adequate parking must be provided and the density, location, and site design must not aggravate traffic at congested intersections. The livability of adjacent residential areas east and west of El Camino Real and north and south of Downtown must be protected.

TABLE 2 CURRENT GENERAL PLAN LAND USE GOALS, POLICIES, AND ACTIONS

Goal/Policy #	Goal / Policy Text
Policy I-C-2	Small-scale offices shall be allowed along most of El Camino Real in a balanced pattern with residential or retail development.
Goal 1-D	To encourage the rehabilitation and continued use of viable and appropriate neighborhood commercial uses or collections of stores servicing surrounding residential neighborhoods.
Policy I-D-1	Special attention should be given to strengthen the neighborhood shopping centers throughout the city. This can be done by continuing the existing policy of removing marginal uses or vacant commercially-zoned properties from the present commercial zoning and placing them in a residential land use category or rezoning to the P District.
Policy 1-D-2	Expansion of operations in neighborhood shopping centers shall be prohibited if they disrupt adjacent residential areas. Subject to obtaining a use permit or rezoning to a P district, development of additional parking may be permitted to alleviate parking problems on residential streets caused by existing businesses which lack the required number of parking spaces.
Goal 1-E	To promote the development and retention of commercial uses which provide significant revenue to the City and/or goods or services needed by the community and which have low environmental and traffic impacts.
Policy l-E-1	All proposed commercial development shall be evaluated for its fiscal impact on the City as well as its potential to provide goods or services needed by the community.
Policy l-E-2	Hotel uses may be considered at suitable locations within the commercial and industrial zoning districts of the city.
Policy I-E-3	Retention and expansion of auto dealerships in the city shall be encouraged. Development of new auto dealerships or combined dealerships in an auto center shall be encouraged at suitable locations in the city.
Policy I-E-4	Any new or expanded office use must include provisions for adequate off-street parking, mitigating traffic impacts, and developing effective alternatives to auto commuting, must adhere to acceptable architectural standards, and must protect adjacent residential uses from adverse impacts.
Policy I-E-5	The City shall consider attaching performance standards to projects requiring conditional use permits.
Policy I-E-6	Public-private cooperation in the provision of job training, child care, housing and transportation programs for Menlo Park residents shall be supported.
Industrial	
Goal I-F	To promote the retention, development, and expansion of industrial uses which provide significant revenue to the City, are well designed, and have low environmental and traffic impacts.
Policy I-F-1	Industrial development shall be allowed only in already established industrial areas and shall not encroach upon Bay wetlands.
Policy I-F-2	Establishment and expansion of industrial uses that generate sales and use tax revenues to the City shall be encouraged.
Policy I-F-3	Modifications in industrial operations required to keep firms competitive should be accommodated, so long as any negative impacts on the environment and adjacent areas are satisfactorily mitigated.
Policy I-F-4	The City shall consider attaching performance standards to projects requiring conditional use permits.
Policy I-F-5	Convenience stores and personal service uses may be permitted in industrial areas to minimize traffic impacts.
Policy I-F-6	Public-private cooperation in the provision of job training, child care, housing and transportation programs for Menlo Park residents shall be supported.
Policy I-F-7	All new industrial development shall be evaluated for its fiscal impact on the City.

TABLE 2 CURRENT GENERAL PLAN LAND USE GOALS, POLICIES, AND ACTIONS

Goal/Policy #	Goal / Policy Text
Open Space	
Goal 1-G	To promote the preservation of open-space lands for recreation, protection of natural resources, the production of managed resources, protection of health and safety, and/or the enhancement of scenic qualities.
Policy I-G-1	The City shall develop and maintain a parks and recreation system that provides areas and facilities conveniently located and properly designed to serve the recreation needs of all Menlo Park residents.
Policy I-G-2	The community should contain an ample supply of specialized open space in the form of squares, greens, and parks whose frequent use is encouraged through placement and design.
Policy I-G-3	Public spaces should be designed to encourage the attention and presence of people at all hours of the day and appropriate hours of the night.
Policy I-G-4	Dedication of land, or payment of fees in lieu thereof, for park and recreation purposes shall be required of all new residential development.
Policy I-G-5	The City shall encourage the retention of at least 10 acres of open space on the St. Patrick's property through consideration of various alternatives to future development including rezoning consistent with existing uses, cluster development, acquisition of a permanent open space easement, and/or transfer of development rights.
Policy I-G-6	The City shall encourage the retention of open space on large tracts of land through consideration of various alternatives to future development including rezoning consistent with existing uses, cluster development, acquisition of a permanent open space easement, and/or transfer of development rights.
Policy I-G-7	Public access to the Bay for the scenic enjoyment of the open water, sloughs, and marshes shall be protected.
Policy I-G-8	The Bay, its shoreline, San Francisquito Creek, and other wildlife habitat and ecologically fragile areas shall be maintained and preserved to the maximum extent possible. The City shall work in cooperation with other jurisdictions to implement this policy.
Policy I-G-9	The salt ponds shall be allowed to continue in mineral production. In the event
Policy I-G-10	Extensive landscaping should be included in public and private development, including greater landscaping in large parking areas. Where appropriate, the City shall encourage placement of a portion of the required parking in landscape reserve until such time as the parking is needed. Plant material selection and landscape and irrigation design shall adhere to the City's Water Efficient Landscaping Ordinance.
Policy I-G-11	Well-designed pedestrian facilities should be included in areas of intensive pedestrian activity.
Policy I-G-12	The maintenance of open space on Stanford lands within Menlo Park's unincorporated sphere of influence shall be encouraged.
Policy I-G-13	Regional and sub-regional efforts to acquire, develop, and/or maintain appropriate open space and conservation lands shall be supported.
Public and Quasi-Public Facilities and Services	
Goal 1-H	To promote the development and maintenance of adequate public and quasi-public facilities and services to meet the needs of Menlo Park's residents, businesses, workers, and visitors.
Policy I-H-1	The community design should help conserve resources and minimize waste.
Policy I-H-2	The use of water-conserving plumbing fixtures in all new public and private development shall be required.
Policy I-H-3	Plant material selection and landscape and irrigation design for City parks and other public facilities and in private developments shall adhere to the City's Water Efficient Landscaping Ordinance.
Policy I-H-4	The efforts of the Bay Area Water Users Association to secure adequate water supplies for the Peninsula shall be supported to the extent that these efforts are in conformance with other City policies.

TABLE 2 CURRENT GENERAL PLAN LAND USE GOALS, POLICIES, AND ACTIONS

Goal/Policy #	Goal / Policy Text
Policy I-H-5	New wells and reservoirs may be developed by the City to supplement existing water supplies for Menlo Park during emergency and drought periods. Other sources, such as interconnections and purchase agreements with water purveyors, shall be explored and developed.
Policy I-H-6	The City shall work with other regional and subregional jurisdictions and agencies responsible for ground water extraction to attempt to develop a comprehensive underground water protection program which includes the monitoring of all wells in the basin to evaluate the long term effects of water extraction. In addition, the City shall consider instituting appropriate controls within Menlo Park on the installation of new wells and on the pumping from both existing and new wells so as to prevent: ground subsidence, further salinity intrusion into the shallow aquifers, particularly in the bayfront area, and contamination of the deeper aquifers that may result from changes in the ground water level.
Policy I-H-7	The use of reclaimed water for landscaping and any other feasible uses shall be encouraged.
Policy I-H-8	The expansion and improvement of sewage treatment facilities to meet the needs of Menlo Park and to meet regional water quality standards shall be supported to the extent that such expansion and improvement are in conformance with other City policies.
Policy I-H-9	Urban development in areas with geological and earthquake hazards, flood hazards, and fire hazards shall be regulated in an attempt to prevent loss of life, injury, and property damage.
Policy I-H-10	The City shall continue to participate in the National Flood Insurance Program. To this end, the City shall work to keep its regulations in full compliance with standards established by the Federal Emergency Management Agency.
Policy I-H-11	Buildings, objects, and sites of historic and/or cultural significance should be preserved.
Policy I-H-12	Street orientation, placement of buildings, and use of shading should contribute to the energy efficiency of the community.
Annexation and Intergovernmental Coordination	
Goal I-I	To promote the orderly development or Menlo Park and its surrounding area.
Policy I-I-1	The City shall cooperate with the appropriate agencies to help assure a coordinated land use pattern in Menlo Park and the surrounding area.
Policy I-I-2	The regional land use planning structure should be integrated within a larger transportation network built around transit rather than freeways and the City shall influence transit development so that it coordinates with Menlo Park's land use planning structure.
Policy I-I-3	A program should be developed in cooperation with interested neighborhood groups outlining under what conditions unincorporated lands within the City's sphere of influence may be annexed.
Policy I-I-4	The City shall request San Mateo County to follow Menlo Park's General Plan policies and land use regulations in reviewing and approving new ·developments in unincorporated areas in Menlo Park's sphere of influence.
Policy I-I-5	The City shall carefully monitor any significant development proposals which are outside of Menlo Park's jurisdiction, including any development proposals along the Sand Hill Road corridor which are within the jurisdiction of the City of Palo Alto, to evaluate their potential impacts on the City of Menlo Park. It shall be the policy of the City to oppose any such development proposal(s) unless the City Council makes findings that the benefits of such proposal(s) outweigh all of the impacts to the City of Menlo Park. The City Council shall consider holding an advisory election on any such development proposal(s).
Implementation Programs	
Program I-1	The City will amend its Zoning Ordinance to maintain consistency with the General Plan. Responsibility: City Council; Planning Commission; Planning Division Time Frame: FY 94-95; on-going

TABLE 2 CURRENT GENERAL PLAN LAND USE GOALS, POLICIES, AND ACTIONS

Goal/Policy #	Goal / Policy Text
Program I-2	The City shall develop, evaluate, and adopt an ordinance in cooperation with other jurisdictions and interested organizations to protect and preserve San Francisquito Creek, including consideration of land use regulations such as the requirement of use permits for structures or impervious surfaces within a specified distance of the top of the creek bank. Responsibility: City Council; Planning Commission; City Manager; Development Services Department Time Frame: FY 94-95; 95-96
Program I-3	The City will develop and periodically update a five-year Capital Improvement Program. Such program shall include, among others, improvements for transportation, water supply, and drainage. Responsibility: City Council; Planning Commission (for General Plan consistency); City Manager; City Department Heads Time Frame: On-going
Program I-4	The City shall analyze the fiscal impacts of proposed developments to determine the financial feasibility of providing needed services. Responsibility: City Council; Planning Commission; Planning Division Time Frame: On-going
Program I-5	The City shall prepare and adopt an economic vitality element to the General Plan that sets forth policies and programs to assure continued economic vitality for the city and adequate municipal revenues for City services. The development of the economic vitality policies and programs shall be a cooperative effort between the City and a task force reflecting a balance of business people and residents throughout the city. Responsibility: City Council; Planning Commission; City Manager; Finance Division; Planning Division Time Frame: FY 94-95
Program I-6	The City shall develop and conduct a public participation charrette to evaluate and propose implementation of General Plan policies for the Central Business District and the El Camino Real corridor, especially encouraging housing and mixed use developments in those areas. The charrette shall evaluate what can be developed under existing land use designations as well as what would be possible with changes in land use designations and zoning, and shall evaluate the adoption of design criteria. Responsibility: City Council; Planning Commission; City Manager; Planning Division Time Frame: FY 94-95; 95-96

LAND USES IN MENLO PARK

Menlo Park has a developed area of approximately 6.5 square miles, of which roughly 1.2 square miles are roadways or other public/utilities use lands that do not carry zoning designations. As shown in Tables 3 and 4 and Figures 3 and 4, a majority of land in Menlo Park is designated for residential use (55 percent). Other major land use categories include Industrial/Business Park (16 percent), Open Space/Recreation (5 percent), Commercial (7 percent), and Public Facilities/Institutional (6 percent). The geographic distribution of Menlo Park's generalized land uses is shown in Figure 4. Table 5 shows the acreages of these same generalized land uses for Menlo Park, Table 6 lists the amount of land by zoning districts in the M-2 Area, and Table 7 summarizes population density in Menlo Park and neighboring cities. Figure 5 shows population density by Census Block in Menlo Park. Additional details regarding residential neighborhoods

TABLE 3 EXISTING LAND USE CATEGORIES AND DESCRIPTIONS

Land Use Type	Description
Residential Designations	
Very Low Density Residential	This designation provides for single family detached homes, secondary residential units, public and quasipublic uses, and similar compatible uses. Residential intensity shall be in the range of 0 to 3.5 units per net acre.
Low Density Residential	This designation provides for single family detached homes, secondary residential units, public and quasipublic uses, and similar and compatible uses. Residential intensity shall be in the range of 3.6 to 5.0 units per net acre.
Medium Density Residential	This designation provides for single family detached and attached homes, duplexes, multi-family units, garden apartments, condominiums, public and quasi-public uses, and similar and compatible uses. Residential intensity shall be in the range of 5.1 to 18.5 units per net acre, and up to 30 units per acre in designated areas around the El Camino Real/Downtown Specific Plan boundary.
High Density Residential	This designation provides for single family detached and attached homes, duplexes, multi-family units, garden apartments, condominiums, senior rental housing operated by a non-profit agency and designed to be occupied by persons age 60 and older, public and quasi-public uses, and similar and compatible uses. Residential intensity shall be in the range of 20 to 40 units per net acre, provided, however, that the residential intensity of senior rental housing may be up to 97 units per net acre.
Commercial Designations	
Retail/Commercial	This designation provides for retail services, personal services, professional offices, banks, savings and loans, restaurants, cafes, theaters, social and fraternal clubs, residential uses, public and quasi-public uses, and similar and compatible uses. The maximum FAR for non-residential uses shall be in the range of 40 percent to 200 percent. Residential intensity shall not exceed 18.5 units per net acre.
Professional and Administrative Offices	This designation provides for professional offices, executive, general, and administrative offices, research and development facilities, banks, savings and loans, convalescent homes, research and development facilities, residential uses, public and quasi-public uses, and similar and compatible uses. The maximum FAR for non-residential uses shall be in the range of 25 percent to 40 percent. Residential intensity shall not exceed 18.5 units per net acre.
Industrial Designations	
Limited Industry	This designation provides for light manufacturing and assembly, distribution of manufactured products, research and development facilities, industrial supply, incidental warehousing, offices, limited retail sales (such as sales to serve businesses in the area), public and quasi-public uses, and similar and compatible uses. The maximum FAR shall be in the range of 45 percent to 55 percent.
Commercial Business Park	This designation provides for light manufacturing and assembly, distribution of manufactured products, research and development facilities, industrial supply, incidental warehousing, offices, limited sales, services to serve businesses and hotel/motel clientele in the area (such as restaurants, cafes, and health/fitness centers), hotel/motel to serve the local and regional market, public and quasi-public uses, and similar and compatible uses. The maximum FAR shall be 45 percent, except through a negotiated Development Agreement, which could allow a maximum FAR of 137.5 percent, with office uses limited to 100% percent.

TABLE 3 EXISTING LAND USE CATEGORIES AND DESCRIPTIONS

Land Use Type	Description
Specific Plan Designations	
El Camino Real/Downtown Specific Plan	This designation provides for a variety of retail, office, residential, personal services, and public and semipublic uses, as specified in detail in the El Camino Real/Downtown Specific Plan. The maximum FAR shall be in the range of 85 percent to 200 percent (base-level maximum) or 100 percent to 225 percent (public benefit bonus-level maximum). Office (inclusive of medical and dental offices) FAR is limited to one-half of the appropriate total FAR, and medical and dental office FAR is limited to one-third of the appropriate total FAR. Residential intensity shall be in the range of between I8 .5 to 50 units per net acre (base-level maximum) or 25 to 60 units per net acre (public benefit bonus-level maximum).
Non-Urban Designations	
Marshes	This designation provides for the preservation and protection of wildlife habitat and ecological values associated with the marshlands bordering San Francisco Bay and similar and compatible uses. The maximum amount of development allowed under this designation shall be 5,000 square feet of building floor area per parcel.
Salt Ponds	This designation provides for the commercial production of salt and other minerals on the lands bordering San Francisco Bay and similar and compatible uses. The maximum amount of development allowed under this designation shall be 5,000 square feet of building floor area per parcel.
Preserve	This designation provides for the preservation and protection of wildlife habitat and ecological values associated with the foothill areas bordering I-280 and similar and compatible uses.
Public and Quasi-Public Designations	
Parks and Recreation	This designation provides for public and private golf courses, passive and active recreation uses, educational facilities, and similar and compatible uses. The letter "P" overlaid on this designation denotes a park. The maximum FAR shall be in the range of 2.5 percent to 30 percent.
Landscaped Greenways, Buffers, and Parkways	This designation provides for public and private open space uses, linear buffers and parkways along roads, and similar and compatible uses.
Public Facilities	This designation provides for public and quasi-public uses such as government offices, fire stations, schools, churches, hospitals, public utility facilities, airports, sewage treatment facilities, reservoirs, and similar and compatible uses. Many of the specific uses within this designation are denoted by symbols on the Land Use Diagram. The maximum FAR shall not exceed 30 percent generally, although specific zoning may allow for a higher FAR. The City recognizes that it does not have the authority to regulate development by Federal, State, or other governmental agencies, but the City will work cooperatively with these agencies in an effort to ensure their development is consistent with City goals, plans, and regulations and mitigates any impacts.
Other	This designation is applied to the following two properties based on the unique qualities of the uses: 1. Stanford Linear Accelerator Center: Research facility located within City of Menlo Park's sphere of influence. 2. Allied Arts Guild (75 Arbor Road): Guild for artisans and craftsmen comprised of retail shops, workshops, restaurant, gardens and public grounds. The Guild was constructed in 1 929 and has historic significance for both its relationship to the American Arts and Crafts Movement and the architecturally important buildings and gardens. Allowed uses shall be as established in the Allied Arts Guild Preservation Permit. The maximum FAR for the property shall be 15 percent.

TABLE 4 AMOUNT OF LAND BY CURRENT GENERAL PLAN LAND USE DESIGNATION

General Plan Land Use Designation	Acres	Percent of General Plan Land Use Designations[a]
Low Density Residential	1,373.8	39.2%
Limited Industry	490.1	14.0%
Medium Density Residential	354.7	10.1%
Public Facilities	227.7	6.5%
Professional and Administrative Offices	212.5	6.1%
Very Low Density Residential	179.7	5.1%
Parks and Recreation	319.2	9.1%
El Camino Real/Downtown Specific Plan	122.2	3.5%
N/A [Infrastructure/Easements]	121.7	3.5%
Retail/Commercial	46.8	1.3%
High Density Residential	35.1	1.0%
Commercial Business Park	16.0	0.5%
Other	3.5	0.1%
Total of Land Uses *(Excluding non-urban)*	**3,503.7**	**100%**
Floodplain (Non-urban Bay lands)	*7,170.5*	*67.2%*
Total (Including non-urban Bay lands)	***10,674.2***	***100%***

a. Excluding floodplain / non-urban land use designations that apply to Bay lands
b. Including floodplain / non-urban land use designations that apply to Bay lands
Source: City of Menlo Park, December 2014, City of Menlo Park Zoning Map data and Zoning District and General Plan Land Use Designation Correspondence Table, accessed on December 11, 2014.

can be found in the Community Character Report, and information on nonresidential land use activities is contained in the Economics Existing Conditions Report.

The current Land Use Element and Zoning Ordinance define a variety of land use designations and zoning districts. These designations correspond to the basic types of land use activities that are common to most cities: residential, commercial, industrial, and institutional/public. Residential land uses are those where people live, such as single-family homes, row houses, or apartment/condominium buildings. Commercial

FIGURE 3 DISTRIBUTION OF GENERALIZED LAND USES IN MENLO PARK

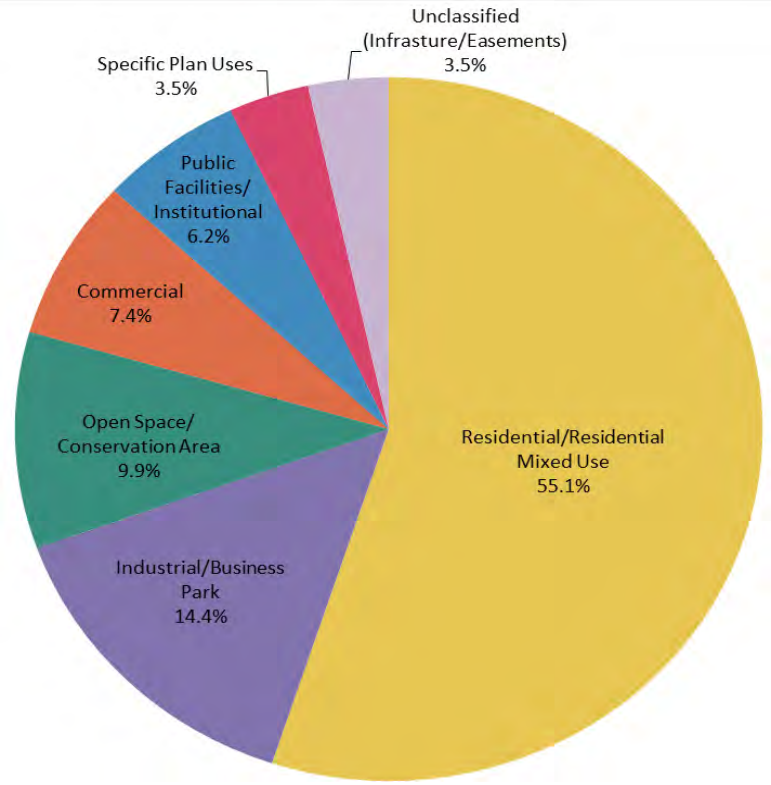

TABLE 5 EXISTING GENERALIZED LAND USE TYPES IN MENLO PARK

Generalized Land Use Type	Acres	Percent of Generalized Land Use Types[a]
Residential/Residential Mixed Use	1,929.3	55.1%
Industrial/Business Park	506.0	14.4%
Open Space/Conservation Area	348.6	9.9%
Commercial	259.3	7.4%
Public Facilities/Institutional	216.8	6.2%
Specific Plan Uses	122.2	3.5%
Infrastructure/Easements [b]	121.7	3.5%
Total of Generalized Land Use Types (Not including non-urban Bay lands)	**3,503.7**	**100%**
Floodplain/ Non-Urban Bay lands	*7,170.5*	*67.2%*
Grand Total	***10,673.4***	***100%***

a. Excluding floodplain / non-urban land use designations that apply to Bay lands
b. Does not include public roadways.
c. Including floodplain / non-urban land use designations that apply to Bay lands
Source: City of Menlo Park Zoning Map data and Zoning District and General Plan Land Use Designation Correspondence Table.

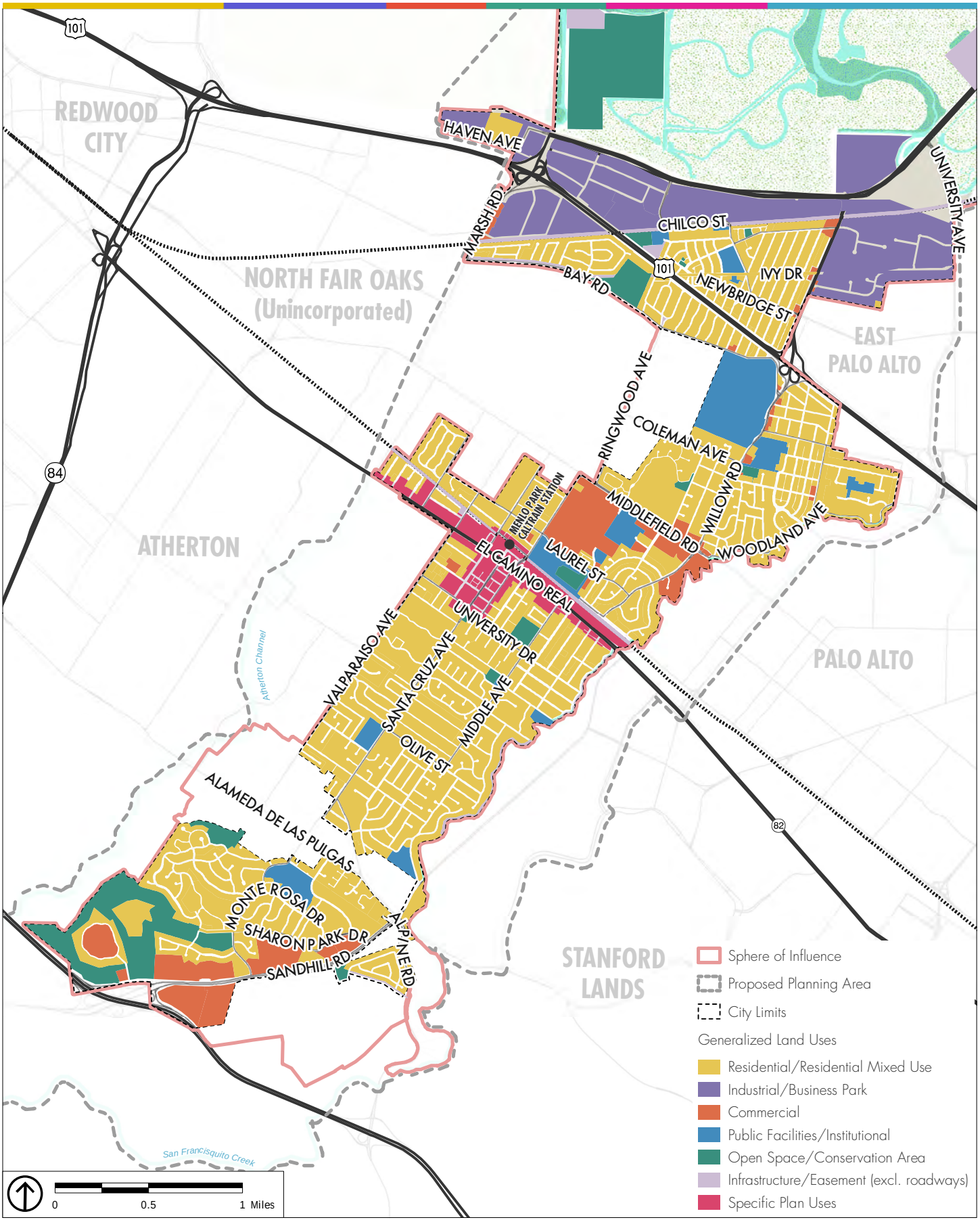

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FIGURE 4: GEOGRAPHIC DISTRIBUTION OF GENERALIZED LAND USES

TABLE 6 AMOUNT OF LAND BY ZONING DESIGNATION IN THE M-2 AREA

Zoning Designation	Generalized Land Use Type	Acres	Percent of Generalized Land Use Types[a]
C2B	Commercial	1.4	0.2%
C2S	Commercial	3.2	0.6%
C4	Commercial	2.0	0.4%
C4(X)	Commercial	3.2	0.6%
M2	Industrial/Business Park	328.4	58.4%
M2(X)	Industrial/Business Park	161.6	28.8%
M3(X)	Industrial/Business Park	16.0	2.8%
P	Parking	0.1	0.0%
R3(X)	Medium Density Residential	0.4	0.1%
R4S(AHO)	High Density Residential	15.5	2.8%
U	Unclassified (Rail right of way)	36.0	5.4%
Total of Generalized Land Use Types (Not including non-urban Bay lands)		**562.0**	**100%**
		Acres	Percent of All Zoning Designations[b]
FP	Floodplain	77.5	12.1%
	Grand Total	*639.5*	*100%*

a. Excluding floodplain / non-urban land use designations that apply to Bay lands
b. Including floodplain / non-urban land use designations that apply to Bay lands
Source: City of Menlo Park Zoning Map data and Zoning District and General Plan Land Use Designation Correspondence Table.

TABLE 7 APPROXIMATE RESIDENTIAL DENSITIES FOR MENLO PARK AND NEIGHBORING COMMUNITIES IN 2010

	Menlo Park	Palo Alto	East Palo Alto	Mountain View	Atherton	Redwood City
Land Area (square miles) [a]	6.4	12.9	2.2	11.8	5.0	10.9
Housing Units	13,085	26,493	7,819	33,881	2,530	29,167
Population	32,026	64,403	28,155	74,066	6,914	76,815
Residential Density (housing units per square mile)[b]	2,040	2,050	3,550	2,870	510	2,680
Population Density (residents per square mile)[b]	5,000	4,990	12,800	6,280	1,380	7,050

a. Approximate area excluding Bay Lands and large, protected conservation areas.
b. Approximate net density calculated by excluding Bay Lands and large, protected conservation areas and rounding to nearest ten.
Source: United States Census Bureau, 2014.

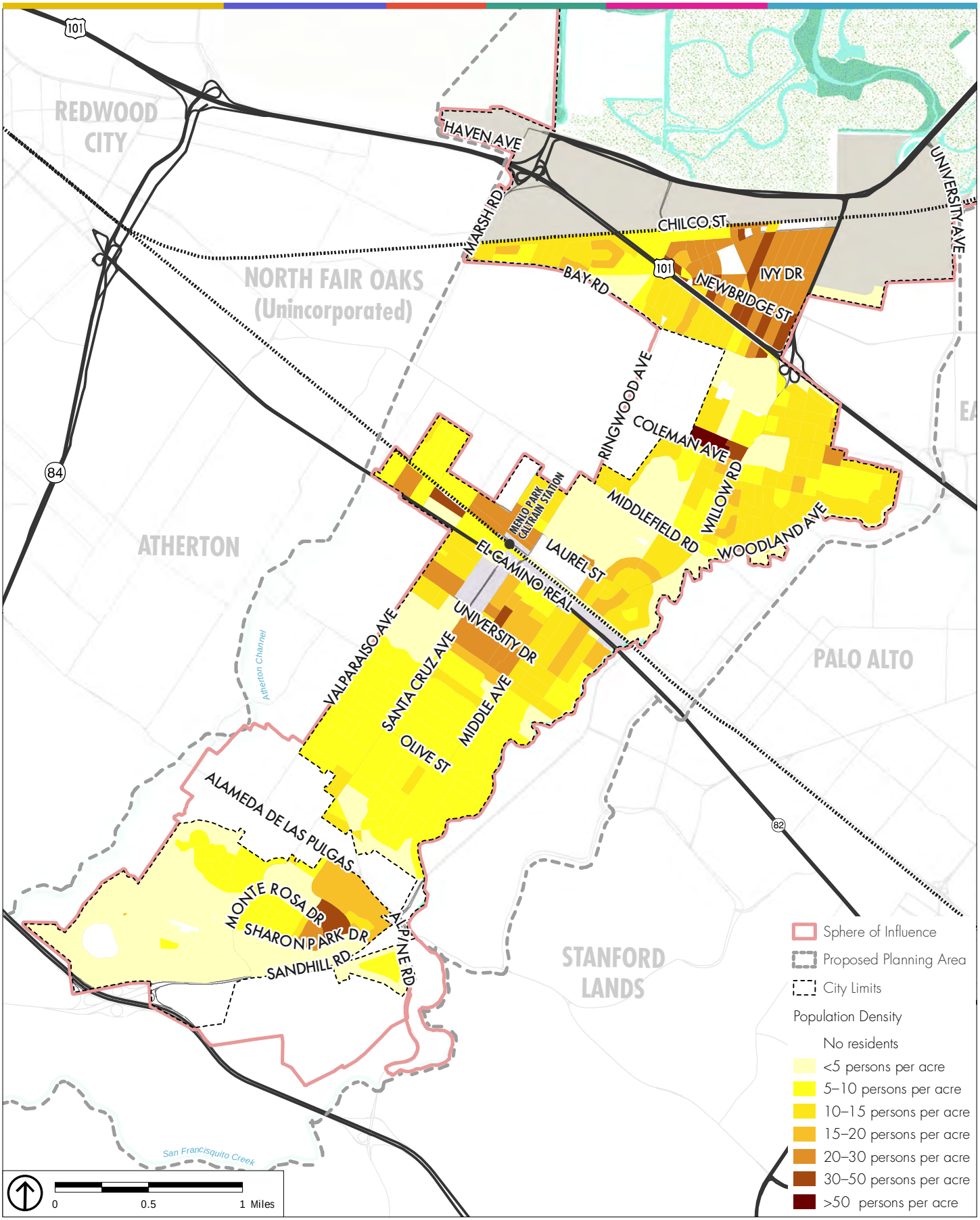

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FIGURE 5: APPROXIMATE POPULATION DENSITY BY CENSUS BLOCK

land uses typically include retail, office, and some service uses, such as gas stations, dry cleaners, and beauty salons. Industrial designations encompass a wide array of uses, including manufacturers, wholesalers, research and development, and laboratories. Public and institutional uses include facilities such as schools, parks, and places of worship.

Some buildings contain a mix of uses, including uses that do not fit into traditional categories. Until the early-1900s it was typical for various land uses to be geographically mixed together—or, in some cases, even indistinguishable. The same buildings that contained residences often also served as places of business, and even hosted small-scale home industries. Beginning in the late 19th and early 20th centuries, in response to the negative impacts of industrialization and due to safety concerns, it became more common to separate land uses physically. However, cities are increasingly returning to a mixture of land uses in appropriate locations where compatibility issues can be mitigated or avoided. Menlo Park has adopted a variety of land use and zoning designations that include both discrete uses and mixed uses. Land use designations and policies can have a profound impact upon issues of access and equity within the community. Land uses can help or hinder access to amenities, such as parks, shopping, commercial and public services, employment, and healthy food; and such access is closely tied to community health, socioeconomic mobility, and quality of life. Land use decisions can also affect other, less tangible aspects of a community such as neighborhood cohesion.

LAND USE TYPES AND METRICS

This section of the report offers general description of the type of land use activities existing in Menlo Park, as well some ways to measure and describe land uses.

RESIDENTIAL USES

Current land use designations and zoning in the City of Menlo Park currently accommodate a range of residential types, as follows:

- **Estate/Very-Low Density Residential:** This type of residential use tends to feature single-family homes on somewhat larger lots, in some cases approaching an acre in size, but usually around ¼ to ½ acre. Menlo Park features limited areas with such designations, including portions of Sharon Heights, and limited areas of West Menlo near Arbor Road and San Mateo Drive. Approximately 5.3 percent of Menlo Park's developable area is zoned Estate/Very-Low Density Residential.
- **Single-Family Residential:** As its name suggests, this type of residential includes single-family homes on a variety of lot sizes, and in some cases includes secondary dwelling units. The majority of Menlo Park's residential areas are designated single-family residential, with approximately 40.8 percent of the

city's total developable area zoned for low-density residential land uses. Single-family designations represent 71.4 percent of residentially designated areas in Menlo Park.

- **Multi-Family Residential:** Multi-family residential includes garden apartments, row homes and multi-unit buildings and complexes. Multi-family designations comprise a relatively small proportion of Menlo Park's land uses, and are generally concentrated in the area surrounding Downtown Menlo Park, as well as along corridors such as Willow Road, near US 101, and in portions of Sharon Heights. Just over 10 percent of Menlo Park's developable area is designated for medium- or high-density residential uses that may contain multi-family buildings or garden/row houses, and these uses comprise 19 percent of all residential uses in Menlo Park.
- **Mixed-Use Residential:** Mixed-use residential includes dwelling units that are co-located with other uses, such as retail or office. Usually, the uses are vertically mixed, with non-residential uses on the ground floor and residential units above. Menlo Park does not have a land use or zoning designation specific to mixed-use residential; however, mixed-use residential is permissible in a limited number of Downtown commercial designations and in certain areas under the El Camino Real/Downtown Specific Plan.

It should be noted that certain uses which are not strictly residential and which may not even contain any residential units are nonetheless grouped in the residential category based on their underlying zoning. Such uses include places of worship, such as the Church of the Nativity, as well as Corpus Christi Monastery and St. Patrick's Seminary and University, which is designated as single-family residential zoning. Religious institutions are generally conditional uses in residential areas pursuant to Menlo Park's zoning ordinance.

In addition to these primarily density-based classifications of residential areas, there are other, more qualitative ways to characterize residential neighborhoods. One such characterization is the distinction between traditional and suburban neighborhood design, both of which occur in Menlo Park. Traditional neighborhood design usually features a highly interconnected street pattern, usually based on a grid or other linear/geometric street network. This type of neighborhood design results in more frequent intersections and a higher number of potential travel routes between any two points. Suburban neighborhood design typically features curvilinear streets, cul-de-sacs, and fewer intersections and potential travel paths. Residential areas of Menlo Park feature a mixture of traditional and suburban neighborhood design. Additional information on neighborhood design and character is included in the Community Character Report.

COMMERCIAL USES

Primarily commercial land uses comprise approximately 7 percent of Menlo Park's developable land area. The existing General Plan currently establishes two different types of mainly commercial uses:

Retail/Commercial and Professional and Administrative Offices. These two commercial designations respectively occupy 1 percent and 6 percent of the city's developable land area. Additionally, certain specific plan and mixed-use designations also allow commercial land uses. The El Camino Real/Downtown Specific Plan Designation, which also permits mixed uses, is applicable to the El Camino Real/ Downtown Specific Plan Area and covers 3.5 percent of the city's developable land area.

The variety of commercial uses in Menlo Park can generally be described as follows:

- **Regional commercial:** Regional commercial uses tend to be large stores, such as department stores, home improvement stores, or "super-centers," that draw significant numbers of customers from areas beyond the city in which they are located. This type of commercial development is often characterized by "big-box" stories and nationally-recognizable chains. Menlo Park does not host this type of development, but the IKEA store located on the bay side of US 101 in East Palo Alto is an example of this sort of commercial development.
- **Community commercial:** These uses are typically characterized as those that act as a major draw throughout their host community. Popular restaurants or retail stores, such as ACE Hardware in the Downtown and Kepler's Books on El Camino Real, are good examples of this type of commercial use.
- **Service commercial:** Rather than selling food or consumer goods, this type of commercial includes activities such as automobile repair, veterinary clinics, gas stations, and personal care. This type of commercial use tends to be mixed in with other commercial uses, either in shopping centers or along retail corridors.
- **Neighborhood commercial:** These commercial uses are similar to community commercial, but typically draw customers from a smaller geographic area. Small- to medium-sized grocery stories, such as The Willows Market, and pharmacies are typical of this type of commercial use, and the Sharon Heights Shopping Center is an example of a neighborhood commercial shopping center.
- **Offices:** Offices associated with research and development uses may fall into an industrial category, such as in the M-2 Area, while offices associated with business or professional services are usually classified as commercial. For technology firms, where offices may be integrated with research and development, these classifications may be even less distinct. Office commercial is most common near Downtown and Central Menlo Park and along Sand Hill Road, which is known internationally as a Venture Capital Corridor.
- **Mixed-use:** Commercial uses may also occur as part of mixed-use designations. This sort of mixed use usually includes retail or sometimes customer-serving offices at the street level, with residential units or offices above. Downtown Menlo Park currently includes a limited amount of this type of mixed use.

- **Hotel/lodging:** Hotel and lodging commercial uses can occur as a part of mixed use, or may be stand-alone uses. Menlo Park currently has relatively few hotel rooms for its size and employment base, with the vast majority occurring along El Camino Real and Sand Hill Road. The Rosewood Sand Hill and the Stanford Park Hotel are both examples of stand-alone hotel uses in or near Menlo Park, and a large (11-story) hotel has been approved for construction at the Menlo Gateway site in the M-2 Area.

INDUSTRIAL USES

Industrial and Business Park designations together account for approximately 15.7 percent of Menlo Park's developable land area. The Limited Industry designation comprises 97 percent of industrial uses in Menlo Park, and Commercial Business Park designation comprises the remaining 3 percent, but the city and Silicon Valley Region have been experiencing a shift over the past several decades from more intensive uses to lighter industrial and research and development office-type uses. As described in Table 3, Limited Industry designations generally include "light manufacturing and assembly, distribution of manufactured products, research and development facilities, industrial supply, incidental warehousing, offices, limited retail sales [and] public and quasi-public uses." Commercial Business Park allows all of these uses, as well as "services to serve businesses and hotel/motel clientele in the area (such as restaurants, cafes, and health/fitness centers), [and] hotel/motel to serve the local and regional market."

Industrial uses in Menlo Park are concentrated in the M-2 Area. The industrial legacy of the 567-acre M-2 Area began with the 1948 arrival of Hiller Helicopters on the unincorporated outskirts of Menlo Park, and this area is now occupied by new light industrial and research and development uses. Another significant event in the industrial history of the M-2 Area was the development of a nearly 200-acre industrial park by David Dewey Bohannon in the 1950s. The legacy of these early uses continues to influence the M-2 Area today, as illustrated in Table 6. Current uses in the M-2 Area include a mix of generally low-intensity wholesaling, offices, research and development, warehousing, and light manufacturing. The M-2 Area is currently undergoing a major expansion of office uses, with Facebook currently occupying approximately 1 million square feet, completing another 435,000 square feet of new office space for their west campus, and poised to redevelop the adjacent former Raychem/TE Connectivity site with another approximately 1 million square feet of office campus. As of this writing, the largest private landholders in the M-2 Area are Bohannon, Facebook, Prologis, and Tarlton Properties Inc.

INSTITUTIONAL/PUBLIC USES

Institutional and public uses in Menlo Park include schools, government offices and agencies, the Menlo Park Civic Center, the Belle Haven library and pool, Onetta Harris Community Center, Belle Haven Child Development Center, Belle Haven Neighborhood Services Center, the USGS offices, and the Veterans Affairs

Medical Center. Together, these uses account for 6.7 percent of Menlo Park's developable land area. Although the USGS offices and the VA Medical Center are considered Institutional/Public land uses, two other major institutions in Menlo Park, SRI International and St. Patrick's Seminary and University, are not designated as public or institutional land uses, in part because they are privately owned and operated. Instead, the St. Patrick's Seminary property is zoned residential, as discussed above, and SRI international is classified as commercial.

OPEN SPACE AND CONSERVATION

Open Space and Conservation areas comprise 5 percent of Menlo Park's developable land area and include popular parks, such as Burgess Park and Nealon Park, as well as the Sharon Heights Golf and Country Club and Flood Park, although the latter two are not owned by the City. Although Bedwell Bayfront Park is a well-used recreation area, it is currently classified as Floodplain under City zoning.

EL CAMINO REAL/DOWNTOWN SPECIFIC PLAN LAND USES

Areas subject to the land use designations of the Specific Plan comprise approximately 3.5 percent of Menlo Park's developable area. The El Camino Real/Downtown Specific Plan was adopted in 2012 and applies to Downtown Menlo Park and most areas along El Camino Real. The El Camino Real/Downtown Specific Plan encourages improvements to the Downtown's streetscape and parking facilities and allows new mixed-use development along El Camino Real. The Plan contains a number of tailored land use designations, which allow a mix of commercial, including retail, office, hotel, as well as residential, depending on the location within the Specific Plan Area.

DENSITY AND INTENSITY OF USES

A common measure in planning is density, which usually refers to the number of people, dwelling units, or in some cases, jobs per acre. Gross density is expressed in people, units, or jobs in an area, including land that is not developable, such as roads, parks, or utility infrastructure areas, while net density considers only land areas that are developed (or could be developed) with the use under consideration. For example, the gross density of a neighborhood would divide the number of people or housing units in a neighborhood by the total number of acres in that area. Net density would use the same population or unit count but exclude properties where homes were not located from the acreage. Table 7 compares Menlo Park population and housing densities to that of surrounding communities.

Although density and intensity are closely correlated, intensity focuses on the physical characteristics of structures, rather than the number of housing units or of people who live or work in a given area. The

concept of intensity incorporates a variety of metrics derived from the dimensions of a building and the land it occupies; these include interrelated measures of height, bulk, and lot coverage. A common measure of building intensity is Floor Area Ratio (FAR), which is determined by dividing the amount of floor space in a building by the total area of the parcel it occupies. For example, a one-story building that covers half of a parcel would have an FAR of 0.5, while a three-story building that covers 25 percent of a lot would have an FAR of 0.75.

In general, buildings that contain greater "bulk" —that is more height and more floor space— are considered to be more intense. Density and intensity do not entirely describe how a building relates to the underlying land, and depending on the degree to which building mass is visible to passersby, a building may be made to appear more or less intense. For instance, a three story building occupying one-quarter of its parcel looks very different from a one-story building occupying half of the same size lot. This is where measures and zoning controls such as height, setback, and step-back regulations play a role. Setbacks (or "build-to" lines) are the distances from building facades to the boundaries of a parcel. Step-backs establish larger setbacks for upper floors.

PARCEL SIZE AND ORIENTATION

Approximately two-thirds of Menlo Park parcels range between 1/8 and 1/3 acre. At the other end of the spectrum, the M-2 Area features parcels that are much larger than in the remainder of Menlo Park, with an average parcel size of 2.7 acres. The largest parcels in the city are institutional uses, and commercial and industrial uses located at the opposite ends of the city along the bay and near the hills. The three largest parcels in Menlo Park that are not undeveloped Bay lands are those occupied by Facebook (137 acres on three adjacent properties), the Veterans Affairs Hospital and medical complex (95 acres), and St. Patrick's Seminary and University (42 acres).

The average parcel size in Menlo Park is 1.13 acres; however, this number is skewed by a relatively small number of relatively large parcels. The median parcel size, which better captures the area of a typical Menlo Park parcel, is approximately 0.17 acres or 1/6 of an acre. Typical parcel sizes vary between neighborhoods, with Linfield Oaks and Sharon Heights tending to feature slightly larger parcels on average than Belle Haven or Allied Arts, for example. Linfield Oaks and Sharon Heights have typical parcel sizes of 1/5 and 1/3 acre, respectively; Belle Haven and Allied Arts have typical parcel sizes of approximately 1/8 and 1/6 acre, respectively. Figure 6 illustrates the geographic distribution of parcel sizes in Menlo Park, and Figure 7 depicts the mathematical distribution of parcel sizes.

In addition to zoning regulations, use restrictions, and quantitative metrics that affect and characterize land use, there are also qualitative aspects that are important to the function and feel of particular uses and areas.

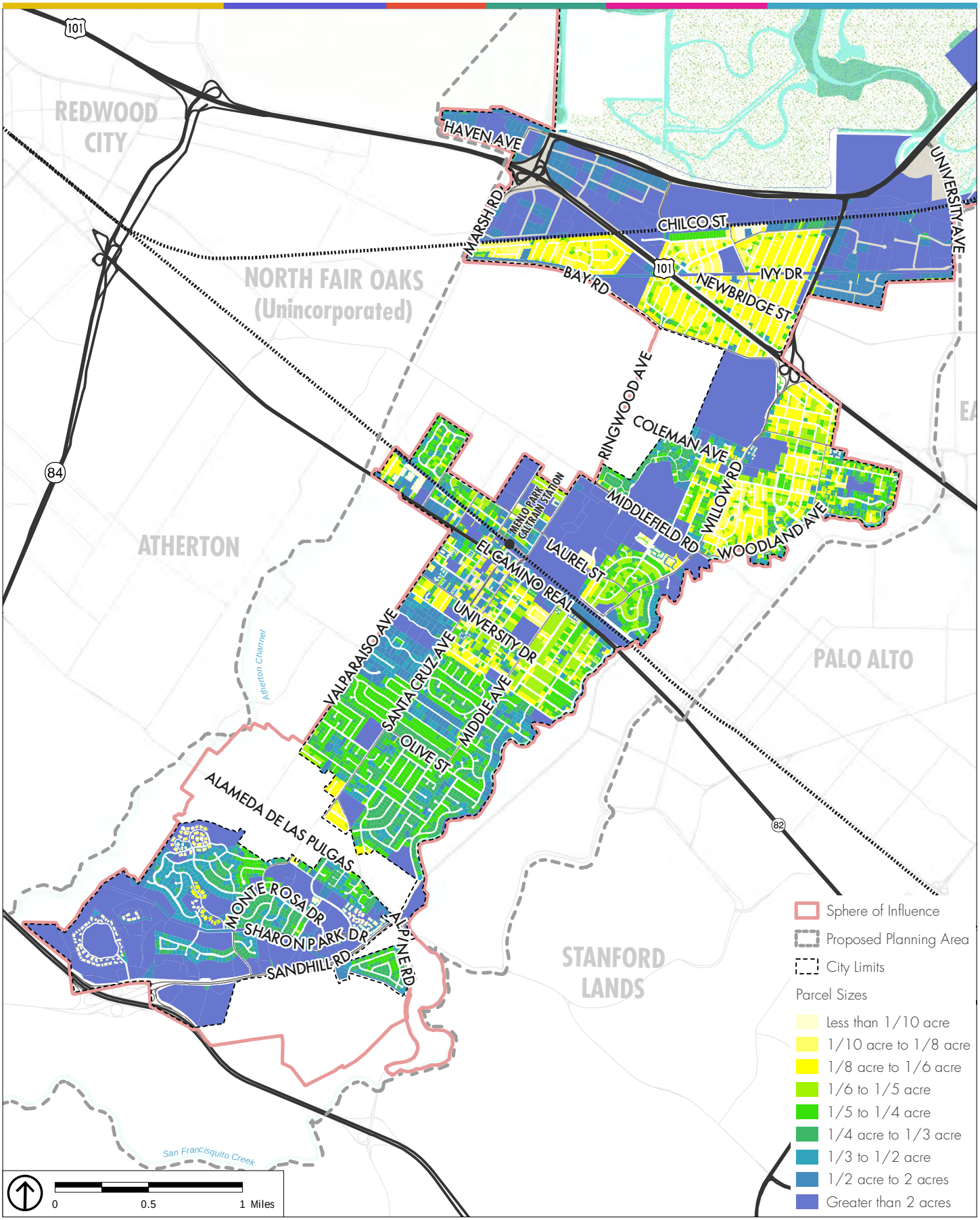

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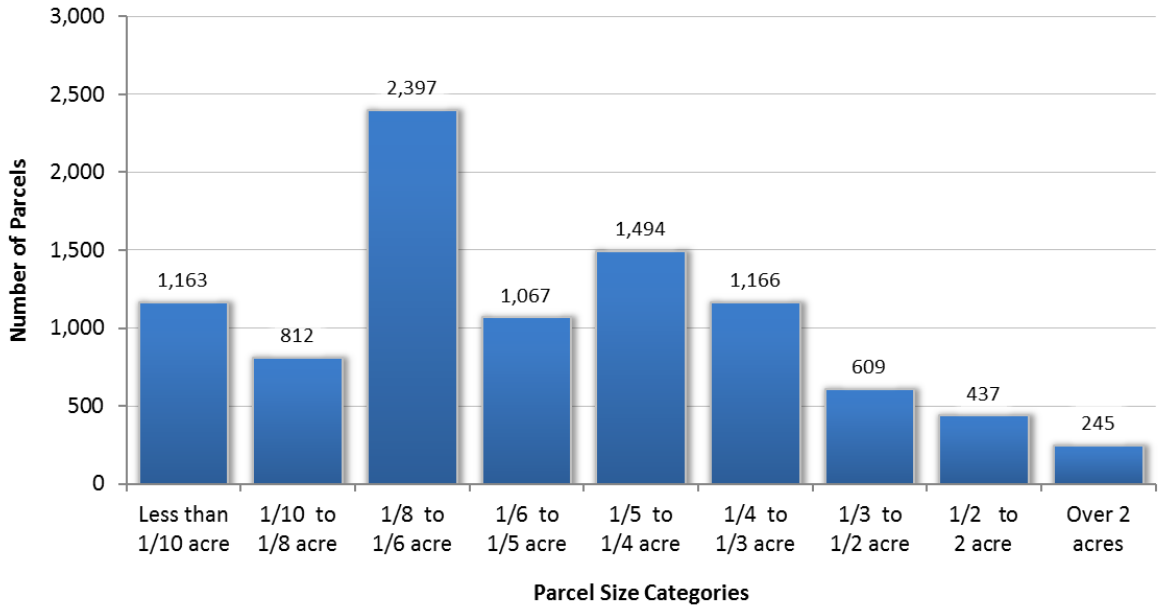
FIGURE 6: GEOGRAPHIC DISTRIBUTION OF PARCEL SIZES

FIGURE 7 MATHEMATICAL DISTRIBUTION OF PARCEL SIZES



For example, the layout and design of a land use may reflect an orientation towards pedestrians, toward automobiles, or in some cases, toward transit. Pedestrian-oriented uses typically front sidewalks and offer windows, signage and entrances accessible to those on foot. Auto-oriented uses tend to have their entrances adjacent to parking areas, which offer convenience to drivers, but may require pedestrians to walk greater distances from public streets or sidewalks, and may not offer sidewalks at all. Uses may be specifically oriented toward transit, with entrances fronting directly on to transit plazas or concourses. Many other factors contribute to a pedestrian or an automobile orientation, and some developments may present a blend of auto- and pedestrian-oriented features.

CITY STRUCTURE

COMMERCIAL CENTERS

Menlo Park contains a number of retail/commercial centers that act as a focus of community and commercial activity. Some centers are characterized primarily by retail and/or services, while others contain a mix of commercial uses and community facilities.

Downtown Menlo Park and El Camino Real

Downtown contains the primary concentration of commercial uses in Menlo Park. In addition to being an important thoroughfare in Downtown, Santa Cruz Avenue serves as Menlo Park's primary shopping and dining street. El Camino Real hosts a number of commercial uses and also serves as a major thoroughfare connecting Menlo Park to Atherton, Redwood City, Palo Alto, and other Peninsula and South Bay Cities. Together, Santa Cruz Avenue and El Camino Real feature a variety of uses, including restaurants, shops, offices, hotels, residences, places of worship, and mixed-use sites, making Downtown a bustling and diverse focal point of the City.

Sharon Heights Shopping Center

Although considerably smaller and less heavily trafficked than Downtown Menlo Park, the Sharon Heights Shopping Center is the only major shopping center in Menlo Park outside of Downtown and off of El Camino Real. Located along Sand Hill Road, the Sharon Heights Shopping Center contains primarily neighborhood-serving retail goods and services, including a grocery store, a gas station, a pharmacy, and a coffee shop.

Nearby Centers

Although the commercial and mixed uses along Alameda de Las Pulgas are not within Menlo Park (and therefore City regulations do not apply to uses there), the area is bounded on three sides by city neighborhoods. The corridor features restaurants, offices, coffee shops, a dry cleaner, a pub, and a gas station. Stanford Shopping Center is another center outside of Menlo Park that nonetheless provides important commercial retail and services for the Menlo Park community. Located along El Camino Real and Sand Hill Road, Stanford Shopping Center is a large, open-air mall with a wide variety of restaurants and retail stores that serves as a regional draw, serving not only Menlo Park and Palo Alto residents, but also the Peninsula and, to a certain extent, the greater Bay Area.

Neighborhood Retail Nodes

In addition to the larger retail centers identified above, Menlo Park also has a small number of smaller retail nodes that generally serve surrounding neighborhoods. These nodes include the Willows Market, the cluster of shops at the intersection of Menalto and Gilbert Avenues, and a number of small retail clusters along Willow Road, such as at Ivy Drive, Newbridge Street, Hamilton Avenue, and between O'Keefe Street and US 101.

EMPLOYMENT CENTERS

Menlo Park hosts a number of large employers that are generally concentrated in several clusters: the M-2 Area, the VA Medical Center, central/Downtown Menlo Park, and the Venture Capital Corridor along Sand Hill Road. Major employers include Facebook, Intuit, and Pacific Biosciences in the M-2 Area; SRI International, the City of Menlo Park, and the USGS in central Menlo Park, and a variety of noted venture capital firms such as Elevation Partners, Kleiner Perkins Caufield Byers, and Greylock Partners along Sand Hill Road. Additional discussion of employment levels and major employers in Menlo Park is available in the Existing Economics Conditions Report.

NEIGHBORHOODS

Neighborhood and community character are defined by a wide array of characteristics that both describe the built environment and reflect the diversity of a neighborhood's residents. Among many features, community character may be described in terms of architectural styles, streetscape conditions, topography, street trees, lot sizes, building forms, landscaping, public art, and open spaces. Community character is closely related to but also distinct from land use. Menlo Park's eclectic community character is discussed in much greater depth in the Community Character Report. Figure 8 shows the location of Menlo Park neighborhoods, as well as key features that distinguish the city, and Figures 9a, 9b, and 9c show examples of views and gateways in Menlo Park. It should be noted that the General Plan Update portion of the ConnectMenlo project focuses on the M-2 Area and is not anticipated to lead to new policies or land use changes directed at neighborhoods in Menlo Park, except perhaps Belle Haven.

CITY SERVICES AND PUBLIC FACILITIES

EMERGENCY SERVICES

MENLO PARK FIRE PROTECTION DISTRICT

Formed in 1916, the Menlo Park Fire Protection District (MPFPD) provides fire-prevention, inspection and investigation, along with fire-fighting, hazardous materials response, technical rescue, urban search and rescue, water rescue, and advanced life support paramedic emergency medical services for Menlo Park, the adjacent communities of Atherton, East Palo Alto, certain unincorporated portions of San Mateo County, federal facilities such as the Veterans Hospital and United States Geological Survey, Stanford Linear

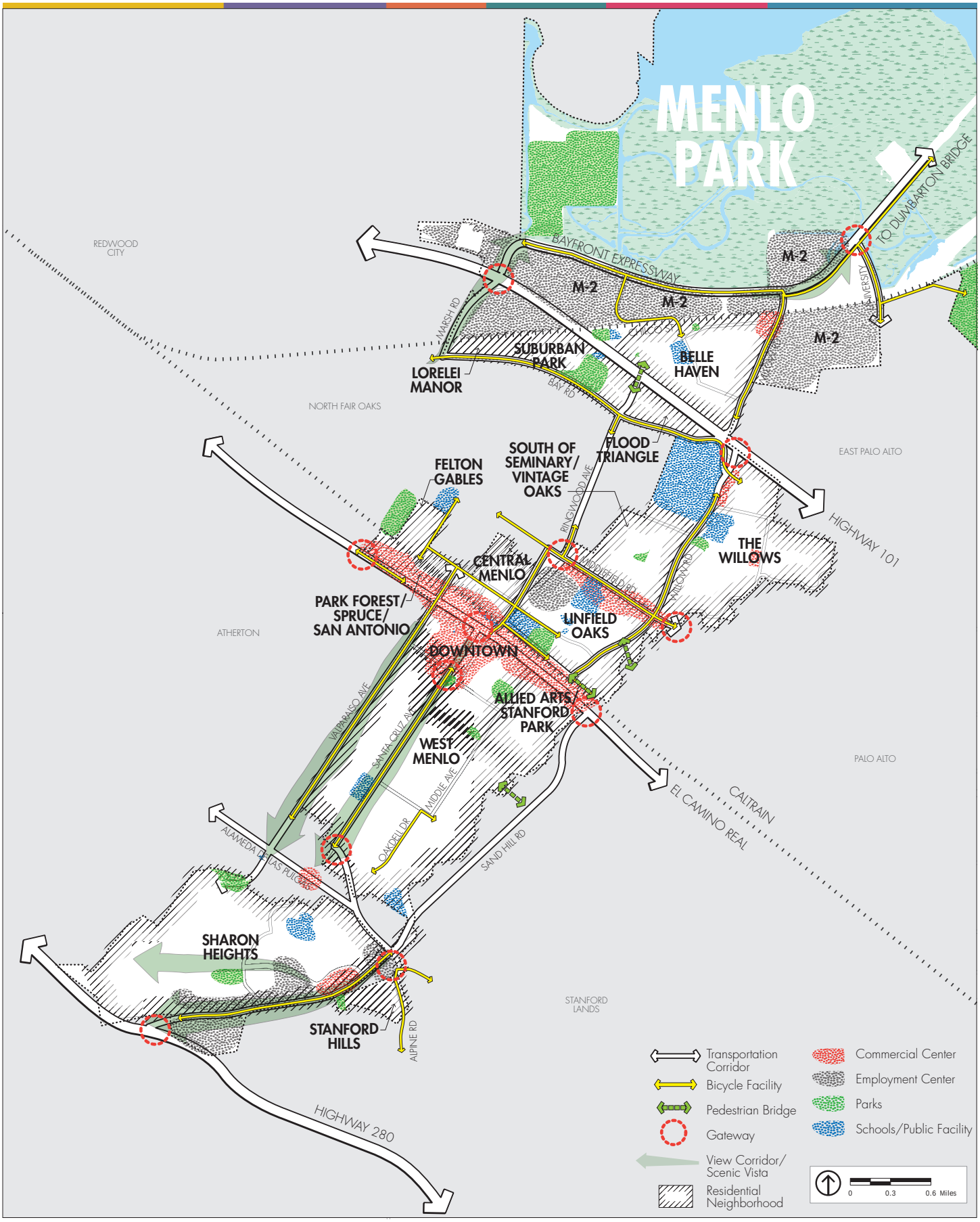


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FIGURE 8: COMMUNITY FEATURES

View toward hills along Sharon Park Drive.

View toward hills along Ivy Drive.

Downtown Menlo Park gateway.

View toward hills on Santa Cruz Ave.

View toward hills along Santa Cruz Avenue.

View of bay lands from edge of Bedwell Bayfront Park.

Accelerator and the marshlands bordering San Francisco Bay in order to protect life and property.[20] As of 2012, the total population of the MPFPD service area was approximately 90,000.[21] In addition to its 33-square-mile service area, Menlo Park Fire Protection District also maintains a mutual aid agreement with Fremont Fire Department, an automatic aid agreement with Palo Alto Fire Department, and a county-wide automatic aid agreement with adjacent fire agencies such as the Woodside Fire Protection District and Redwood City Fire Department. That agreement consists of a closest unit concept, border drops, paramedic first response, move and cover station backfill, expanded incident alarm plan and common and singular dispatch agreement. Figure 10 shows the MPFPD service area and the location of MPFPD and Menlo Park Police facilities.

Because Menlo Park is composed mostly of residential and multi-residential structures, the risk of fire in these areas of Menlo Park is typical of that in primarily suburban California communities, and this risk has been reduced through the use of early fire detection and sprinkler suppression systems. Multi-unit, multi-story residential development density has been increasing in recent years, which presents unique challenges for access and increased population and vehicle trips. The elevated fire risk typical in areas with wildland/urban interface is found predominantly in the Alpine Road, Stanford Hills and Sharon Heights neighborhoods and all areas bordering San Francisquito Creek. Those areas are most susceptible to potential wildland fire hazards. Areas along the creek are also more vulnerable to flooding during significant rain storms and to large trees falling on to structures, vehicles, and pedestrians, especially during high winds and winter storm events.

Higher density buildings, specifically those in downtown Menlo Park and the M-2 Area, as well as industrial structures, are considered to be at greater risk from fire or, in the case of the latter, hazardous materials releases. Businesses in Menlo Park that use or re-sell hazardous materials, such as research and development laboratories, gas stations, dry cleaners, or industrial fabrication processes, pose a risk of special hazard fire. Hazardous materials releases or explosions may occur as a result of or independently of a fire or other disaster. Industrial buildings and other businesses that potentially use hazardous materials are mostly concentrated in M-2 Area, though other businesses throughout the city may use varying amounts of hazardous materials. Many businesses throughout the City have also installed back-up generators to insure uninterrupted operations. Most back-up generators require combustible liquid permits for their diesel fuel tanks. Businesses that handle hazardous materials must comply with applicable building, fire, and environmental regulations, and are subject to supervision and inspection by a variety of State and federal agencies, as well as the MPFPD.

[20] Menlo Park Fire Protection District. http://www.menlofire.org/Operations.html, accessed October 21, 2014.

[21] Menlo Park Fire Protection District, 2007. Ordinance 30 & District Standards, September 5. http://www.menlofire.org/fireprevention/forms/Ordinance%2035-2012.pdf, accessed September 27, 2012.

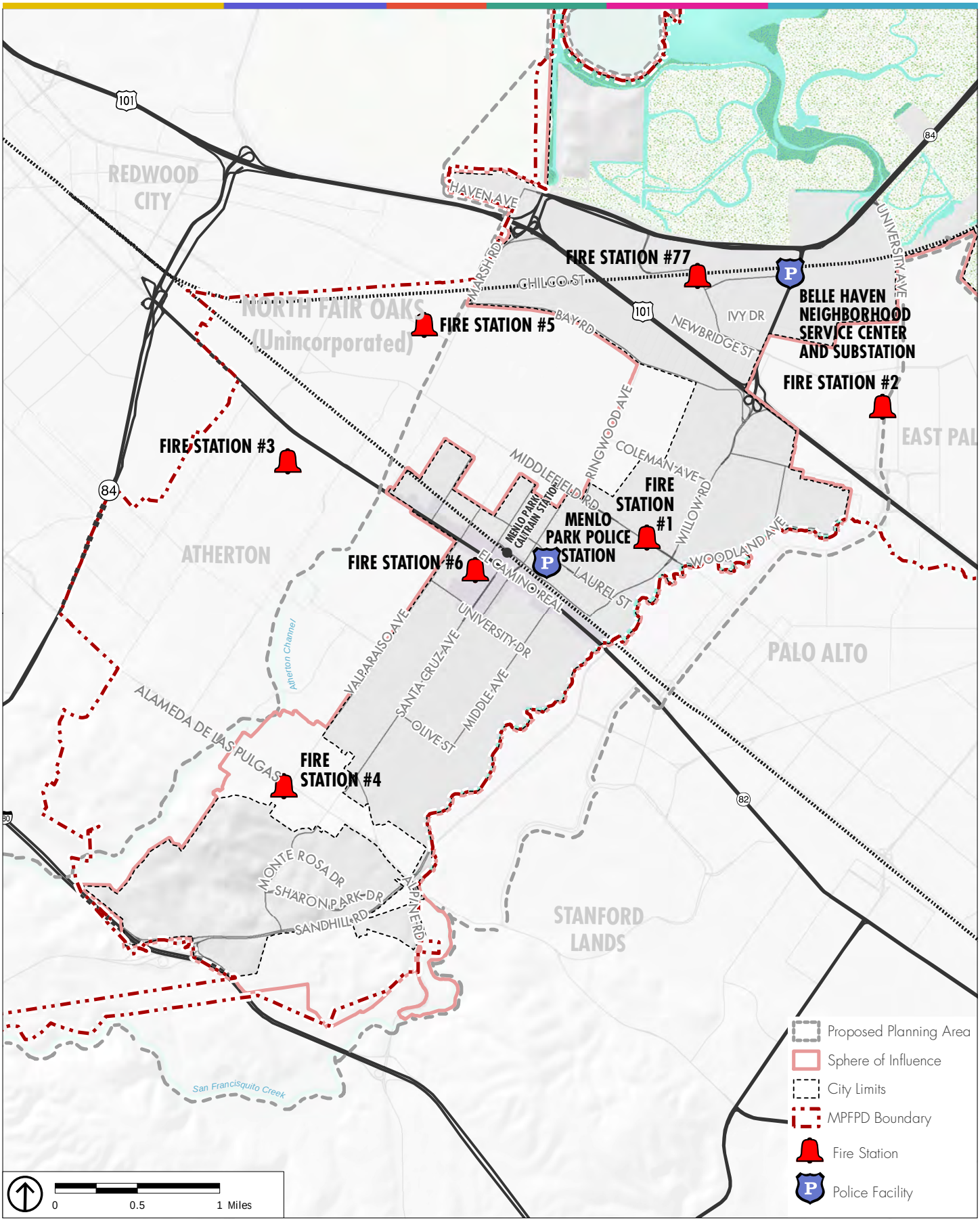

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FIGURE 10: FIRE DISTRICT AND POLICE FACILITIES

Large, "campus style" complexes and technology sector, biotech, and energy businesses present unique challenges based upon their size, layout, number of employees and business purpose. These businesses and complexes are changing the traditional mix and business model of the M-2 Area with larger, denser buildings and more employees, which lead to increased service population in the M-2 Area and additional traffic impacts during peak commute hours and service demands.[22]

Menlo Park Fire Protection District Operations

Dispatching for the MPFPD is conducted through the Countywide consolidated Fire Dispatch Center. MPFPD personnel respond to more than 8,000 calls for service annually, of which 61 percent are medical emergencies.

The Menlo Park Fire Protection District operates seven stations at the following locations:

- Station 1: 300 Middlefield Rd. (1250 plus calls for service per year)
- Station 2: 2290 University Ave. (East Palo Alto – 2000 plus calls for service per year)
- Station 3: 32 Almendral (Atherton – 800 plus calls for service per year)
- Station 4: 3322 Alameda de Las Pulgas (unincorporated County – 1100 plus calls for service per year)
- Station 5: 4101 Fair Oaks Avenue (unincorporated county – 700 plus calls for service per year)
- Station 6: 700 Oak Grove Avenue – (1200 plus calls for service per year)
- Station 77: 1467 Chilco Avenue – (700 plus calls for service per year)

The Fire District maintains the following equipment and vehicle fleet:[23]

- One battalion SUV command vehicle (operating out of Station 1)
- One reserve battalion SUV command vehicle
- Seven Type 1 heavy fire engines (one at each station)
- Three Type 1 heavy reserve fire engines
- One ladder truck (105-foot ladder, operating out of Station 1)
- One reserve ladder truck (100-foot aerial ladder)
- One medium-duty technical rescue vehicle
- One utility truck with skid mount pump
- Three inflatable rescue boats and trailer
- Two jet skis and trailer
- One Office of Emergency Services (OES) water rescue truck
- One airboat and trailer
- Four fire prevention/investigation vehicles

[22] Communication with Menlo Park Fire Protection District (MPFPD) by City of Menlo Park, November 2014.

[23] Menlo Park Fire Protection District (MPFPD). http://www.menlofire.org, accessed October 23, 2014. 20 Menlo Park Fire Protection District, Fiscal Year 2014–2015 Adopted District Budget & CA-TF2 US&R Budget, http://www.menlofire.org/pdf/budget1415/Budget%2014-15.pdf, accessed October 23, 2014. Edited, updated, and confirmed by the MPFPD, December 2014.

- Two fire mechanic field utility trucks
- One dually crew cab truck (used to tow trailers)

Each of the seven fire stations is equipped with one Type 1 heavy fire engine and is continuously staffed by three fire crew members: a captain, an apparatus driver, and a paramedic. Every station operates on three rotating 48-hour shifts to ensure 24-hour constant service. Fire District staff also includes two full-time mechanics who maintain District response vehicles. Administrative offices for the Menlo Park Fire Protection District are located at 170 Middlefield Road, near the Willow Road intersection. For fiscal year 2014–2015, MPFPD's staffing level was anticipated to be 115.5 full-time equivalents.[24]

The MPFPD provides in-department training in the following areas: emergency medical technician/paramedic response; technical rescue; auto extrication; live fire training; ropes operations; incident simulation and career development; hazardous materials first response, situational awareness, command and control; and incident command special training in Urban Search and Rescue (USAR) consisting of collapsed structure, trench and confined space training. To maintain these training programs, the MPFPD training unit engages in annual requirements for all specialties including driver operator and acting officer testing, as well as probationary testing, and mandates requirements for yearly training, which consists of on-line computer and hands-on training formats. Additionally, the MPFPD runs a variety of community training and education programs, including community emergency preparedness consisting of agency to agency or inter-governmental service agreements to meet mandated training, plans and exercise requirements for unified command, Community Emergency Response Team (CERT) training, Get Ready, and the Boy Scouts high school explorer and College of San Mateo fire cadet work experience programs, which teach and train young people and students about careers in the Fire Service. MPFPD also provides custom-designed school and workplace fire safety education programs for the public by request.[25]

Fire District Budget

The 2014/2015 total budget for the Menlo Park Fire Protection District is $37.7 million, which represents a 3 percent decrease from the 2013/2014 budget, primarily due to decreased capital expenditures. The MPFPD receives the majority of its funding through property taxes and operational/developmental permitting fees, with smaller amounts coming from intergovernmental transfers, such as grants or funding provided by other agencies. The 2014/2015 budget for MPFPD includes $5.8 million for the completion of construction on Station 2 and $6.7 million for the redevelopment of Station 6.

[24] Menlo Park Fire Protection District (MPFPD). http://www.menlofire.org, accessed October 23, 2014. 20 Menlo Park Fire Protection District, Fiscal Year 2014–2015 Adopted District Budget & CA-TF2 US&R Budget, http://www.menlofire.org/pdf/budget1415/Budget%2014-15.pdf, accessed October 23, 2014. Edited, updated, and confirmed by the MPFPD, December 2014.

[25] Communication with Menlo Park Fire Protection District (MPFPD) by City of Menlo Park, November 2014.

The MPFPD maintains a schedule of fees for a variety of uses and permits in order to help support cost recovery for the District. These fees were adopted in 2012 subsequent to a fee study that was completed earlier that year. In early 2014, Facebook partnered with the Menlo Park Fire Protection District to provide $150,000 for the installation of traffic signal preemption devices that would give emergency vehicles priority at key intersections along Marsh Road, Bayfront Expressway, Willow Road, and University Avenue.[26]

Issues for Future Consideration

Although the Menlo Park Fire Protection District is currently meeting its response and service goals, it faces operational challenges as a result of ongoing and increasing traffic congestion, most notably along Marsh and Willow Roads. In order to circumvent congestion during emergency response, MPFPD vehicles are forced to drive against the flow of traffic with increasing frequency. Traffic congestion also effects non-emergency operations, decreasing the efficiency of everyday travel for routine activities such as maintenance and supply purchases.

MPFPD's future goals include improved, more reliable access across Menlo Park, especially to the M-2 Area and Belle Haven.[27] The District is updating a critical "Standards of Cover" report to analyze the effects of increased regional growth, changes to project heights, density, population, and roadway congestion as well as service delivery. An aerial ladder truck study identified that a singular ladder truck was not adequate if growth continued and traffic congestion increased, especially in the M-2 Area. The study examined the need for an aerial ladder on both sides of US 101. MPFPD has commissioned a draft impact fee study to better determine fair share costs to developers and to equally distribute service delivery changes and costs that would address the need for additional apparatus, equipment, staffing, and stations.[28]

Other future challenges that MPFPD faces include: 1) changes in MPFPD staffing, equipment, and facilities due to new development in Menlo Park; 2) impacts on MPFPD's ability to provide services due to increased development in Menlo Park and neighboring jurisdictions served by MPFPD; 3) potential replacement of Station 77 and Station 1; and 4) continued provision of a high level of MPFPD services to preserve and protect life and property.,

[26] Communication with Menlo Park Fire Protection District (MPFPD) by City of Menlo Park, November 2014.
[27] Harold Schapelhouman, Chief, Menlo Park Fire Protection District (MPFPD). Interview with PlaceWorks on October 16, 2014.
[28] Communication with the Menlo Park Fire Protection District (MPFPD) by City of Menlo Park, November 2014.

MENLO PARK POLICE DEPARTMENT

The Menlo Park Police Department (MPPD) provides law enforcement services in the City of Menlo Park. One police station, located at City Hall, primarily covers the whole service area. The MPPD operates one newly opened 1,800-square-foot substation on the bayside of US 101 in the Neighborhood Service Center, which is staffed and open to the public during normal business hours. The Belle Haven Neighborhood Service Center and Substation is also used for officers to use restrooms, make calls, or interview and process suspects, victims, or witnesses. The substation is also a location used during critical incidents in the Belle Haven neighborhood. The MPPD divides its service area by three beats:

- Beat 1 covers the area of the City on the hillside of El Camino Real
- Beat 2 covers the area between El Camino Real and US 101
- Beat 3 covers the bayside of US 101

Figure 10 shows the locations of Menlo Park police facilities.

The MPPD has a mutual aid agreement with every other police agency in the County of San Mateo. This agreement includes all neighboring jurisdictions: Atherton Police Department, East Palo Alto Police Department, Redwood City Police Department, and the San Mateo County Sherriff's Office, which is responsible for law enforcement in unincorporated areas of Menlo Park and Redwood City. The MPPD also has an informal mutual aid agreement with the Palo Alto Police Department which borders Menlo Park, but is in Santa Clara County.

Staffing

MPPD staffing includes 48 sworn officers and 22 professional staff, resulting in a total full-time equivalent (FTE) of 70 as of 2014. The sworn officers consist of one chief, two commanders, eight sergeants, and 37 police officers,[29] with a staffing ratio of 1.4 officers per 1,000 residents.[30] Recent budget shortfalls in the City have resulted in staff deficiencies in the MPPD. To maintain service levels with limited budget, the MPPD has tightened its resources by assigning some sworn officer's tasks to non-sworn staff. Recently, MPPD has been able to revive its traffic unit with the staffing of two motorcycle positions. Currently there is one full time motorcycle traffic officer on duty with a second motorcycle officer in training.

Response Times

The MPPD prioritizes calls for police services as follows: Priority 1 calls involve life-threatening situations; Priority 2 calls are not life-threatening but necessitate immediate response; all other calls are designated

[29] Dave Bertini, Commander, Menlo Park Police Department. Interview with PlaceWorks on November 19, 2014.
[30] Dave Bertini, Commander, Menlo Park Police Department. Interview with PlaceWorks on November 19, 2014.

Priority 3. In 2014, the average response time for Priority 1 calls was 3:35 minutes, for Priority 2 calls was 7:39 minutes, and for Priority 3 calls was 11:30 minutes.[31] Vehicle traffic and congestion are the primary impediment to improving response times.

Call Volumes

From November 18, 2013 to November 18, 2014, the MPPD received 401 Priority 1 calls, 10,833 Priority 2 calls, and 10,507 Priority 3 calls for service. This does not include the 18,448 additional officer-initiated calls that the dispatch center handled.[32] These officer initiated calls could be priority 1, 2, or 3 depending on their nature. The MPPD identified the Beat 3 area as a "crime hot spot" because of entrenched gang activity in the area and rival gangs in East Palo Alto, although violent crime has dramatically decreased throughout the City in 2014.

Belle Haven Neighborhood Service Center and Substation

The City currently operates a police substation within the Neighborhood Service Center in the Belle Haven neighborhood. This location recently opened (Spring 2014) with funding provided by Facebook. The renovated facility includes a new interior and free WiFi, and is a location for community members to meet with law enforcement, and each other. The substation also houses the department's Code Enforcement Officer and newly created Community Safety Policy Officer.

Future Needs

With recent completion of the Belle Haven Neighborhood Service Center and Substation, the Menlo Park Police Department anticipates that, with the exception of evidence storage, its space needs will be adequately met for the near future. However, the Police Department has a number of programs it hopes to develop or expand in the short-term, including a Diversion Program, the David Lewis Community Re-Entry Program, Chilco area sidewalk and street lighting, and improvements to traffic management during school drop-off and pick-up.[33]

[31] Dave Bertini, Commander, Menlo Park Police Department. Interview with PlaceWorks on November 19, 2014.
[32] Dave Bertini, Commander, Menlo Park Police Department. Interview with PlaceWorks on November 19, 2014.
[33] Robert Jonsen, Police Chief, Menlo Park Police Department. Interview with PlaceWorks on October 16, 2014.

UTILITIES

WATER SERVICE

Potable water is supplied to the Menlo Park community by one of four water utility companies: the Menlo Park Municipal Water District (MPMWD), California Water Service, the O'Connor Tract Cooperative Water District, and the Palo Alto Park Mutual Water Company. Menlo Park Municipal Water District covers the Sharon Heights neighborhood and most areas on the bay side of Middlefield Road. The Menlo Park Municipal Water District also covers the SRI International campus, Menlo Park Civic Center, and a small number of nearby residences on Barron, Thurlow, and Hopkins Streets. The O'Connor Tract Cooperative Water District serves a small area of Menlo Park, roughly bounded by Euclid Avenue, Woodland Avenue, Menalto Avenue, and properties on the bay side of O'Connor Street. A small area along Euclid Avenue is served by the Menlo Park Municipal Water District. California Water Service serves the remaining, mostly central portion of Menlo Park, including Downtown Menlo Park. A very small portion of Menlo Park is served by the Palo Alto Park Mutual Water Company. This area includes several properties on Menalto Avenue near US 101. Figure 11 shows the boundaries of the water districts serving Menlo Park.

Menlo Park Municipal Water District

The MPMWD serves approximately 40 percent of the City's population within the following four zones:

- The Lower Pressure Zone includes part of the Belle Haven neighborhood, Bay Road, and Willows neighborhood. This includes the business park area located along O'Brien Drive between Willow Road and University Avenue.
- The High Pressure Zone is located in Menlo Park between US 101 and the Bayfront Expressway and includes part of the Belle Haven neighborhood and M-2 Area business parks.
- The Upper Pressure Zone is geographically and hydraulically disconnected from other zones. It primarily serves the residential Sharon Heights neighborhood, the Sharon Heights Golf and Country Club, and the SLAC National Accelerator Laboratory.

In its 2010 Urban Water Management Plan (UWMP), MPMWD's demand projections assumed very modest residential growth and strong growth in the Commercial-Industrial-Institutional sectors. The MPMWD distribution system consists of 59 miles of water mains, 4,200 metered connections, two reservoirs, and one pump station. The MPMWD also maintains fire hydrants, backflow prevention devices, flushing points,

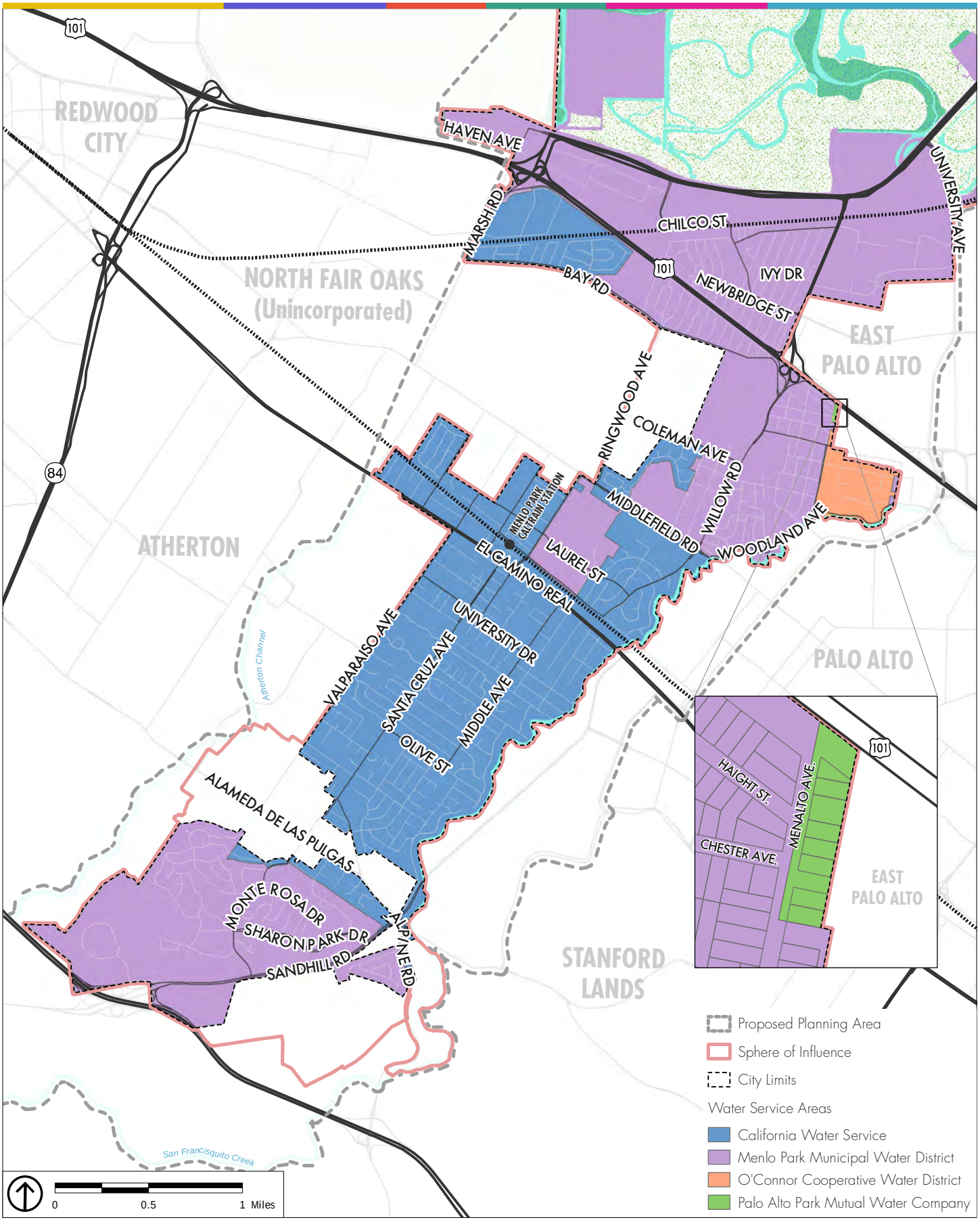

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FIGURE 11: WATER DISTRICT SERVICE AREAS

and service connections to the San Francisco Public Utilities Commission SFPUC, which controls access to water via the Hetch Hetchy pipeline right-of-way through Menlo Park.[34]

California Water Service Bear Gulch District (Cal Water BGD)

The California Water Service Company is an investor-owned public utility that provides water service to millions of customers in 24 separate water systems located across California. The particular system, or district, that serves portions of Menlo Park is known as the California Water Service Bear Gulch District, or Cal Water BGD. Cal Water BGD serves approximately 57,300 customers in several Peninsula communities, including the communities of Atherton, Portola Valley, Woodside, unincorporated portions of San Mateo County, and parts of Menlo Park (approximately 16,600 customers). In its 2010 UWMP, Cal Water BGD projected that the population in its service area would grow from 57,254 persons in 2010 to 64,573 in 2035 with an annual growth rate of 0.51 percent per year, which is slightly higher than the growth rate used in the City's UWMP.[35] The Cal Water BGD distribution system consists of 33 pressure zones, 57 booster pumps, 25 storage tanks and reservoirs, 1,865 hydrants, and 300 miles of main. Cal Water BGD tanks provide storage for more than 10 million gallons of potable water.[36]

O'Connor Tract Cooperative Water District

The O'Connor Tract Cooperative Water District (OTCWD) is a very small water district serving approximately 300 dwelling units in a small area near Menlo Park's border with East Palo Alto. To meet the demand of these households, OTCWD operates two wells in Menlo Park. The water from these wells historically has met applicable quality standards for drinking water without additional treatment. Estimated water-use levels in 2005 were 120 acre-feet per year (AFY) for OTCWD with a projected 2020 usage of 150 AFY.[37]

Palo Alto Park Mutual Water Company

Palo Alto Park Mutual Water Company (PAPMWC) serves a very small number of residential properties located on eight parcels in the vicinity of Menalto Avenue and US 101. PAPMWC is a non-profit mutual benefit corporation that is cooperatively owned by approximately 650 property owners. The water supply for PAPMWC is derived ground groundwater pumped from five wells within the service area. The rates of these pumps range from 125 to 800 gallons per minute (GPM). PAPMWC operates two storage tanks for

[34] City of Menlo Park, 2011. *Menlo Park Facebook Campus Project Draft EIR,* page 3.16-10.

[35] *Water Supply Assessment* for the City of Menlo Park Housing Element Update prepared by GHD, February 2013, pages 2-1 and 2-3.

[36] BAWSCA Annual Survey – FY 2006-07. http://bawsca.org/docs/0607_AP_CalWater_BG.pdf, accessed on January 4, 2013.

[37] Todd Engineers, 2005. *Feasibility of Supplemental Groundwater Resources Development, Menlo Park and East Palo Alto, California,* August. www.ci.east-palo-alto.ca.us/documentcenter/view/39, accessed November 2, 2014.

the pumped water, with capacities of 11,500 and 350,000 gallons. PAPMWC is not a public utility and only provides water to property owners within its service area.[38]

WATER SUPPLY

The major water supply source for both the MPMWD and the Cal Water BGD is the San Francisco Regional Water System (RWS), operated by the SFPUC, under the 2009 "Water Supply Agreement between the City and County of San Francisco and Wholesale Customers in Alameda County, San Mateo County, and Santa Clara County." The RWS is predominantly from the Sierra Nevada, delivered through the Hetch Hetchy aqueducts, but also includes treated water produced by the SFPUC from its local watersheds and facilities in Alameda and San Mateo Counties. In June 2009 the City of Menlo Park entered into an agreement with the SFPUC that implemented a new system for allocating water during water shortages, such as drought years. This allocation system accounts for usage by both wholesale and retail customers in the SFPUC service area and specific reductions in use would be determined by water availability and projected demand at the time a water shortage is declared.

The MPMWD Individual Supply Guarantee (ISG) is 4.465 MGD (4,993 AFY), and the Cal Water ISG is 35.68 MGD (39,967 AFY). Cal Water BGD receives between 11.45 and 12.85 MGD or about one-third of the total Cal Water ISG. In addition, the Cal Water BGD obtains surface water from the Bear Gulch Creek at approximately 1,260 AFY in a normal year, 351 AFY in a single dry year, and 609 AFY in a multiple dry year. The MPMWD does not have an additional water source, but is evaluating several well sites that could produce up to 3,000 gallons per minute (GPM) in order to supplement its emergency potable and fire water supply.

A Water Supply Assessment (WSA) prepared for the 2013 Housing Element Update, General Plan Consistency Update, and Zoning Ordinance Amendments Environmental Assessment assumed that the population in the City's service area would increase by 6,800 from 2010 to 2035 based on projections from the Association of Bay Area Governments (ABAG). This would equate to an annual growth rate of 0.8 percent, which is higher than the projections in the MPMWD and Cal Water BGD's UWMPs (0.42 and 0.51 percent, respectively). The WSA assumed the multi-family demand factor of 0.1255 AFY (112 gallons per day per dwelling unit) for the Plan Components based on the City's recent El Camino Real/Downtown Specific Plan Environmental Impact Report (EIR).[39]

The MPMWD has prepared a Water Shortage Contingency Plan, as part of the MPMWD's Urban Water Management Plan, which contains measures to reduce demand by up to 50 percent in the case of drought or

[38] Palo Alto Park Mutual Water Company, http://www.paloaltoparkmutualwatercompany.com/, accessed December 12, 2014

[39] *Water Supply Assessment* for the City of Menlo Park Housing Element Update prepared by GHD in March 2013, page 4-3.

emergency. MPMWD would implement its Drought Contingency Plan to manage the shortages in multiple dry years if necessary.

SANITARY SEWER

The West Bay Sanitary District (WBSD) provides wastewater collection and conveyance services to Menlo Park, Atherton, Portola Valley, and areas of East Palo Alto, Woodside, and unincorporated San Mateo and Santa Clara counties. Small areas along Haven Avenue are served by the Fair Oaks Sewer Maintenance District (FOSMD), and small portions of the Willows neighborhood in the O'Connor area are served by East Palo Alto Sanitary District (EPASD). WBSD collected wastewater is treated by Silicon Valley Clean Water (SVCW), which is the Joint Powers Authority that owns and operates a regional Waste Water Treatment Plant (WWTP) in Redwood Shores. The SVCW also operates the pump stations that are located at the terminus of each member's collection system. The Joint Powers Authority governing members include WBSD and the cities of Redwood City, San Carlos, and Belmont.

The WBSD service area encompasses approximately 8,325 acres and includes approximately 19,000 service connections to serve a population of 52,900.[40] The WBSD conveys raw wastewater to SVCW for treatment through the Menlo Park Pump Station and force main.[41] The SVCW then discharges treated water to the San Francisco Bay.[42]

Wastewater Collection

The WBSD operates and maintains approximately 200 miles of gravity sewer mains in size from 6 to 54 inches in diameter.[43] The system serves more than 19,000 connections, including residential, commercial, and industrial users, and contains 150 miles of private lateral sewers.[44]

The WBSD owns and operates 12 pump stations ranging in capacity from 110 to 2,500 gallons per minute (GPM).[45] As a precaution, pump stations have redundant pumping equipment and standby generators, and the WBSD has additional emergency standby generators and bypass pumps as part of its mobile emergency

[40] West Bay Sanitary District, 2011. *Wastewater Collection System Master Plan,* prepared by West Yost Associates.
[41] West Bay Sanitary District, About Us. http://www.westbaysanitary.org/, accessed December 6, 2012.
[42] South Bayside Systems Authority, About Us, http://www.sbsa.org/about-us/, accessed December 31, 2012.
[43] West Bay Sanitary District, 2011. *Wastewater Collection System Master Plan,* prepared by West Yost Associates.
[44] West Bay Sanitary District, 2011. *Wastewater Collection System Master Plan,* prepared by West Yost Associates.
[45] West Bay Sanitary District, 2011. *Wastewater Collection System Master Plan,* prepared by West Yost Associates.

response equipment.[46] The average age of components in WBSD's collection system is 50 years, with a current expected life span of approximately 90 years.[47]

The WBSD's system flows from the hills to the bay and terminates at the Menlo Park Pump Station, which is owned by the WBSD, operated by SVCW, and located at the entrance to Bedwell Bayfront Park near the San Francisco Bay. The Menlo Park Pump Station conveys wastewater via main line trunk to SVCW's WWTP.[48]

Wastewater Treatment

The SVCW WWTP treats raw wastewater from Menlo Park and other communities and discharges to the deep water channel of the San Francisco Bay.[49] The WWTP is designed to remove more than 97 percent of all solids, organic material, and pathogens from the wastewater through physical and biological processes.[50]

The SVCW's WWTP has an existing dry weather capacity of 27 MGD and wet weather capacity of 71 MGD. On average in 2009, the WWTP treated 15 MGD in dry weather and 62 MGD in wet weather. Under its Stage 2 Expansion Program, the SVCW will increase WWTP capacity to 29 MGD dry weather capacity and 80 MGD wet weather capacity as needed.[51] The improvements under the SVCW's CIP are intended to accommodate regional development to year 2030.[52]

During the dry season, SVCW further treats some of the WWTP flow with coagulation and additional disinfection for use as recycled water for landscape irrigation in the SVCW service area.

Other Facilities

The WBSD owns four storage basins, named the Flow Equalization Facility (FEF), on approximately 20 acres at the bayside terminus of Marsh Road in Menlo Park. The two basins closest to the Menlo Park Pump Station are currently used to provide wet weather storage for the WBSD. The WBSD's primary wet weather storage facility, Pond 1, has an estimated capacity of less than 10 million gallons. This land and these basins were part of the WBSD's wastewater treatment facilities, prior to the forming of the SVCW in 1980.[53]

[46] West Bay Sanitary District, About Us. http://www.westbaysanitary.org/education/what-we-do, accessed October 22, 2012.

[47] State Water Resources Control Board, *Order No. 2010-0014-DWQ.* http://www.waterboards.ca.gov/water_issues/programs/stormwater/docs/constpermits/wqo_2009_0009_factsheet.pdf, accessed September 28, 2012.

[48] West Bay Sanitary District, 2011. *Wastewater Collection System Master Plan,* prepared by West Yost Associates.

[49] South Bayside Systems Authority, About Us. http://www.sbsa.org/about-us/, accessed December 31, 2012.

[50] South Bayside Systems Authority, About Us. http://www.sbsa.org/about-us/, accessed December 31, 2012.

[51] Teresa Herrera, South Bayside Systems Authority. Personal correspondence with PlaceWorks, January 21, 2013.

[52] South Bayside Systems Authority, *10-Year Capital Improvements Plan,* Press Release. http://www.sbsa.org/storage/assets/CIP_Press_Release5-9-08.pdf.

[53] West Bay Sanitary District, 2011. *Wastewater Collection System Master Plan,* prepared by West Yost Associates.

The WBSD and SVCW have a lease agreement that allows SVCW to use the FEF during wet weather events. When needed, SVCW requests that the WBSD bypass the Menlo Park Pump Station and flow directly to the FEF. When SVCW system-wide flows have decreased after the wet weather event, the WBSD-owned transfer pump station returns stored flow back to the Menlo Park Pump Station. This transfer pump station, which is operated by SVCW, has a capacity of 8,660 GPM. [54]

PARK AND RECREATION FACILITIES

Public park and recreation facilities are an important facet of Menlo Park's high quality of life and are generally considered to be in adequate or good states of repair. Menlo Park currently has 265.1 acres of park space, and community and recreation facilities, with these facilities spread out across the city. Table 8 shows the acreages for all City park, recreation, and community facilities, and Figure 12 shows their locations.

A significant portion of Menlo Park's parkland is contained in Bedwell Bayfront Park, which also represents a potential opportunity for improvements to existing facilities. Going forward, planning for improvements to this and other park facilities will require carefully balancing competing needs. For example, Bedwell Bayfront Park could potentially benefit from increased tree cover and from new picnic facilities; however, such improvements could serve to attract birds of prey, which would impact the ecosystem of the park. Alternatively, improvements to the restrooms at Bedwell Bayfront Park could be carried out in an environmentally sensitive manner; however, although these upgrades have been considered by Capital Improvements Plans for the future, funding is not currently in place for the project.

Similarly, there are a number of improvements for parks and recreation facilities that are planned for in applicable Capital Improvements Plans, although funding has yet to be secured. For example, at Kelly Park, a new soccer field with new fixtures and turf has seen sustained high use, but a project to install a sound wall adjacent to the field has yet to receive funding. The Belle Haven Swimming Pool is another popular recreation facility where funding could allow for new upgrades. Originally designed for brief, seasonal use, the pool has become a year-round attraction, leading to a need for an improved heating system for the pool, new lighting, and expanded locker and shower facilities. Funding is currently in place to conduct an audit to determine the full extent of these needs; but the additional funding necessary to make improvements to the pool has not yet been secured. In addition, dog park facilities in Menlo Park are in need of improvement. Currently, the softball field at Nealon Park doubles as both a ball field and as a dog park during weekday mornings. Although this arrangement has worked for some time, a need to separate facilities is contemplated in the Capital Improvements Plan.

[54] West Bay Sanitary District, 2011. *Wastewater Collection System Master Plan,* prepared by West Yost Associates.

TABLE 8 PARK, RECREATION, AND COMMUNITY FACILITIES IN MENLO PARK

Facility Name	Acreage
CITY PARK FACILITIES	
Bedwell Bayfront Park	155
Burgess Park	9.3
Fremont Park	0.4
Hamilton Park	1.2
Jack W. Lyle Park	4.6
Joseph P. Kelly Park	8.3
Market Place Park	1
Nealon Park	9
Seminary Oaks Park	3.5
Sharon Hills Park	12.5
Sharon Park	9.8
Stanford Hills Park	3.1
Tinker Park	0.5
Willow Oaks Park	2.6
Subtotal	**220.8**[a]
COUNTY PARK FACILITIES	
Flood Park	24.1
Total of All Park Facilities	**245**
CITY RECREATION/COMMUNITY FACILITIES	
Belle Haven Child Development Center	0.7
Belle Haven Community Library	0.6
Belle Haven Neighborhood Service Center and Substation	0.1
Menlo Park Civic Center	14.7 [b]
Onetta Harris Community Center	3.9
Total of Recreation/Community Facilities	20.1
Grand Total	**265.1**

a. Subtotal has appearance of being off by 0.1 acres due to rounding errors.
b. Acreage for this facility excludes Burgess Park acreage.
Source: City of Menlo Park Zoning Map data and PlaceWorks, 2014.

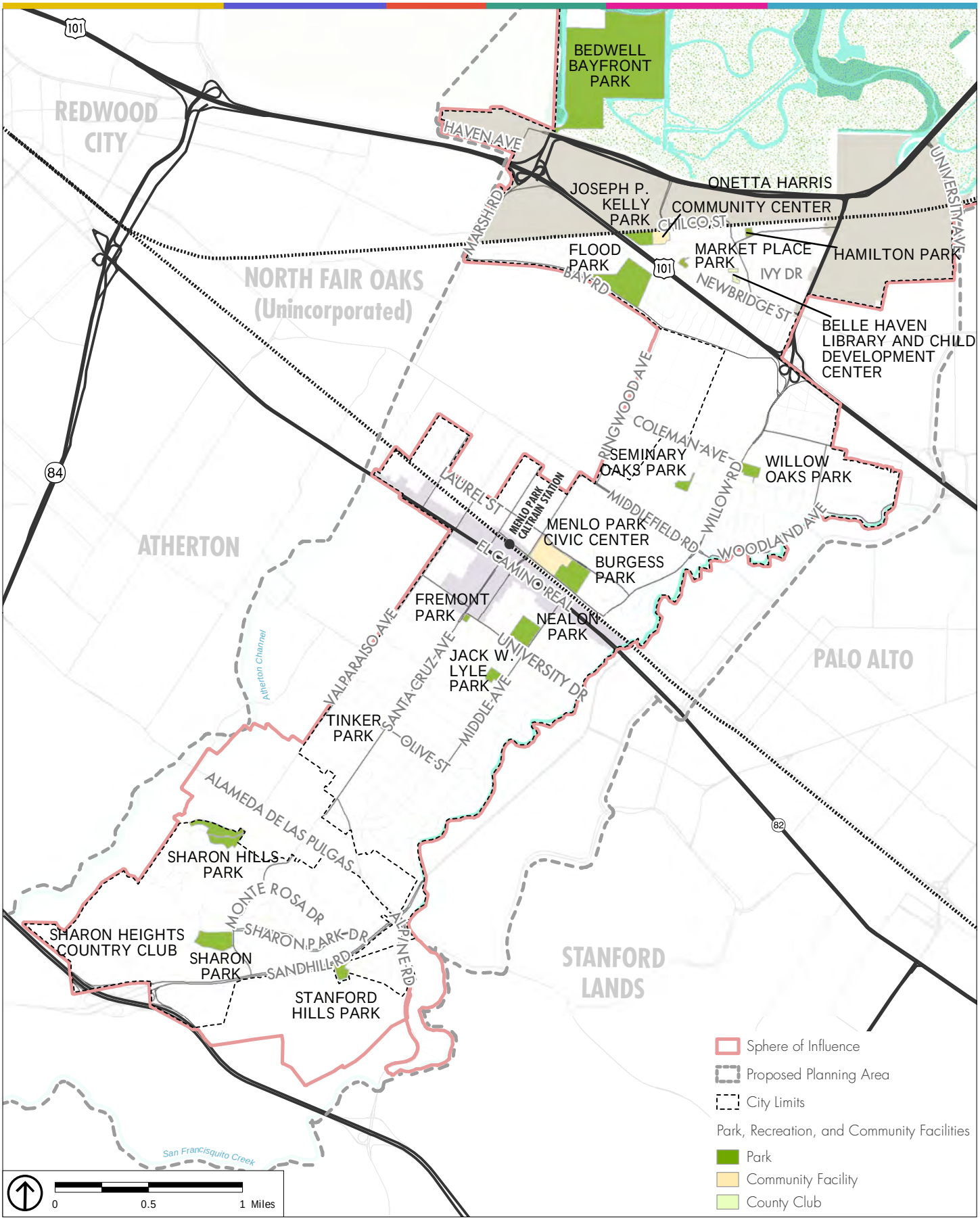

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FIGURE 12: PARK, RECREATION, AND COMMUNITY FACILITIES

Additional underserved service needs in Menlo Park include child care and senior center services. With regard to Senior Centers, operating hours are currently limited to 9:00 a.m. to 3:00 p.m., but there are members of the senior population who could benefit from extended hours of operation. Additional staff and staff training could allow future service expansions, potentially including additional capacity to host and provide support for special-needs populations. Similarly, childcare programs for low-income households in Belle Haven are currently at capacity and experience long waiting lists for childcare at the more highly subsidized slots serving the lowest income categories. Additional funding for new classroom space and staff positions at the Belle Haven childcare center could allow for capacity increases that would help reduce or eliminate waitlists.

LIBRARY

Menlo Park libraries are part of the Peninsula Library System, a regional library cooperative which offers access to a wide variety of materials and databases shared by member libraries. Menlo Park operates two libraries that provide a diversity of services to Menlo Park residents and visitors. The Menlo Park Main Library is a 34,200-square-foot building located at 800 Alma Street in the Menlo Park Civic Center. The Main Library has a collection of 200,000 plus items, and offers a variety of spaces, services, and equipment. Equipment includes 17 computers for adult use with internet and office software, nine computers dedicated to children's use (three of which include literacy software), a paired computer and flatbed scanner, Scanning and Reading Appliance (SARA), two printers, and a copier. Main library services include free wireless internet access, book borrowing, eBooks, eMagazines, database access, and a wide variety of programs for children and adults such as seven weekly storytimes for children and a monthly program for adults on Saturday, and special programs throughout the year. The library also has an active program for teenagers, including a teen advisory group, reading club, and special activities. As of this writing, the Main Library is open seven days a week, but is closed during federal holidays.

In 1999, the City opened a 3,600-square-foot branch library in the Belle Haven Elementary School at 413 Ivy Drive as part of a joint venture with Ravenswood City School District. The Belle Haven Branch offers a variety of services and equipment. The Belle Haven Library provides 13 computer terminals for public use, with an additional two catalog computers. The publically accessible computers feature full internet access, as well as office software, with several of the computers featuring English language learning software and educational children's computer games. The library also features a copy machine, and includes services such as free wireless internet access, book borrowing, eBooks, eMagazines and database access. The Belle Haven Branch is the site for English as a Second Language (ESL) classes through the library's Adult Literacy Program and also has a weekly storytime for children. The library is open five days a week, Tuesday through Saturday. The Belle Haven Library has a collection of 21,000 items, of which 30 percent are in Spanish language.

COMMUNITY HEALTH

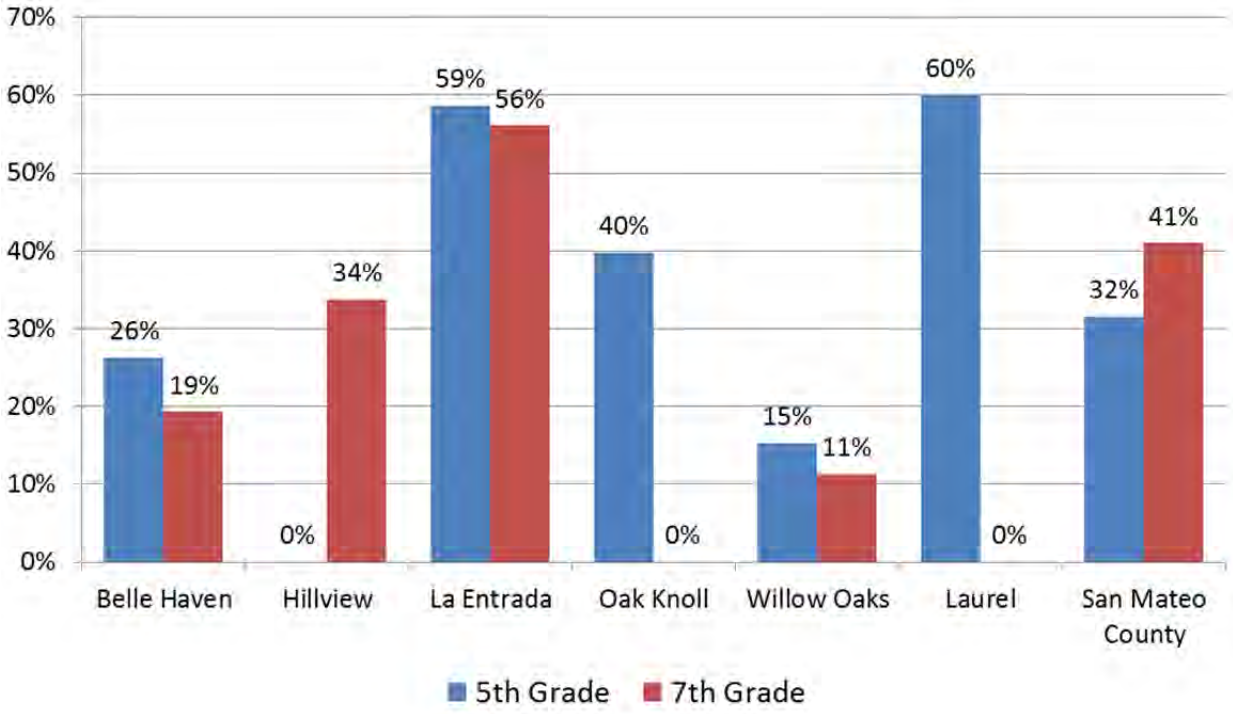
Local hospital discharge records indicate that there are disparities in how certain serious health conditions affect particular segments of the population in Menlo Park. Additionally, 2012 data from San Mateo County (the latest available) indicate that a higher percentage of births for households in the Belle Haven/M-2 Zoning Area are covered by Medi-Cal than for the City of Menlo Park as a whole. Land use and transportation policies in the General Plan can encourage healthier and more active lifestyles, and improve environmental factors that contribute to chronic health problems, such as asthma and heart disease. Active modes of transportation, such as biking and walking, and access to healthy food are potential issues that could be addressed by updated General Plan policies. Physical fitness of local students serves as an indicator of how land use and development may be influencing health outcomes, with lower fitness scores tending to be associated with schools in socioeconomically disadvantaged areas of Menlo Park. Childhood fitness can be an early indicator of potential lifelong health disparities. Table 9 illustrates selected community health statistics for Menlo Park and Figure 13 shows the percent of students meeting "6 of 6 'Healthy Fitness Zone'" Standards at selected schools in Menlo Park and surrounding areas.

TABLE 9 HOSPITALIZATION RATES [A] FOR 94025 AND SAN MATEO COUNTY FOR SELECTED ILLNESSES

	Asthma	COPD[b]	Diabetes	Heart
San Mateo County	7.0	7.0	8.8	72.8
Menlo Park 94025	5.4	5.5	4.4	60.4
Asian Pacific Islander	0	0	0	35.8
Black	0	0	0	108.4
Latino	9.5	0	6.8	25.7
Other	0	0	0	32.0
White	3.6	5.4	2.4	60.1

a. Numbers expressed in discharges per 10,000 population.
b. Chronic obstructive pulmonary disease
Source: Office of Statewide Health Planning and Development (OSHPD), 2010, Hospitalization discharge data (2010).

FIGURE 13 PERCENTAGE OF STUDENTS MEETING "6 OF 6 'HEALTHY FITNESS ZONE'" STANDARDS



Source: San Mateo County, 2014.

SUMMARY OF KEY FINDINGS

- **Regional Context.** Menlo Park's location on the Peninsula, in Silicon Valley, along US 101, and near the Dumbarton Bridge make it both highly desirable as a place to live and work, but also severely congested with traffic. Substantial opportunities exist to better integrate both existing and potential development with transportation improvements and a broader range of transportation options.
- **Land Use Pattern.** Most of Menlo Park maintains a predominantly single-family residential character, with industrial and business parks as the next most common land uses. Downtown and El Camino Real continue to serve as Menlo Park's commercial core, while smaller commercial nodes serve a number of neighborhoods. Parks and open space areas are well-used and could benefit from additional improvements and safe and convenient access to such facilities. The M-2 Area between US 101 and the Bay is experiencing rapid change as industrial buildings are no longer sought after and regional demand for technology, office, and research and development space is very strong.
- **Connectivity.** Menlo Park has multiple options for transit users and bicyclists, but US 101 and pass-through regional commute traffic create barriers to mobility. Minimal pedestrian and bicycle-

friendly facilities across US 101 in particular make these forms of transportation less convenient and discourage walking and biking.

- **Development Potential.** Existing zoning regulations limit the type of land uses in the M-2 Area, including a mix of residential and retail that could help limit traffic impacts. Additional development in the M-2 Area without offsetting community benefits would likely have impacts on mobility and connectivity. With rezoning to allow additional and different types of development, the M-2 Area could yield not only revenue to the City, but also direct support of programs that address traffic congestion, provide neighborhood-serving commercial uses, and support needed improvements to local parks, schools, libraries, other community-serving facilities and programs.
- **Community Health.** Individual health and fitness in Menlo Park is influenced by geographic factors, connectivity and mobility barriers, and development patterns. Updated General Plan and zoning provisions regarding land use and circulation would greatly assist in ensuring that all community members have access to high quality of life.

CIRCULATION

EXISTING CONDITIONS REPORT

PUBLIC REVIEW DRAFT

JANUARY 2015

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Public Review Existing Circulation Conditions Report

OVERVIEW

This report provides an overview of the City of Menlo Park's existing plans, policies, and regulations that affect circulation patterns in Menlo Park. It also describes the travel characteristics, roadway system, parking standards and management, pedestrian and bicycle networks, and public transit system in Menlo Park. In addition, the report focuses on key issues and opportunities in the M-2 Area and ends with a summary of key findings citywide.

One of the most significant transportation issues in Menlo Park is the amount of regional commute traffic that passes through the M-2 Area and Belle Haven, causing severe congestion as far south as Middlefield Road along Marsh and Willow Roads in particular (see Table 5 of the Economics Report for a breakdown of commute flows denoting where Menlo Park Residents work and where Menlo Park workers live). A simple analysis of traffic to and from the Dumbarton Bridge using counts on Willow Road, Bayfront Expressway, and University Avenue during peak commute hours– and subtracting trips that did not originate from or travel to streets in the M-2 Area – indicates that 79 percent of morning peak and 88 percent of evening peak traffic is regional pass-through travel. These estimates might be affected slightly by vehicles turning into Belle Haven streets, both downward to reflect drivers going to and from homes, but also upward to include traffic cutting through Belle Haven at rush hour to bypass the major streets.

CURRENT PLANS, POLICIES, AND REGULATIONS

1994 CITY OF MENLO PARK GENERAL PLAN

The City of Menlo Park's most recent General Plan update occurred in 1994 and includes now outdated land use and traffic projections (only through 2010). The Circulation Element identified goals, policies, and actions, many of which were supportive of a balanced and multimodal transportation system as well as a Complete Streets approach (see Table 1). Circulation and transportation goals include:

- To maintain a circulation system using the Roadway Classification System that will provide for the safe and efficient movement of people and goods throughout Menlo Park for residential and commercial purposes.

TABLE 1 CURRENT GENERAL PLAN CIRCULATION AND TRANSPORTATION GOALS, POLICIES, AND ACTIONS

Goal/Policy #	Goal / Policy Text
Roadway Network	
Goal II-A	To maintain a circulation system using the Roadway Classification System that will provide for the safe and efficient movement of people and goods throughout Menlo Park for residential and commercial purposes.
Policy II-A-1	Level of Service D (40 seconds average stopped delay per vehicle) or better shall be maintained at all City-controlled signalized intersections during peak hours, except at the intersection of Ravenswood A venue and Middlefield Road and at intersections along Willow Road from Middlefield Road to US I 0 I.
Policy II-A-2	The City should attempt to achieve and maintain average travel speeds of 14 miles per hour (Level of Service D) or better on El Camino Real and other arterial roadways controlled by the State and at 46 miles per hour (Level of Service D) or better on US 101. The City shall work with Caltrans to achieve and maintain average travel speeds and intersection levels of service consistent with standards established by the San Mateo County Congestion Management Plan.
Policy II-A-3	The City shall work with Caltrans to ensure that average stopped delay on local approaches to State-controlled signalized intersections does not exceed Level of Service E (60 seconds per vehicle).
Policy II-A-4	New development shall be restricted or required to implement mitigation measures in order to maintain the levels of service and travel speeds specified in Policies II-A-I through II-A-3.
Policy II-A-5	The City shall employ appropriate modem technology traffic signal equipment with the objective of limiting average vehicle delay to Level of Service E (60 seconds average vehicle delay) on any approach to a City-controlled signalized intersection during peak hour periods and attempt to approach demand control during off-peak periods in conjunction with good fiscal planning.
Policy II-A-6	The City shall work with Caltrans to ensure they use appropriate modem technology traffic signal equipment on State routes with the objective of limiting average vehicle delay to Level of Service E (60 seconds average vehicle delay) on all minor approach movements during peak hour periods and attempt to approach demand control during off-peak periods in conjunction with good fiscal planning.
Policy II-A-7	All streets should operate consistent with the Roadway Classification System Guidelines in Part II of the General Plan. To protect local streets, the City shall develop and implement a Residential Traffic Management Program that defines a process to initiate and evaluate neighborhood traffic issues, identifies acceptable levels of traffic volumes, speed and diversion and establishes a process whereby the City will use good faith efforts to implement all reasonable design and traffic management improvements to attain traffic volumes on local residential streets not to exceed 1 ,500 to 2,500 vehicles per day depending on the size and characteristics of the street. In order to determine priority of funding and urgency, the Residential Traffic Management Program shall include a point system that includes rating of streets based on such criteria as speed, volume, accidents, near-accidents, and pedestrian activities. Any proposed design or traffic management improvements should not divert a substantial volume of traffic to other Menlo Park streets of the same or lower classification. Any proposed design changes or traffic management improvements shall invite public input from all residents living on adjacent streets which might be affected by any traffic management improvements and/or design changes which could divert traffic onto their street.
Policy II-A-8	New development shall be reviewed for its potential to generate significant traffic volumes on local streets in residential areas and shall be required to mitigate potential significant traffic problems.
Policy II-A-9	The City shall establish, as a priority, the protection of local streets in residential areas from excessive speeding and excessive volumes of through traffic. For the purposes of this policy, 'through traffic' shall mean traffic having neither an origin nor a destination within the relevant neighborhood. Adequate capacity on arterial streets should be provided to encourage, to the extent possible, their use for Menlo Park residential traffic.
Policy II-A-10	The City shall review all plan lines on City streets.
Policy II-A-11	The City shall institute and maintain a congestion monitoring program for City and State facilities.

TABLE 1 CURRENT GENERAL PLAN CIRCULATION AND TRANSPORTATION GOALS, POLICIES, AND ACTIONS

Goal/Policy #	Goal / Policy Text
Policy II-A-12	The City shall endeavor to provide for the safe, efficient, and equitable use of streets by pedestrians and bicyclists through good roadway design, maintenance, and effective traffic law enforcement.
Policy II-A-13	The City shall work with adjacent jurisdictions to secure adequate funding for improvements and to develop methods to reduce traffic impacts on a regional and subregional basis.
Policy II-A-14	The City staff shall work and consult actively with other agencies that have transportation impacts on the city of Menlo Park.
Policy II-A-15	The City shall carefully review and evaluate any proposal by the City of Palo Alto and/or Stanford University to connect Sand Hill Road to El Camino Real to evaluate the potential impacts and benefits of such connection on the City of Menlo Park. Included in such evaluation shall be an alternative analysis of a Sand Hill Road/El Camino Real intersection with and without a connection to Alma Street in Palo Alto as well as an analysis of no direct connection to El Camino Real north of the Stanford Shopping Center. It shall be the policy of the City to oppose any specific Sand Hill Road connection proposal unless (a) the City Council makes findings that the benefits of such proposal(s) outweigh the impacts to the City of Menlo Park and the San Francisquito Creek and (b) Sand Hill Road between Arboretum and El Camino Real remains a minimum distance of I 00 feet from the San Francisquito Creek. The City Council shall consider holding an advisory election on any specific proposal to connect Sand Hill Road to El Camino Real.
Policy II-A-16	The City shall work with appropriate agencies to improve the operation of the freeway and major arterials in the U.S. 1O1 / Bayshore corridor. The City opposes the use of Middlefield Road as an alternative route to relieve freeway congestion. The City supports the extension of the Bayfront Expressway as an appropriate method to provide alternative routes to the Bayshore Freeway. Adequate environmental protection for marsh and wetlands along the route should be provided.
Policy II-A-17	The City shall work cooperatively with the County Congestion Management Agency on the implementation of the Countywide Congestion Management Program and Deficiency Plans. The City will not add any more City streets or intersections to the Countywide Congestion Management Program without a public vote.
Policy II-A-18	The City shall conduct a thorough feasibility study of the grade separation projects included in the Measure A sales tax expenditure plan, including all impacts of such proposed projects and alternatives to the proposed projects, and shall support only those grade separations that provide sufficient traffic and rail service benefits to offset potential negative impacts to the community. The City shall evaluate all alternatives to any grade separations and shall attempt to gauge public opinion, possibly through an advisory election, before proceeding with a grade separation project. Any approval of a grade separation project shall include findings specifying why the alternatives are not suitable and the reasons for proceeding with the grade separation project.
Policy II-A-19	It shall be the intent of the City to design traffic improvement projects to preserve and improve the aesthetics of the city.
Public Transit	
Goal II-B	To promote the use of public transit.
Policy II-B-1	The City shall consider transit modes in the design of transportation improvements and the review and approval of development projects.
Policy II-B-2	As many activities as possible should be located within easy walking distance of transit stops, and transit stops should be convenient and close to as many activities as possible.
Policy II-B-3	The City shall promote improved public transit service and increased transit ridership, especially to office and industrial areas and schools.
Policy II-B-4	The capacity and attractiveness of the commuter railroad service should be increased, and rights-of-ways for future transit service should be protected.

TABLE 1 CURRENT GENERAL PLAN CIRCULATION AND TRANSPORTATION GOALS, POLICIES, AND ACTIONS

Goal/Policy #	Goal / Policy Text
Policy II-B-5	The City shall work with appropriate agencies to agree on long-term peninsula transit service that reflects Menlo Park's desires and is not disruptive to the city.
Policy II-B-6	The City shall support extension of Cal Train to the Market Street area in San Francisco.
Policy II-B-7	The City shall oppose termination in Menlo Park of any future extension of BART.
Transportation Demand Management	
Goal II-C	To promote the use of alternatives to the single occupant automobile.
Policy II-C-1	The City shall work with all Menlo Park employers to encourage employees to use alternatives to the single occupant automobile in their commute to work.
Policy II-C-2	The City shall provide information to existing and new Menlo Park employers to assist their employees in identifying potential carpools, transit alternatives and other commute alternatives.
Policy II-C-3	The City will consider working with the school districts to encourage alternatives to single occupancy vehicle use, such as carpools and vanpools, for trips being generated by local schools.
Policy II-C-4	The City shall coordinate its transportation demand management efforts with other agencies providing similar services within San Mateo County.
Policy II-C-5	The City shall identify potential funding sources, including the Bay Area Air Quality Management District, to supplement City and private monies to support transportation demand management activities of the City and local employers.
Policy II-C-6	The City shall, to the degree feasible, assist Menlo Park employers in meeting the Average Vehicle Ridership (A VR) targets established by the Bay Area Air Quality Management District.
Policy II-C-7	Commuter shuttle service between the industrial work centers and the Downtown Transportation Center should be maintained and improved, within fiscal constraints. The City shall encourage Sam Trans and other agencies to provide funding to support shuttle services.
Bicycles	
Goal II-D	To promote the safe use of bicycles as a commute alternative and for recreation.
Policy II-D-1	The City shall endeavor to maintain or improve roadway maintenance through debris removal, intersection sight clearance and pavement quality on all streets and highways except those where bicycle access is prohibited.
Policy II-D-2	The City shall, within available funding, work to complete a system of bikeways within Menlo Park.
Policy II-D-3	The design of streets within Menlo Park shall consider the impact of street cross section, intersection geometries and traffic control devices on bicyclists.
Policy II-D-4	The City shall require new commercial and industrial development to provide secure bicycle storage facilities on-site.
Policy II-D-5	The City shall encourage transit providers within San Mateo County to provide improved bicycle access to transit including secure storage at transit stations and on-board storage where feasible.
Pedestrians	
Goal 11-E	To promote walking as an commute alternative and for short trips.
Policy II-E-1	The City shall require all new development to incorporate safe and attractive pedestrian facilities on-site.
Policy II-E-2	The City shall endeavor to maintain safe sidewalks and walkways where existing within the public right-of-way.
Policy II-E-3	Appropriate traffic control shall be provided for pedestrians at intersections.

TABLE 1 CURRENT GENERAL PLAN CIRCULATION AND TRANSPORTATION GOALS, POLICIES, AND ACTIONS

Goal/Policy #	Goal / Policy Text
Policy II-E-4	The City shall incorporate appropriate pedestrian facilities, traffic control, and street lighting within street improvement projects to maintain or improve pedestrian safety.
Policy II-E-5	The City shall support full pedestrian access across all legs of an intersection at all signalized intersections which are City-controlled and at the signalized intersections along El Camino Real.
Policy II-E-6	The City shall prepare a safe school route program to enhance the safety of school children who walk to school.
Parking	
Goal II-F	To provide adequate parking in the Downtown area, especially for retail customers and CalTrain patrons.
Policy II-F-1	Adequate off-street parking should be required for all new development in the Downtown Area.
Policy II-F-2	Short-term retail customer parking shall be first priority for the allocation of parking spaces in Downtown parking plazas. Long-term employee parking shall be located in such a manner that it does not create a shortage of customer parking adjacent to retail shops.
Policy II-F-3	The City shall work with the Joint Powers Board to provide parking at the Downtown Transportation Center which is adequate and does not negatively impact nearby uses.

- To promote the use of public transit.
- To promote the use of alternatives to the single occupant automobile.
- To promote the safe use of bicycles as a commute alternative and for recreation.
- To promote walking as a commute alternative and for short trips.
- To provide adequate parking in the Downtown area, especially for retail customers and Caltrain patrons.

COMPLETE STREETS POLICY

Adopted in 2013, the Complete Streets Policy of the City of Menlo Park expresses the City's desire and commitment to create and maintain streets that provide safe, comfortable, and convenient travel for all categories of users and abilities through a comprehensive, integrated transportation network. The policy calls for all relevant departments and agencies of the City to work towards making Complete Streets practices a routine part of everyday operations, project approach, and programs. Additionally, Complete Streets infrastructure should be considered for incorporation into all significant planning, funding, design, approval, and implementation of any significant construction, reconstruction, or alteration of streets within the City.

COMPREHENSIVE BICYCLE DEVELOPMENT PLAN

The 2005 Menlo Park Comprehensive Bicycle Development Plan provides a blueprint for a citywide system of bike lanes, bike routes, bike paths, bicycle parking and other related facilities to allow for safe, efficient and convenient bicycle travel within the City and to regional destinations in the Bay Area. The purpose of the plan is to build on the success of previous bicycle infrastructure improvements by enhancing and expanding the existing bikeway network, connecting gaps, addressing constrained areas, and providing for greater local and regional connectivity.

NEIGHBORHOOD TRAFFIC MANAGEMENT PLAN

Established in 2004, the Neighborhood Traffic Management Plan (NTMP) is intended to provide consistent, citywide policies for neighborhood traffic management to ensure equitable and effective solutions that enhance the safety and livability of neighborhoods in Menlo Park. The document provides instruction for residents in identifying appropriate neighborhood traffic management measures such as driver education, enforcement, and physical improvements that can be utilized in addressing specific neighborhood traffic issues. An important component of the NTMP is to build consensus through neighborhood and stakeholder meetings, resident surveys, as well as trial installations prior to permanent installation of physical improvements.

SIDEWALK MASTER PLAN

The 2009 City of Menlo Park Sidewalk Master Plan serves as a guide for the allocation of capital, maintenance, administrative, and matching funds for sidewalk facilities. The primary purpose of the plan is to prioritize sidewalk installation by providing an inventory of existing gaps in the City's walkway network and identifying opportunities to close those gaps in the network. The plan applies prioritization criteria to establish rankings for sidewalk segments into areas of high, medium, and low need.

TRANSPORTATION IMPACT FEE

The City of Menlo Park updated its Transportation Impact Fee (TIF) program in 2009 to help fund transportation improvements that are needed in conjunction with new development. The intent of the fee is to maintain adequate service levels as new development places a strain on the existing transportation network. Transportation impact fees ensure that development pays a proportional fair share of the cost of the transportation infrastructure deemed necessary and reasonably related to accommodating the impact of

development in Menlo Park. The transportation impact fees collected may only be used for construction of new arterial streets, sidewalks, bicycle lanes, and other physical enhancements to the transportation network. The City can escalate the TIF rates for various land uses annually based on the Engineering News-Record (ENR) Construction Cost Index percentage change for San Francisco.

SAN MATEO COUNTY COMPREHENSIVE BICYCLE AND PEDESTRIAN PLAN

The 2011 San Mateo County Comprehensive Bicycle and Pedestrian Plan designates Pedestrian Focus Areas and a Countywide Bikeway Network. The plan identifies El Camino Real as the corridor in the county with the highest densities of population and employment, and thus pedestrian activity. The plan notes that the high level of through-movement along this corridor necessitates the need for bicycle and pedestrian improvements. Although biking, walking, and transit percentages in San Mateo County are lower than the averages for the Bay Area, Menlo Park has one of the highest percentages of commuters commuting by bicycle in the Bay Area. In 2000 this figure was 3.7 percent (three times the Bay Area average) and rose to 7.2 percent of workers in 2006-2008.

TRANSPORTATION DEMAND MANAGEMENT GUIDELINES

The City of Menlo Park Transportation Demand Management (TDM) Guidelines provides options for the City to encourage the use of innovative strategies to mitigate the traffic impact of new development projects. For projects that would create between 0.5 second and 1.0 second of delay to any impacted study intersections (with unmitigated significant traffic impacts), an exemption from the EIR review process may be granted if the project applicant is able to develop and implement acceptable TDM measures satisfactory to the City's Transportation Division. TDM measures identified in the Guidelines include, but are not limited to:

- Charging employees for parking
- Employer subsidized transit tickets
- Preferential parking for carpools/vanpools
- Employer shuttles
- Parking cash-out
- Shared parking
- Provision of bicycle storage and showers

In addition to the City's TDM Guidelines, the City/County Association of Governments of San Mateo County provides Congestion Management Program guidelines that must be followed for all development projects that a) generate a net 100 or more peak hour trips on the Congestion Management Program roadway network; and b) the project is subject to CEQA review. The C/CAG list of acceptable TDM measures is similar to the City Guidelines list.

EL CAMINO REAL/DOWNTOWN SPECIFIC PLAN

This El Camino Real/Downtown Specific Plan focuses on new development in an area well-served by transit with a host of mixed uses, it encourages transit and non-motorized modes to reduce reliance on single-occupant vehicles, minimize congestion, limit land dedicated to parking, and reduce greenhouse gas emissions. The specific plan envisions the following:

- A vehicular system that accommodates local traffic on El Camino Real.
- An integrated pedestrian network of expansive sidewalks, promenades and paseos along El Camino Real and within Downtown Menlo Park.
- A bicycle network that builds on existing plans and integrates more fully with Downtown and proposed public space improvements in the area.
- Modified parking rates for private development based on current industry standards.

The City is currently conducting a related study, the El Camino Real Corridor Study, to review potential transportation and safety improvements to El Camino Real between Sand Hill Road and Encinal Avenue. The study will evaluate potential impacts to traffic, active transportation, safety, parking and aesthetics.

TRAVEL CHARACTERISTICS

Travel characteristics are indicators of the success of a transportation system. A successful transportation system should balance all modes of travel, increase mobility and access, contribute to quality of life, and provide options for residents and workers. This section reviews current travel characteristics associated with Menlo Park in an effort to measure its current performance.

Journey-to-work mode splits are integral to understanding transportation habits and patterns in Menlo Park, representing 30% of all trips. As shown in Table 2, residents of Menlo Park typically drive alone at rates comparable to San Mateo County, whereas neighboring Santa Clara County exhibits higher drive-alone rates. Menlo Park commuters use alternative modes of transportation, including bicycling and working from home, at rates higher than San Mateo County residents. In addition, Menlo Park has proportionally more

public transportation users and bicyclists than neighboring cities in Santa Clara County. However, Menlo Park residents take public transportation and walk less than residents in other San Mateo County cities. These trends provide context for understanding vehicle ownership rates. Table 2 also provides trends over time, illustrating the significant increase in Menlo Park residents commuting by bike between 1990, when 3 percent cycled, and 2013, when 7 percent cycled to work.

TABLE 2 JOURNEY-TO-WORK MODE SPLIT

	City of Menlo Park			San Mateo County			Santa Clara County		
Journey-to-Work Mode Split	2013	2000	1990	2013	2000	1990	2013	2000	1990
Drive Alone	71%	76%	72%	70%	72%	72%	76%	77%	78%
Carpool	7%	7%	12%	11%	13%	13%	11%	12%	12%
Public Transportation	4%	4%	5%	9%	7%	7%	3%	4%	3%
Walk	3%	2%	3%	3%	2%	3%	2%	2%	2%
Bicycle	7%	4%	3%	1%	1%	1%	2%	1%	1%
Other means	0%	1%	1%	1%	1%	1%	1%	1%	1%
Work from home	9%	7%	3%	5%	4%	3%	5%	3%	3%

Source: US Census Bureau 2013 (2009-2013, 5-year average), 2000 and 1999 (Percentages may not total 100% due to rounding)

VEHICLE OWNERSHIP

As shown in Table 3, a greater percentage of Menlo Park households own one or two vehicles than the San Mateo countywide average, but fewer households in Menlo Park own more than three vehicles. Similar to trends nationwide, renter-occupied households own fewer vehicles than owner-occupied units. In Menlo Park, 9 percent of renter households are car-free, as compared to 1 percent of owners. The vast majority of owner-occupied households own two or more vehicles, whereas the majority of renters own no more than one vehicle.

TABLE 3 VEHICLE OWNERSHIP RATES

Number of Vehicles Available	Menlo Park Owner Occupied	Menlo Park Renter Occupied	San Mateo County Owner Occupied	San Mateo County Renter Occupied	Santa Clara County Owner Occupied	Santa Clara County Renter Occupied
No Vehicles	1%	9%	3%	10%	2%	8%
1 Vehicle	25%	49%	22%	44%	19%	42%
2 Vehicles	46%	35%	43%	33%	45%	36%
3+ Vehicles	27%	8%	31%	13%	34%	14%

As a percentage of total households, Menlo Park households own fewer vehicles on average than San Mateo County households at large. In Menlo Park, 13 percent of households do not own a vehicle, whereas only 3 percent of San Mateo County households and 5 percent of Santa Clara County households are car-free. In addition, Menlo Park households average fewer than two vehicles, and San Mateo County households average more than two vehicles.

Combining this information with the journey-to-work data, it is evident that Menlo Park is home to a population that relies on alternative modes of transportation. With nearly a quarter of the population walking, biking, and using public transportation, it is necessary to ensure transit connectivity and quality bicycle and pedestrian infrastructure. All streets cater to automobile traffic, while only some provide infrastructure for pedestrians, cyclists, and transit users. In school zones, streets are well-balanced, but key traffic corridors lack complete infrastructure for additional modes of transportation.

Figures 1 and 2, which depict vehicle ownership in Menlo Park by Census Tract, show that Downtown residents are less dependent on automobiles, with the highest rates of zero-car households.

SAFE ROUTES TO SCHOOL

The City of Menlo Park is home to four elementary/middle school districts, which cross into neighboring jurisdictions: Menlo Park City School District, Ravenswood City School District, Las Lomitas Elementary School District, and Redwood City School District. Figure 3 shows the locations of both public and private schools within Menlo Park and nearby communities.

Menlo Park City School District has been particularly active in promoting Safe Routes to School (SR2S) programs for Oak Knoll, Encinal, Hillview, Menlo, Sacred Heart, and St. Raymond's Schools, all of which rely on Valparaiso Avenue and surrounding streets. The program began in 1997 at Oak Knoll School, with plan updates in 2002 and 2013. Each plan identifies issues and opportunities, with the goal of obtaining grant funding for infrastructure improvements and programs at the schools. The Ravenswood City School District also has a SR2S program funded by the San Mateo County Office of Education and the City/ County Association of Governments of San Mateo County. The Ravenswood District promotes walking and bicycling to school through programs like Walking School Buses, Bicycle Trains, and various other special events.

Over the years, the Menlo Park City School District's SR2S program has reduced the number of automobile trips significantly. During the October 8, 2014 International Walk to School Day event, the District survey found 13 percent of students walk to school, 24 percent bicycle, 10 percent take public transit, 10 percent carpool, and 41 percent are driven alone by parents. Hillview School, in particular, has the highest rate of bicycling in the district, with an average of 36 percent, along with a high usage of public transportation

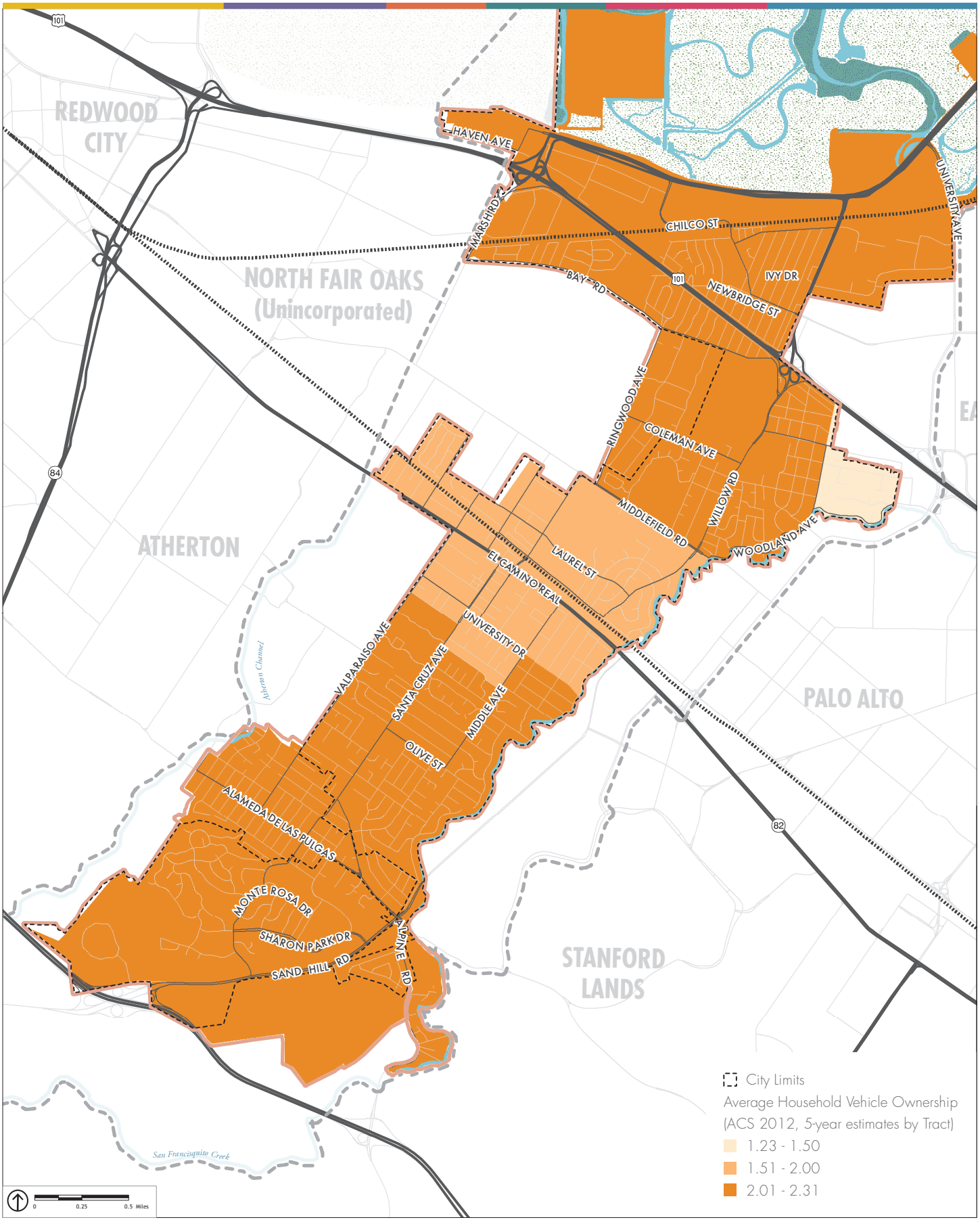

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FIGURE 1: AVERAGE VEHICLE OWNERSHIP BY CENSUS TRACT

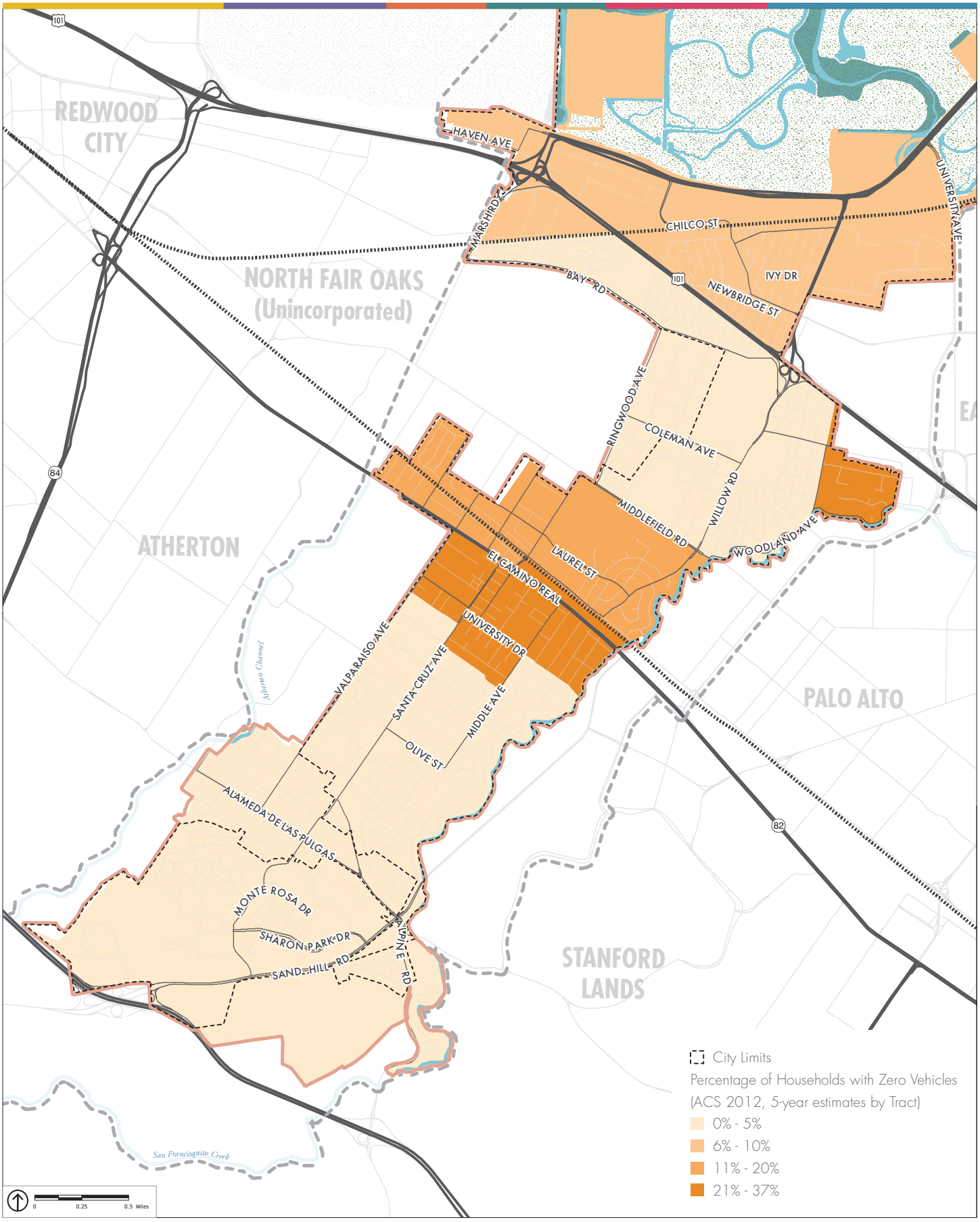

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FIGURE 2: ZERO VEHICLE HOUSEHOLDS BY CENSUS TRACT

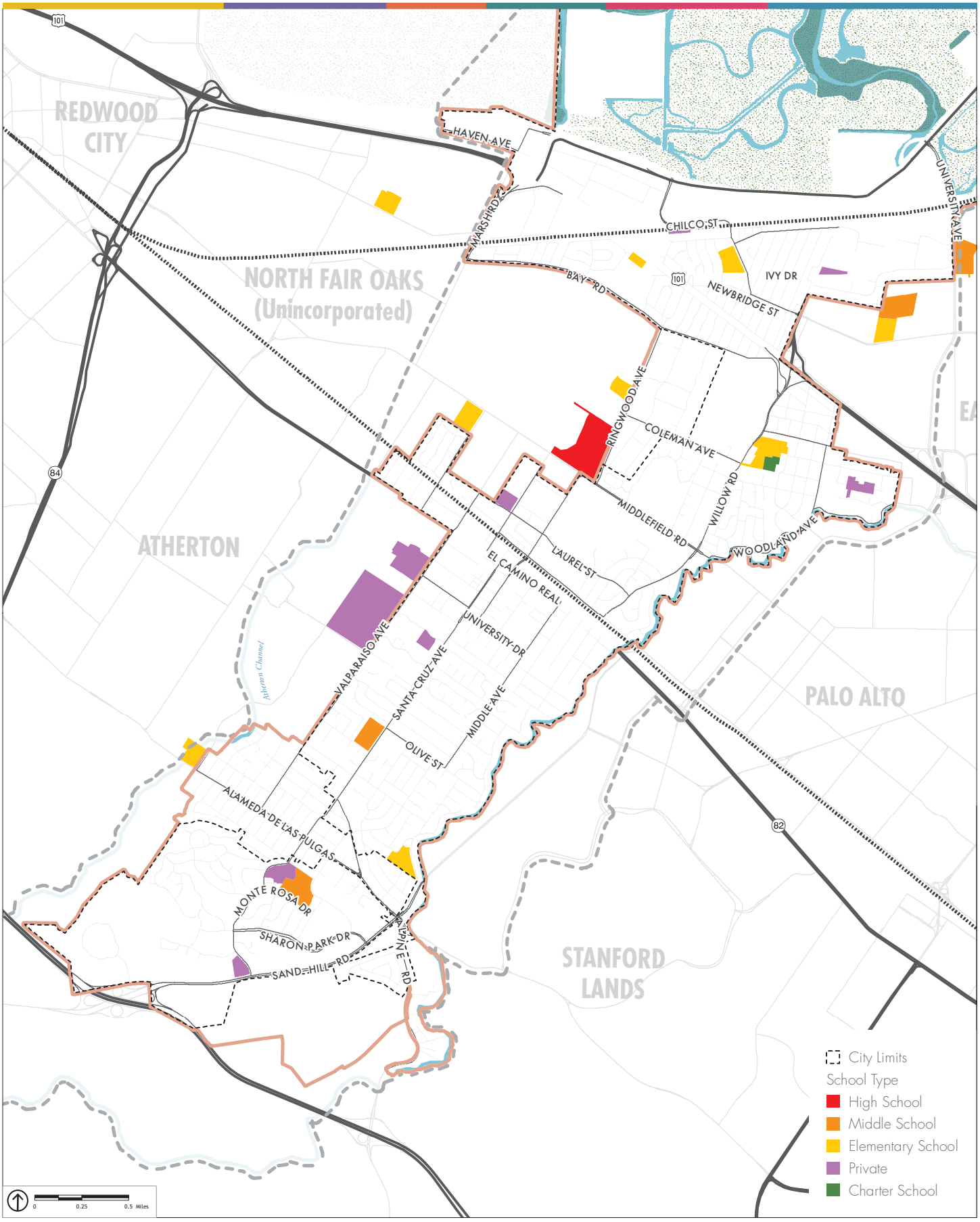

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FIGURE 3: SCHOOL LOCATIONS

(19 percent). The Safe Routes to School program has also encouraged public transportation for schools such as Encinal Elementary, where walking and bicycling infrastructure is beyond Menlo Park's control as the routes lie in neighboring Atherton. At Encinal, 13 percent of students use public transportation to travel to school.

In support of the SR2S program in Menlo Park, key streets around schools have restricted turns and parking during morning arrival and afternoon dismissal to reduce cut-through traffic and school drop-off traffic. This creates safer pedestrian and bicycling conditions by reducing potential automobile conflicts.

ROADWAY SYSTEM

DESCRIPTION OF ROADWAY NETWORK

The current General Plan designates a roadway classification system for the existing roadway network in the City of Menlo Park. It includes Freeway/Expressway, Primary Arterial, Minor Arterial, Collector and Local. Figure 4 shows the existing roadway network in the City of Menlo Park.

REGIONAL ROADWAY CONTEXT

Within Menlo Park, the following freeways/expressways/state highways are designated as Routes of Regional Significance:

- *US 101 (Bayshore Freeway)* is an eight-lane, north-south freeway that runs between Los Angeles, California and Olympia, Washington, and is a major regional freeway on the San Francisco Peninsula. It connects Menlo Park with the other cities on the Peninsula. There is one high occupancy vehicle (HOV) lane in both directions through Menlo Park. Two interchanges serve Menlo Park, at Willow Road and Marsh Road.
- *I-280 (Junipero Serra Freeway)* is an eight-lane, north-south freeway that connects San Jose with San Francisco. There is one HOV lane in both directions through Menlo Park. One interchange serves Menlo Park at Sand Hill Road.
- *Bayfront Expressway (SR 84)* is a six-lane, east-west expressway that connects the Peninsula to the east via the Dumbarton Bridge. Within the City of Menlo Park, it connects Marsh Road with the Dumbarton Bridge.

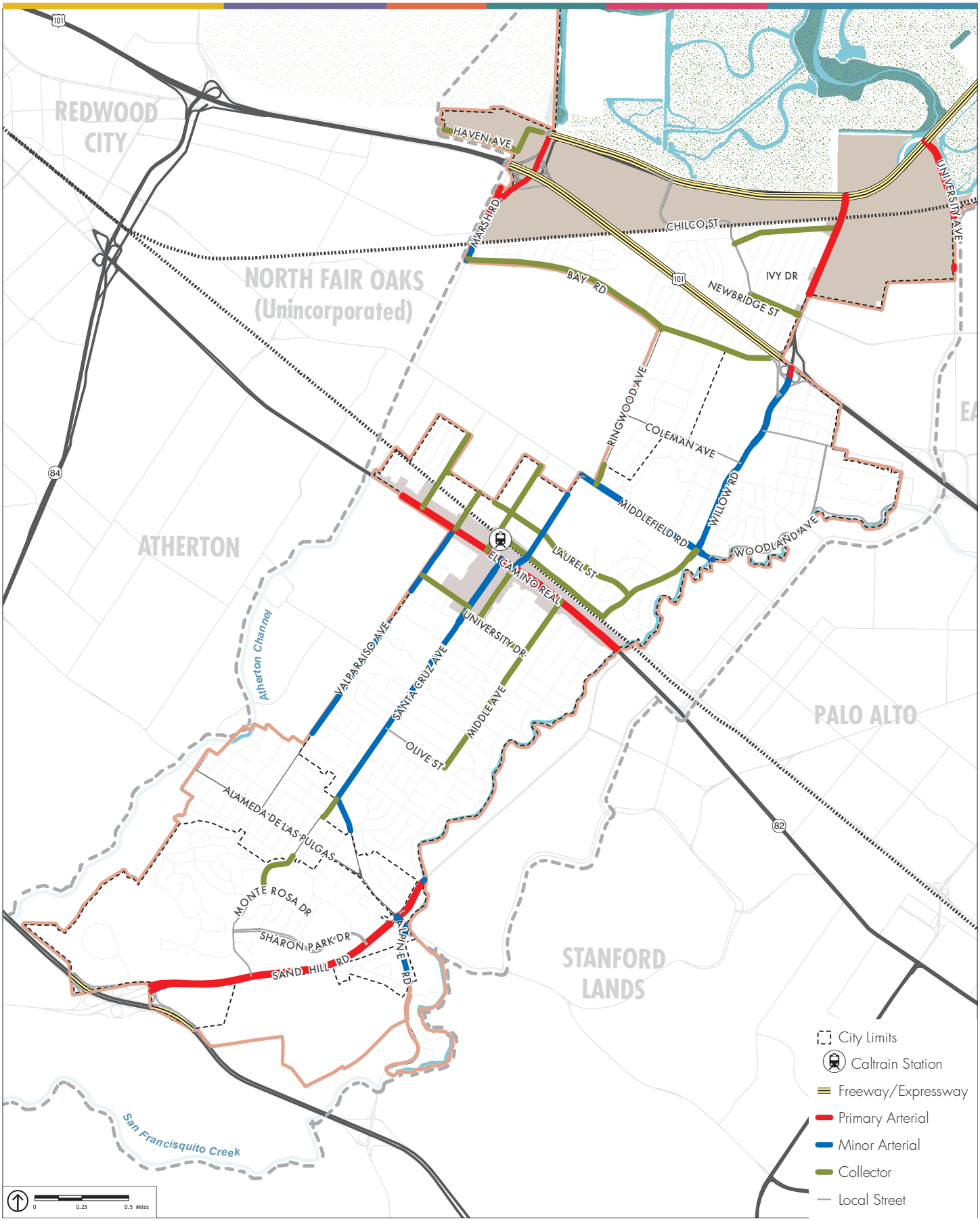

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FIGURE 4: CITY CIRCULATION SYSTEM

- *El Camino Real (SR 82)* is a primary north-south arterial that connects San Jose with San Francisco. It enters Menlo Park north of Sand Hill Road as a six-lane arterial, becomes a four-lane arterial near Downtown Menlo Park, and exits the city as a five-lane arterial (three southbound lanes and two northbound lanes) north of Encinal Avenue.

CITY OF MENLO PARK STREET SYSTEM

Freeways and Expressways

As designated in the Menlo Park General Plan, freeways/expressways are access-controlled or limited-access-controlled facilities that carry regional and/or sub-regional traffic. The following facilities are designated as freeways/expressways in Menlo Park (see Figure 4). Caltrans controls all of the below listed facilities.

TABLE 4 FREEWAYS/EXPRESSWAYS

Roadway	From	To
US 101	Marsh Road	Willow Road
I-280	N. City Limits	S. City Limits
Bayfront Expressway (SR 84)	Marsh Road	University Avenue

Primary Arterial Streets

Primary Arterial Streets serve major activity centers and high-volume traffic corridors within the urbanized area and accommodate a high proportion of through trips. Within Menlo Park, the following streets are designated as primary arterial streets:

TABLE 5 PRIMARY ARTERIAL STREETS

Roadway	From	To
El Camino Real (SR 82)[a]	Alejandra Avenue	S. City Limits
Junipero Serra Boulevard	Alpine Road	City Limits
Marsh Road	Bohannon Drive	Bayfront Expressway (SR 84)
Sand Hill Road	I-280	Santa Cruz Avenue
University Avenue (SR 109)[a]	City Limits	Bayfront Expressway (SR 84)
Willow Road (SR 114)[a]	City Limits	Bayfront Expressway (SR 84)

a. Caltrans controls this roadway.

Minor Arterial Streets

Minor Arterial Streets interconnect with and augment the freeway and primary arterial street network. Minor Arterial Streets provide greater access to abutting property and carry more locally-oriented traffic than do the Primary Arterial Streets. Within the City of Menlo Park, the following streets are designated as minor arterial streets:

TABLE 6 MINOR ARTERIAL STREETS

Roadway	From	To
Alpine Road	City Limits	Sand Hill Road
Marsh Road	Bay Road	Bohannon Drive
Middlefield Road	N. City Limits	S. City Limits
Ravenswood Avenue	El Camino Real (SR 82)	Middlefield Road
Sand Hill Road	Santa Cruz Avenue	San Francisquito Creek
Santa Cruz Avenue	Oakdell Drive	El Camino Real (SR 82)
Valparaiso Avenue	City Limits	El Camino Real (SR 82)
Willow Road	Middlefield Road	Bayshore Freeway (US 101)

Collector Streets

Collector Streets serve to channel traffic from local streets within residential, commercial, and industrial areas into the arterial system. The streets shown in Table 7 are designated as collector streets in Menlo Park.

Local Streets

Local Streets primarily carry traffic from the immediately adjacent land use and typically serve relatively low volumes of short trips. Within the City of Menlo Park, all streets not otherwise classified are designated local streets.

Plan Lines and Reserved Rights of Way

Through Municipal Code Chapter 13.16 and through reservations on subdivision maps, the City has identified locations on private property for potential future right-of-way improvements. Examples of corridors include Hamilton Avenue, Willow Road, Middlefield Road, Burgess Drive, Garwood Way, and Oak Grove Avenue. As part of the General Plan Update, the City may want to determine whether or not to

TABLE 7 COLLECTOR STREETS

Roadway	From	To
Alma Street	Willow Road	Oak Grove Avenue
Avy Road	Monte Rosa Drive	Santa Cruz Drive
Bay Road	Willow Road	Marsh Road
Bohannon Drive	Marsh Road	Scott Drive
Chilco Street	Constitution Drive	Bayfront Expressway (SR 84)
Chrysler Drive	Constitution Drive	Bayfront Expressway (SR 84)
Constitution Drive	Chilco Street	Chrysler Drive
Crane Street	Oak Grove Avenue	Menlo Avenue
Encinal Avenue	El Camino Real (SR 82)	City Limits
Glenwood Avenue	El Camino Real (SR 82)	Laurel Street
Hamilton Avenue	Chilco Street	Willow Road
Haven Avenue	Marsh Road	City Limits
Laurel Street	Willow Road	Glenwood Avenue
Menlo Avenue	University Drive	El Camino Real (SR 82)
Middle Avenue	Olive Street	El Camino Real (SR 82)
Newbridge Street	Willow Road	Chilco Street
O'Brien Drive	Willow Road	University Avenue
Oak Grove Avenue	University Drive	City Limits
Ringwood Avenue	Middlefield Road	City Limits
Scott Drive	Bohannon Drive	Marsh Road
Sharon Park Drive	Sand Hill Road	Monte Rosa Drive(East)
Sharon Road	Sharon Park Drive	Alameda de las Pulgas
University Drive	Middle Avenue	Valparaiso Avenue
Willow Road	Alma Street	Middlefield Road

abandon claims to certain land for future right-of-way and whether other land may be needed for other potential public right of way improvements, including bicycle and pedestrian access.

Emergency Response Routes

The Menlo Park Fire Protection District (MPFPD) identified Primary Emergency Response routes (see Figure 5) to better manage rapid deployment of emergency vehicles and maintain acceptable emergency response times for the community. These routes are used in response to emergency medical calls, vehicle accidents, hazardous materials incidents, and fire incidents. The specific routes were chosen to balance public safety, traffic calming, and emergency response issues. Special consideration should be given to the use of traffic calming devices and their impacts to emergency response vehicles on MPFPD primary response routes.

STUDY INTERSECTION LEVEL OF SERVICE

LEVEL OF SERVICE ANALYSIS METHODOLOGY

Level of service (LOS) is a qualitative description of intersection operations and is typically reported using an A through F letter rating system to describe vehicle travel delay and congestion. LOS A indicates free flow conditions with little or no vehicle delay, and LOS F indicates jammed conditions with excessive vehicle delays and long back-ups.

Operating conditions at the study intersections were evaluated using the 2000 Highway Capacity Manual (HCM 2000) Operations methodology. Peak-hour traffic operational conditions for signalized intersections are reported as average control delay for the overall intersection in seconds per vehicle with corresponding LOS. The LOS methodology is detailed in Appendix A.

PERFORMANCE METRICS

Under the local jurisdiction standards, the performance of an intersection or a segment is measured based on the following metrics:

Intersections are evaluated using a metric focused on average stopped delay per vehicle during peak hours. LOS D (40 seconds average stopped delay per vehicle) or better is to be maintained at all City-controlled signalized intersections during peak hours, except at the intersection of Ravenswood Avenue and Middlefield Road and at intersections along Willow Road from Middlefield to US 101.

The City attempts to achieve and maintain average travel speeds of 14 miles per hour (LOS D) or better on El Camino Real and other arterial roadways controlled by the State and 46 miles per hour (LOS D) or better on US 101.

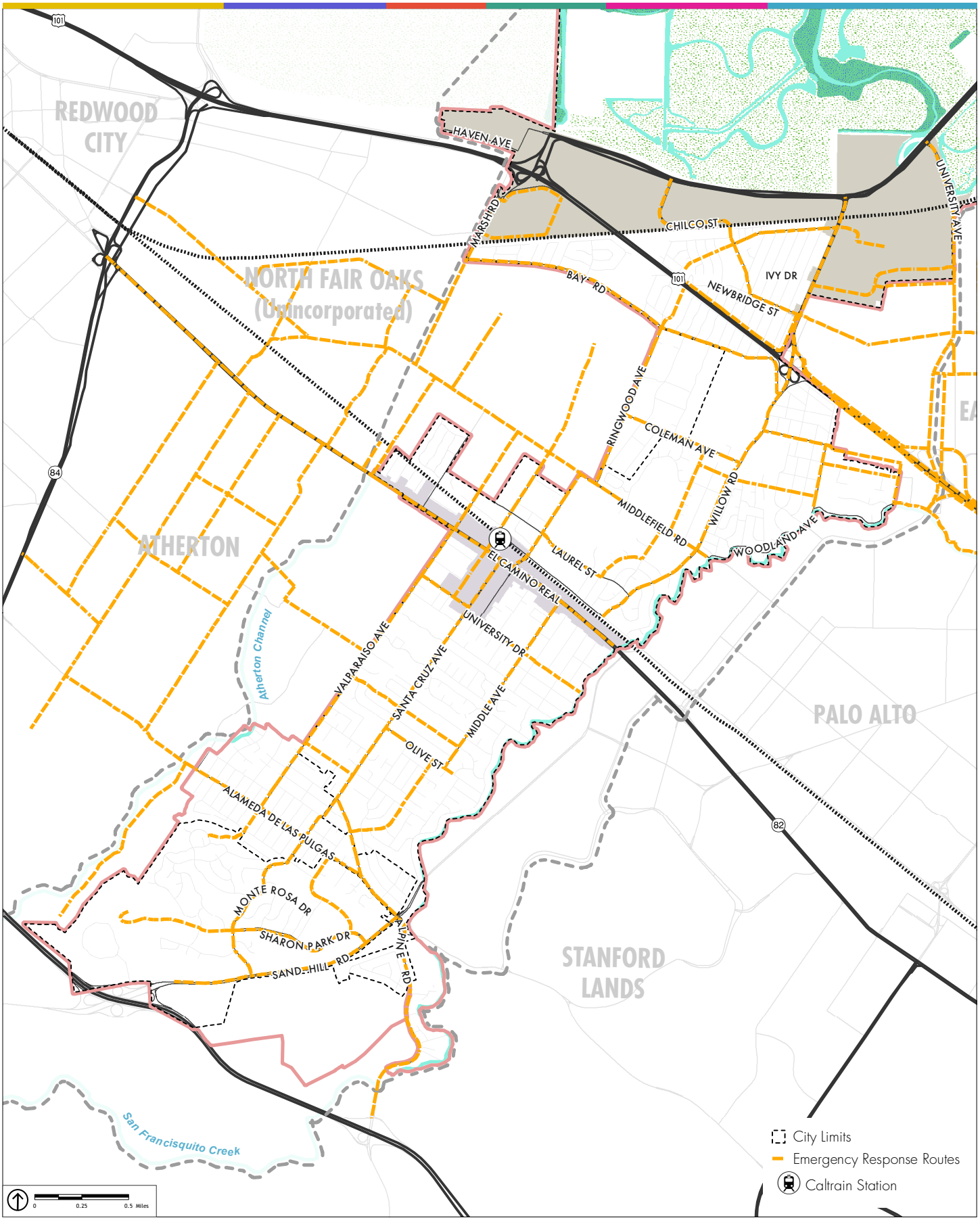

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FIGURE 5: EMERGENCY RESPONSE ROUTES

EXISTING PEAK HOUR VOLUMES

The vehicular turning movement volumes for all the 50 study intersections were received from the City of Menlo Park (see Figures 6-6D).

INTERSECTION LEVEL OF SERVICE ANALYSIS RESULTS

Table 8 summarizes the results of LOS Analysis. Detailed LOS calculations are contained in Appendix B.

EXISTING AVERAGE DAILY TRAFFIC VOLUMES

The existing average daily traffic volumes for all the 86 study segments were received from the City of Menlo Park. Table 9 summarizes current roadway segment and freeway segment average daily traffic (ADT), respectively. Appendix C includes the data sheets for the roadway segment ADT counts.

MULTI-MODAL LEVEL OF SERVICE

The State Office of Planning and Research is currently considering means other than LOS to measure transportation system performance. Potential metrics may include vehicle miles traveled, vehicle miles traveled per capita, automobile trip generation rates, and automobile trips generated. Another more detailed and data-intensive candidate is Multimodal Level of Service (MMLOS), which considers pedestrian, bicycle, and transit efficiency in addition to automobile delays. The 2010 Highway Capacity Manual (HCM) contains the most commonly used method for calculating MMLOS: a qualitative description of operations at intersections or along roadway segments characterizing perceptions of safety and quality of service. The metrics quantifying MMLOS vary by travel mode, and a separate rating is given for each mode.

Examples of types of measurements used in the MMLOS methodology include but are not limited to: quality of the pavement and perceived separation for bicycle LOS, bus stop amenities and waiting times for transit LOS, and perceived separation between pedestrians and vehicles as well as average intersection delay for pedestrian LOS. It should be noted that there are limitations in this method, including lacking qualitative measures of the surrounding infrastructure and environment as well as the assumption that the conditions analyzed are in a steady state. The 2010 HCM method was tested on a few case study segments and intersections in Menlo Park by calculating the MMLOS for pedestrians, bicyclists, and transit service. The findings illustrated some limitations with the methodology. For example, one travel direction of the Marsh Road/Bayfront Expressway intersection scored as well for pedestrian LOS as the Laurel Street/Oak Grove Avenue intersection, which highlights the importance of analyzing each travel direction for each mode. In

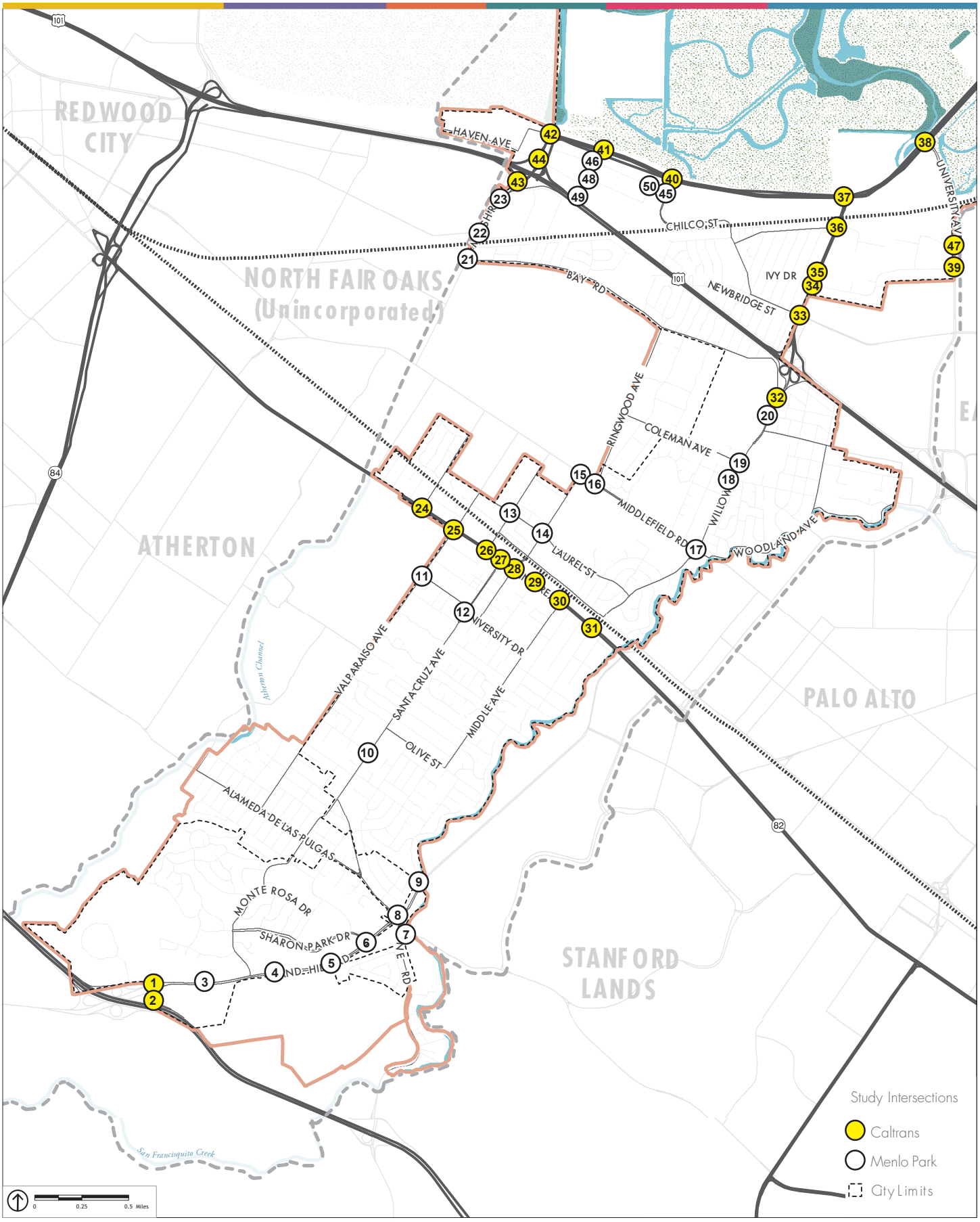

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FIGURE 6: STUDY INTERSECTIONS

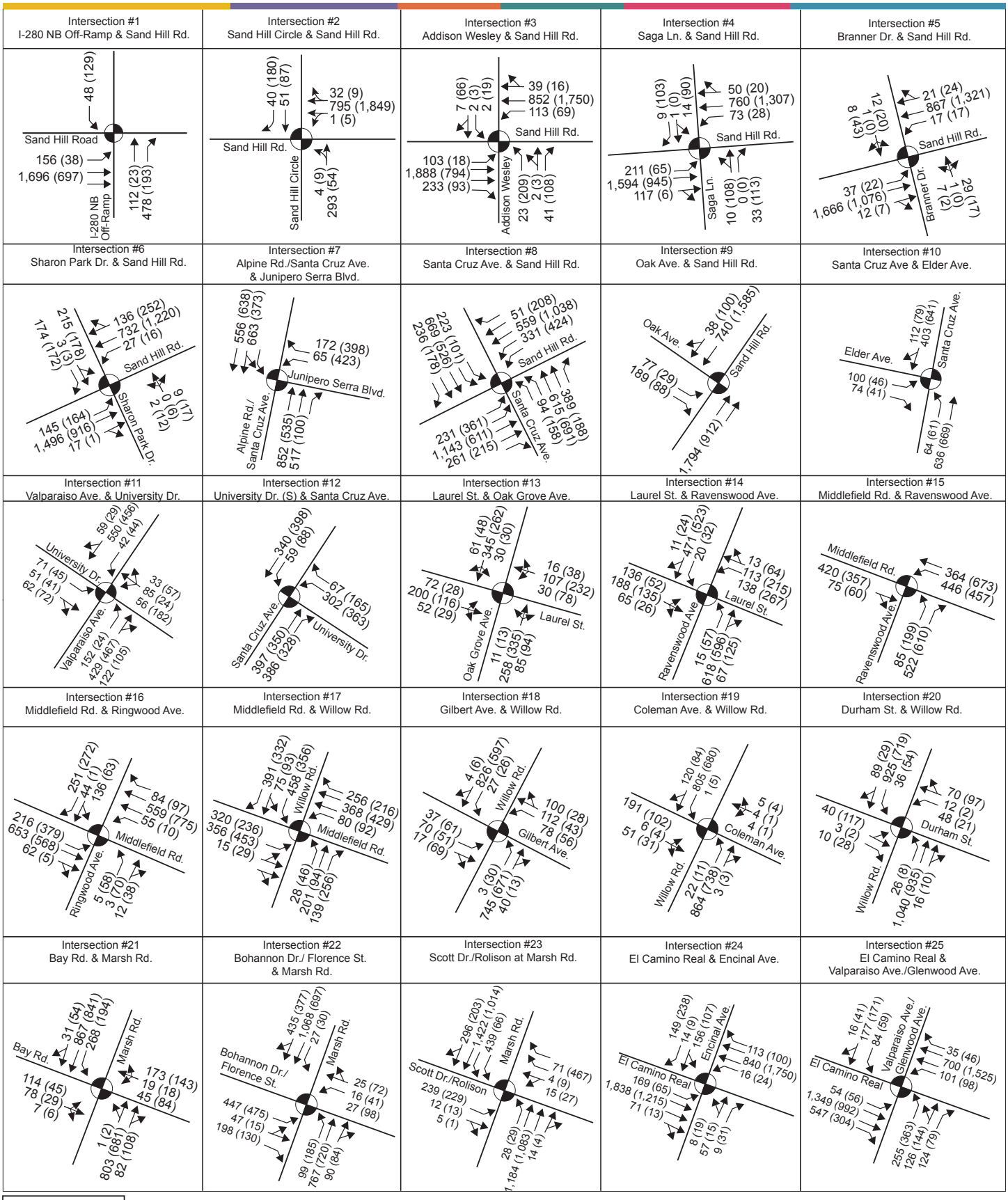

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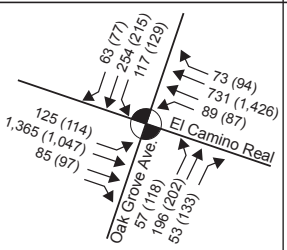
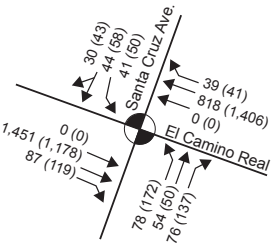
FIGURE 6-A: TRAFFIC VOLUMES, LANE GEOMETRY, AND TRAFFIC CONTROLS

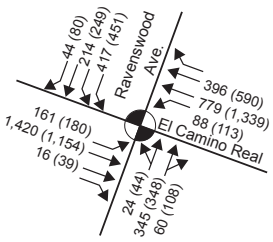
Intersection #26
El Camino Real & Oak Grove Ave.



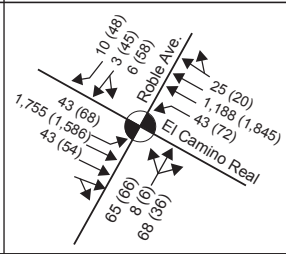
Intersection #27
El Camino Real & Santa Cruz Ave.



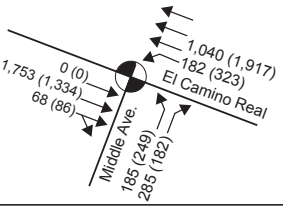
Intersection #28
El Camino Real & Ravenswood Ave.



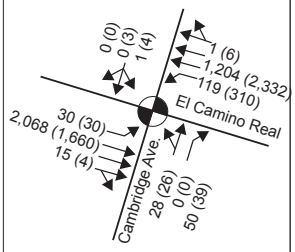
Intersection #29
El Camino Real & Roble Ave.



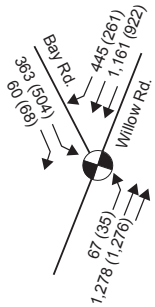
Intersection #30
El Camino Real & Middle Ave.



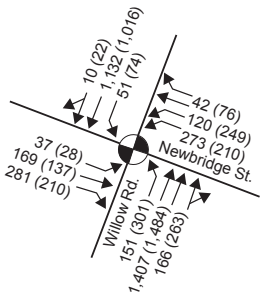
Intersection #31
El Camino Real & Cambridge Ave.



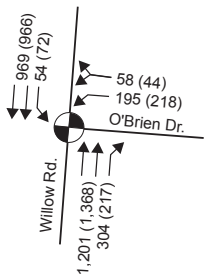
Intersection #32
Bay Rd. & Willow Rd.



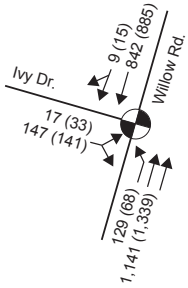
Intersection #33
Newbridge St. & Willow Rd.



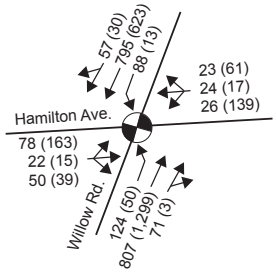
Intersection #34
O'Brien Dr. & Willow Rd.



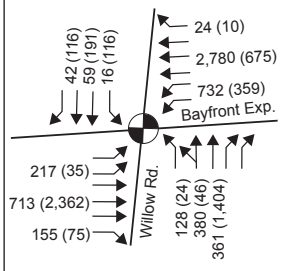
Intersection #35
Ivy Dr. & Willow Rd.



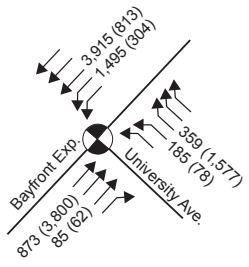
Intersection #36
Hamilton Ave. & Willow Rd.



Intersection #37
Bayfront Exp. & Willow Rd.



Intersection #38
Bayfront Exp. & University Ave.



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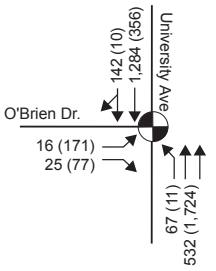

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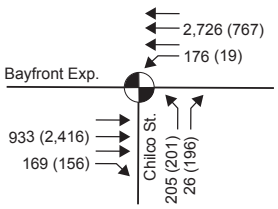
Bayfront Exp. & Chilco St.



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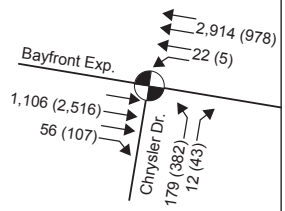
Bayfront Exp. & Chrysler Dr.



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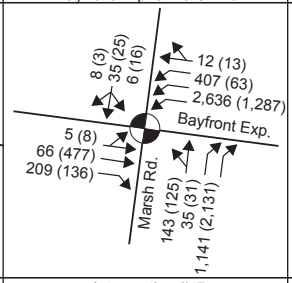
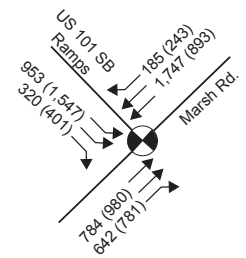
Bayfront Exp. & Marsh Rd.



Intersection #43
US 101 SB Ramps & Marsh Rd.



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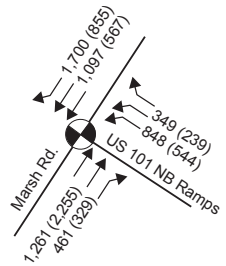
US 101 NB Ramps & Marsh Rd.



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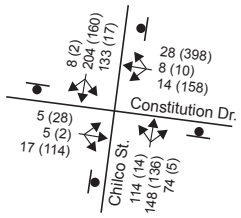
Chilco St. & Constitution Dr.



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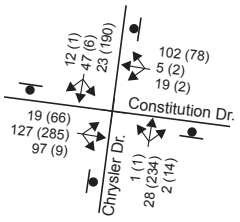
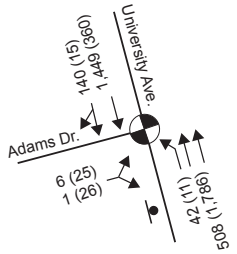
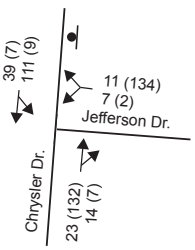
Chrysler Dr. & Constitution Dr.



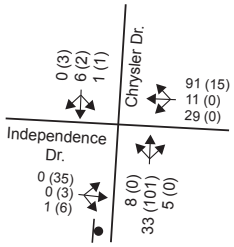
Intersection #47
University Ave. & Adams Dr.



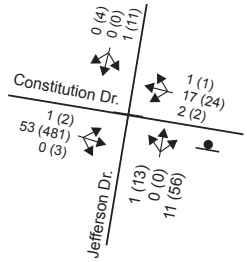
Intersection #48
Chrysler Dr. & Jefferson Dr.



Intersection #49
Chrysler Dr. & Independence Dr.



Intersection #50
Jefferson Dr. & Constitution Dr.



LEGEND

- Traffic Signal
- Stop Sign

CONNECTMENLO
menlo park land use & mobility update

FIGURE 6-B: TRAFFIC VOLUMES, LANE GEOMETRY, AND TRAFFIC CONTROLS

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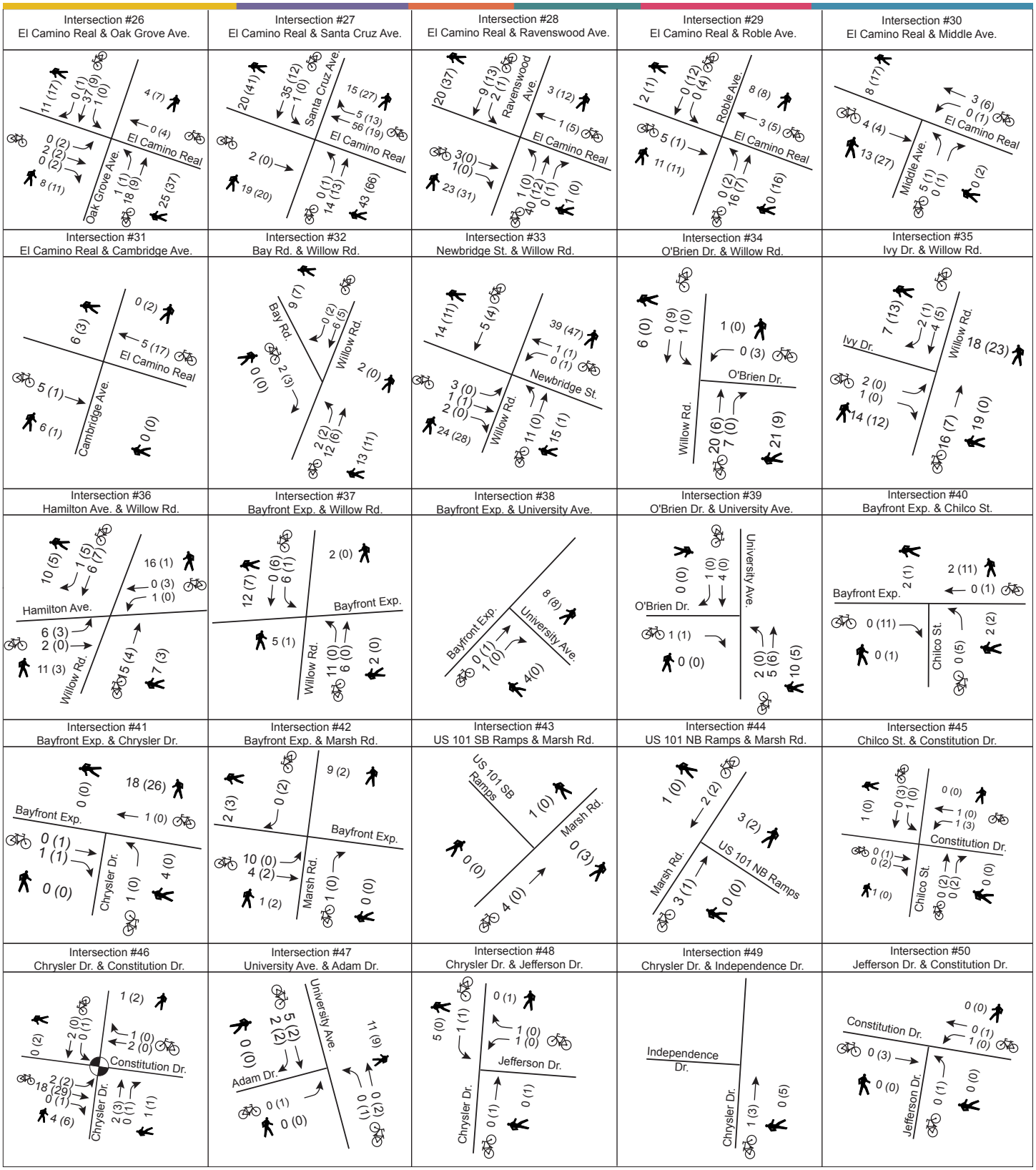
FIGURE 6-C: TRAFFIC VOLUMES, LANE GEOMETRY, AND TRAFFIC CONTROLS



CONNECTMENLO
menlo park land use & mobility update

FIGURE 6-D: TRAFFIC VOLUMES, LANE GEOMETRY, AND TRAFFIC CONTROLS

TABLE 8 PEAK HOUR INTERSECTION LEVELS OF SERVICE – EXISTING CONDITIONS

Int No.	Intersection	Control	Jurisdiction	LOS Threshold	AM Peak Hour LOS	PM Peak Hour LOS
1	Sand Hill Rd. & Hwy 280 NB Off-Ramp	Signal	Caltrans	D	C	C
2	Sand Hill Rd. & Sand Hill Cir.	Signal	Caltrans	D	B	D
3	Sand Hill Rd. & Addison-Wesley	Signal	Menlo Park	D	D	C
4	Saga Ln. & Sand Hill Rd.	Signal	Menlo Park	D	D	D
5	Branner Dr. & Sand Hill Rd.	Signal	Menlo Park	D	D	C
6	Sharon Park Dr. & Sand Hill Rd.	Signal	Menlo Park	D	C	D
7	Alpine Rd./ Santa Cruz Ave. & Junipero Serra Blvd	Signal	Menlo Park	D	D	D
8	Santa Cruz Ave. & Sand Hill Rd.	Signal	Menlo Park	D	D	D
9	Oak Ave./ Vine Rd. & Sand Hill Rd.	Signal	Menlo Park	D	B	A
10	Santa Cruz Ave. & Elder Ave.	Signal	Menlo Park	D	B	A
11	Valparaiso Ave. & University Dr.	Signal	Menlo Park	D	B	C
12	Santa Cruz Ave. & University Dr. (S)	Signal	Menlo Park	D	B	B
13	Oak Grove Ave. & Laurel St.	Signal	Menlo Park	C	B	B
14	Ravenswood Ave. & Laurel St.	Signal	Menlo Park	D	C	C
15	Middlefield Rd. & Ravenswood Ave.	Signal	Menlo Park	D	D	C
16	Middlefield Rd. & Ringwood Ave.	Signal	Menlo Park	D	C	D
17	Middlefield Rd. & Willow Rd.	Signal	Menlo Park	D	D	D
18	Willow Rd. & Gilbert Ave.	Signal	Menlo Park	D	B	C
19	Willow Rd. & Coleman Ave.	Signal	Menlo Park	D	C	B
20	Willow Rd. & Durham St.	Signal	Menlo Park	D	B	C
21	Marsh Rd. & Bay Rd.	Signal	Menlo Park	D	C	C
22	Marsh Rd. & Bohannon Dr.	Signal	Menlo Park	D	C	D
23	Marsh Rd. & Scott Dr.	Signal	Menlo Park	D	C	D
24	El Camino Real & Encinal Ave.	Signal	Caltrans	D	B	B
25	El Camino Real & Glenwood Ave.	Signal	Caltrans	D	D	D
26	El Camino Real & Oak Grove Ave.	Signal	Caltrans	D	C	C
27	El Camino Real & Santa Cruz Ave.	Signal	Caltrans	D	B	B
28	El Camino Real & Ravenswood Ave.	Signal	Caltrans	D	D	D
29	El Camino Real & Roble Ave.	Signal	Caltrans	D	A	B

TABLE 8 PEAK HOUR INTERSECTION LEVELS OF SERVICE – EXISTING CONDITIONS

Int No.	Intersection	Control	Jurisdiction	LOS Threshold	AM Peak Hour LOS	PM Peak Hour LOS
30	El Camino Real & Middle Ave.	Signal	Caltrans	D	B	B
31	El Camino Real & Cambridge Ave.	Signal	Caltrans	D	A	B
32	Willow Rd. & Bay Rd.	Signal	Caltrans	D	C	C
33	Willow Rd. & Newbridge St.	Signal	Caltrans	D	D	D
34	Willow Rd. & O'Brien Dr.	Signal	Caltrans	D	B	B
35	Willow Rd. & Ivy Dr.	Signal	Caltrans	D	B	B
36	Willow Rd. & Hamilton Ave.	Signal	Caltrans	D	C	C
37	Willow Rd. & Bayfront Expwy.	Signal	Caltrans	D	C	D
38	Bayfront Expwy. & University Ave.	Signal	Caltrans	D	C	**F**
39	University Ave. & O'Brien Dr.	Signal	Caltrans	D	A	A
40	Bayfront Expwy. & Chilco St.	Signal	Caltrans	D	B	B
41	Bayfront Expwy. & Chrysler Dr.	Signal	Caltrans	D	B	C
42	Bayfront Expwy. & Marsh Rd.	Signal	Caltrans	D	C	**E**
43	Marsh Rd. & US-101 SB	Signal	Caltrans	D	D	C
44	Marsh Rd. & US-101 NB	Signal	Caltrans	D	B	D
45	Chilco St. & Constitution Dr.	All-Way Stop	Menlo Park	C	B	C
46	Chrysler Dr. & Constitution Dr.	All-Way Stop	Menlo Park	C	A	B
47	University Ave. & Adams Dr.	Side-street Stop	Caltrans	D	**F**	**F**
48	Chrysler Dr. & Jefferson Dr.	Side-street Stop	Menlo Park	C	B	B
49	Chrysler Dr. & Independence Dr.	Side-street Stop	Menlo Park	C	B	A
50	Jefferson Dr. & Constitution Dr.	Side-street Stop	Menlo Park	C	A	C

Notes:
1. LOS = Level of Service, Delay = Average control delay per vehicle
2. Delay / LOS are for overall intersection
3. **Bold** indicates unacceptable operational conditions based on applicable city/Caltrans standards.

another case, a segment roadway could not be analyzed using the HCM methodology because it does not have signalized intersections at both ends of the segment.

TABLE 9 ROADWAY SEGMENTS AVERAGE DAILY TRAFFIC – EXISTING CONDITIONS

Segment No.	Roadway	Segment Between		Jurisdiction	Classification	Existing ADT
1	Alameda De Las Pulgas	Avy Ave.	Santa Cruz Ave.	Menlo Park	Minor Arterial	12,400
2	Alameda De Las Pulgas	Valparaiso Ave.	Avy Ave.	San Mateo County	Minor Arterial	15,300
3	Alameda De Las Pulgas	City Limits	Valparaiso Ave.	San Mateo County	Minor Arterial	16,100
4	Alma St.	Ravenswood Ave	Oak Grove Ave.	Menlo Park	Collector	1,600
5	Alma St.	Willow Rd.	Ravenswood Ave.	Menlo Park	Collector	3,200
6	Alpine Rd.	City Limits	Junipero Serra Blvd.	Menlo Park	Minor Arterial	23,300
7	Avy Ave.	City Limit	Alameda de las Pulgas	Atherton	Collector	4,600
8	Avy Ave.	Alameda de las Pulgas	Santa Cruz Ave.	Menlo Park	Collector	5,900
9	Bay Rd.	Greenwood Dr.	Marsh Rd.	Menlo Park	Collector	5,500
10	Bay Rd.	Ringwood Ave.	Greenwood Dr.	Menlo Park	Collector	5,700
11	Bay Rd.	Willow Rd.	Ringwood Ave.	Menlo Park	Collector	7,600
12	Bohannon Dr	Cambpell Ave.	Marsh Rd.	Menlo Park	Collector	3,900
13	Chilco St	Constitution Dr.	Bayfront Expwy.	Menlo Park	Collector	7,000
14	Chrysler Dr.	Constitution Dr.	Bayfront Expwy.	Menlo Park	Collector	4,000
15	Constitution Dr.	Chilco St.	Chrysler Dr.	Menlo Park	Collector	2,400
16	Crane St.	Oak Grove Ave.	Santa Cruz Ave.	Menlo Park	Collector	2,700
17	Crane St.	Santa Cruz Ave.	Menlo Ave.	Menlo Park	Collector	2,400
18	Encinal Ave.	El Camino Real	Laurel St.	Menlo Park	Collector	5,600
19	Encinal Ave.	Laurel St.	Middlefield Rd.	Menlo Park	Collector	5,000
20	Glenwood Ave.	El Camino Real	Laurel St.	Menlo Park	Collector	6,000
21	Hamilton Ave.	Willow Rd.	Chilco St.	Menlo Park	Collector	2,800
22	Haven Ave.	Bayfront Expwy./Marsh Rd.	City Limit	Menlo Park	Collector	7,400

TABLE 9 ROADWAY SEGMENTS AVERAGE DAILY TRAFFIC – EXISTING CONDITIONS

Segment No.	Roadway	Segment Between		Jurisdiction	Classification	Existing ADT
23	Junipero Serra Blvd.	City Limit	Alpine Rd.	Menlo Park	Primary Arterial	16,000
24	Laurel St.	Oak Grove Ave.	Glenwood Ave.	Menlo Park	Collector	4,100
25	Laurel St.	Ravenswood Ave.	Oak Grove Ave.	Menlo Park	Collector	4,400
26	Laurel St.	Willow Rd.	Ravenswood Ave.	Menlo Park	Collector	4,500
27	Marsh Rd.	City Limit	Bay Rd.	Menlo Park	Minor Arterial	22,900
28	Marsh Rd.	Bay Rd.	Bohannon Dr.	Menlo Park	Primary Arterial	25,800
29	Marsh Rd.	Bohannon Dr.	Scott Dr.	Menlo Park	Primary Arterial	32,400
30	Menlo Ave.	University Ave.	Crane St.	Menlo Park	Collector	7,400
31	Menlo Ave.	Crane St.	El Camino Real	Menlo Park	Collector	8,600
32	Middle Ave.	Olive St.	University Dr.	Menlo Park	Collector	7,200
33	Middle Ave.	University Dr.	El Camino Real	Menlo Park	Collector	8,900
34	Middlefield Rd.	Ravenswood Ave.	Oak Grove Ave.	Atherton	Minor Arterial	14,800
35	Middlefield Rd.	Willow Rd.	Ravenswood Ave.	Menlo Park	Minor Arterial	19,700
36	Middlefield Rd.	City Limits	Willow Rd.	Menlo Park	Minor Arterial	18,400
37	Newbridge St.	Willow Rd.	Chilco St.	Menlo Park	Collector	7,000
38	Oak Grove Ave.	University Dr.	Crane St.	Menlo Park	Collector	6,400
39	Oak Grove Ave.	Crane St.	El Camino Real	Menlo Park	Collector	7,700
40	Oak Grove Ave.	El Camino Real	Laurel St.	Menlo Park	Collector	9,600
41	Oak Grove Ave.	Laurel St.	Middlefield Rd.	Menlo Park	Collector	8,700
42	O'Brien Dr.	Kavanaugh Dr.	Willow Rd.	Menlo Park	Collector	6,400
43	O'Brien Dr.	University Ave.	Kavanaugh Dr.	Menlo Park	Collector	3,300
44	Ravenswood Ave.	El Camino Real	Alma St.	Menlo Park	Minor Arterial	24000

TABLE 9 ROADWAY SEGMENTS AVERAGE DAILY TRAFFIC – EXISTING CONDITIONS

Segment No.	Roadway	Segment Between		Jurisdiction	Classification	Existing ADT
45	Ravenswood Ave.	Alma St.	Laurel St.	Menlo Park	Minor Arterial	18,800
46	Ravenswood Ave.	Laurel St.	Middlefield Rd.	Menlo Park	Minor Arterial	16,600
47	Ringwood Ave.	Middlefield Rd.	Bay Rd.	San Mateo County	Collector	7,300
48	Sand Hill Rd.	I-280	Sharon Park Dr.	Menlo Park	Primary Arterial	28,000
49	Sand Hill Rd.	Santa Cruz Ave.	Sharon Park Dr.	Menlo Park	Primary Arterial	30,800
50	Sand Hill Rd.	Santa Cruz Ave.	City Limits	Menlo Park	Minor Arterial	32,700
51	Santa Cruz Ave.	Junipero Serra Blvd	Sand Hill Rd.	Menlo Park	Minor Arterial	26,500
52	Santa Cruz Ave.	Sand Hill Rd.	Alameda de las Pulgas	San Mateo County	Minor Arterial	23,200
53	Santa Cruz Ave.	Alameda de las Pulgas	Avy Ave./Orange Ave.	Menlo Park	Minor Arterial	10,900
54	Santa Cruz Ave.	Avy Ave./Orange Ave	Olive St.	Menlo Park	Minor Arterial	14,500
55	Santa Cruz Ave.	Olive St.	University Dr.	Menlo Park	Minor Arterial	15,300
56	Santa Cruz Ave.	University Dr.	Crane St.	Menlo Park	Minor Arterial	7,600
57	Santa Cruz Ave.	Crane St.	El Camino Real	Menlo Park	Minor Arterial	7,400
58	Scott Dr.	Marsh Rd.	Campbell Ave.	Menlo Park	Collector	4,800
59	Sharon Park Dr.	Sand Hill Rd.	Sharon Rd.	Menlo Park	Collector	10,000
60	Sharon Rd.	Sharon Park Dr.	Alameda de las Pulgas	Menlo Park	Collector	3,800
61	University Dr.	Middle Ave.	Menlo Ave.	Menlo Park	Collector	5,900
62	University Dr.	Menlo Ave.	Santa Cruz Ave.	Menlo Park	Collector	9,300
63	University Dr.	Santa Cruz Ave.	Oak Grove Ave.	Menlo Park	Collector	7,200
64	University Dr.	Oak Grove Ave.	Valparaiso Ave.	Menlo Park	Collector	5,100
65	Valparaiso Ave.	Alameda de las Pulgas	Cotton St.	Menlo Park	Minor Arterial	12,100
66	Valparaiso Ave.	Cotton St.	University Ave.	Menlo Park	Minor Arterial	14,400

TABLE 9 ROADWAY SEGMENTS AVERAGE DAILY TRAFFIC – EXISTING CONDITIONS

Segment No.	Roadway	Segment Between		Jurisdiction	Classification	Existing ADT
67	Valparaiso Ave.	University Dr.	El Camino Real	Menlo Park	Minor Arterial	13,000
68	Willow Rd.	Alma St.	Laurel St.	Menlo Park	Collector	3,400
69	Willow Rd.	Laurel St.	Middlefield Rd.	Menlo Park	Collector	5,200
70	Willow Rd.	Middlefield Rd.	Gilbert Ave.	Menlo Park	Collector	24,330
71	Chilco St.	Hamilton Ave.	Terminal Ave.	Menlo Park	Collector	4,800
72	Chilco St.	Ivy Dr.	Hamilton Ave.	Menlo Park	Collector	2,700
73	Chilco St.	Newbridge St.	Ivy Dr.	Menlo Park	Collector	2,100
74	Hamilton Ave.	Willow Rd.	Hamilton Ct.	Menlo Park	Collector	2,600
75	Willow Rd.	Gilbert Ave.	Coleman Ave.	Menlo Park	Minor Arterial	24,400
76	Willow Rd.	Coleman Ave.	Durham St.	Menlo Park	Minor Arterial	41,200
77	Willow Rd.	Durham St.	Bay Rd.	Menlo Park	Minor Arterial	34,100
78	Chilco St.	Terminal Ave.	Constitution Dr.	Menlo Park	Collector	5,100
79	Chrysler Dr.	Constitution Dr.	Independence Dr.	Menlo Park	Collector	3,300
80	Chrysler Dr.	Independence Dr.	Commonwealth Dr.	Menlo Park	Collector	1,100
81	Adams Dr.	University Dr.	Adams Ct.	Menlo Park	Local	1,300
82	Olive St.	Santa Cruz Ave.	Middle Ave.	Menlo Park	Local	2,500
83	Olive St.	Middle Ave.	Oak Ave.	Menlo Park	Local	3,100
84	Cambridge Ave.	University Dr.	El Camino Real	Menlo Park	Local	1,600
85	Linfield Dr.	Middlefield Rd.	Waverley St.	Menlo Park	Local	1,800
86	Waverley St.	Laurel St.	Linfield Dr.	Menlo Park	Local	1,700

PARKING STANDARDS AND MANAGEMENT

The Menlo Park Municipal Code, current through September 9, 2014, outlined a variety of parking requirements in sections 16.52, 16.58, 16.72, and 16.74 for the City of Menlo Park, described below.

OFF-STREET PARKING REQUIREMENTS

The existing off-street parking for Menlo Park, outlined in Table 10, has varying requirements based on land uses and/or zoning districts such as single-family homes, multifamily dwellings, restaurants, grocery stores, offices, and other commercial uses. The requirements are placed on new development, and are typically calculated by square footage of the proposed development. In some instances, the parking requirement is calculated by number of units or number of seats/beds (apartments, theaters, hospitals, etc.).

While Table 10 outlines the parking requirements, reductions in parking requirements for commercial and industrial land uses may be allowed through an administrative permit. The current Municipal Code's requirements are higher than industry standard guidelines, such as the Institution of Transportation Engineers (among others). As a result, these requirements were adjusted in the El Camino Real and Downtown Specific Plan to better reflect industry standards for various land uses (discussed below).

In addition to the uses in Table 10, parking near train stations is required to be sufficient for the train passengers. However, there are no specific numerical requirements. The Menlo Park Caltrain Station utilizes a 155-space off-street, paid parking lot with a $5 daily rate or $50 monthly rate.

Menlo Park manages off-street parking in the downtown area in eight parking plazas. In total, there are 1,186 spaces available to the public. With additional parking garages, and reductions for the construction of pocket parks, pedestrian links, and a market place adjacent or on the sites of the existing parking plazas, the future supply will be an estimate of 1,547 to 1,827 pending design approvals and actual implementation.

USE-BASED GUIDELINES

While zoning regulations determine the amount of parking required for a given commercial and industrial use (based on zoning district) property owners may apply for administrative permits to reduce parking requirements for a particular use (see Table 10). In determining parking reduction requests, the following factors may come into consideration: primary use of the building, unique physical features of the building, numbers of employees and customers, transportation demand management measures, hours of operation, shared parking arrangements, availability of on-street parking, surrounding land uses, and proximity to residential neighborhoods.

EL CAMINO REAL/DOWNTOWN SPECIFIC PLAN

The El Camino Real/Downtown Specific Plan calls for parking requirements that are closer to industry standards, and allow for the consolidation of parking in off-site locations. Currently, new development in the downtown area can be provided in the parking plazas for up to 1.0 floor area ratio (FAR). Parking for downtown developments at a density of 2.0 FAR must accommodate the additional parking on-site or nearby. This allows for developments with lower parking requirements to accommodate vehicles in a centralized location, as opposed to on-site. This is an effective means of incentivizing economic development in the city, as it reduces the financial requirements on smaller developments. The plan recommends that the City adhere to a Parking Management Plan to be added to its yearly Capital Improvement Project, thereby ensuring that existing parking is effectively utilized and minimizing the need for new parking spaces.

New minimum parking space requirements are also recommended in the Specific Plan for multi-family dwellings, office space, retail, supermarkets, restaurants, and hotels (See Table 10). In addition, the Specific Plan discusses consolidating downtown parking supply into a few plazas as a means of consolidating traffic at fewer points, and providing downtown development with requirements that reflect the multimodal behavior of its residents and employees. Finally, of special note is the inclusion of station area guidelines, with parking minimums and maximums for dwellings that are within the station area or within its sphere of influence.

Moreover, the Specific Plan recommends managing the existing parking supply and discusses various options including time limits for parking, parking pricing increases, unbundling parking from development (such that each is priced separately), establishing a Parking Benefits District to finance public improvements downtown, car-share programs, and a Parking Implementation Plan. Proposed parking supplies account for the constructions of two parking garages and street-level improvements, such as sidewalk widening.

PUBLIC PARKING

The City of Menlo Park's on-street parking policy places priority in ensuring residents are able to park in their neighborhoods, with little impact from visitor parking. While most housing development is expected to have off-street parking, the on-street policy accounts for situations in which there is insufficient off-street parking for residents. In addition, Menlo Park has initiated a variety of time and payment limits in order to create turnover in the commercial areas where visitors are more likely to park.

TABLE 10 OFF-STREET PARKING REQUIREMENTS

Use	Parking Spaces Required
Dwellings	2 spaces per unit, at least 1 of which shall be in a garage or carport
Housing for Elderly	1 garage space per 3 dwelling units
Boardinghouses	1 space per two occupants, at least half of the required spaces shall be in a garage or carport
Rest Homes, Convalescent Homes	1 space per four beds
Churches	1 space per 5 seats
Offices	1 space per 200 sq. ft. of gross floor area
Public Utility Facilities	1 space for every 2 employees on the maximum working shift, plus 1 space for each company vehicle permanently assigned to the facility
Well-Patient/Short Facility for surgery, medical and post-operative care, and requiring overnight stay	1.25 spaces per bed plus 1 space per employee on largest shift
R-4 District	2 spaces for each unit with 2 bedrooms or more 1.5 spaces for each unit with 1 bedroom 1 space for each studio unit Plus 1 guest space for every 3 units
R-4-S District	2 spaces for units w/2 or more bedrooms; 1.5 spaces for 1 bedroom unit; 1 space per studio,
C-1, C-1-A Districts	1 space per 200 sq. ft. of gross floor area
C-1-C District	1 space per 250 sq. ft. of gross floor area
C-2, C-2-A, C-2-B, C-4 Districts	6 spaces per 1,000 sq. ft. of gross floor area
M-2 and M-3 Districts	1 space per 300 sq. ft. of gross floor area
Use-Based Guidelines	General Office: 3.3 spaces per 1,000 sq. ft. of gross floor area; Medical Office: 5 spaces per 1,000 sq. ft. of gross floor area; Retail and Personal Service: 5 spaces per 1,000 sq. ft. of gross floor area; Restaurants: 6 spaces per 1,000 sq. ft. of gross floor area; Hotel: 1.1 spaces per room
Downtown Specific Plan Rates	Station Area Dwellings: 1 min. - 1.5 max. spaces per unit; Station Area Sphere of Influence Dwellings: 1 min. space per unit; General Office: 3.8 min. spaces per 1,000 sq. ft. of gross floor area; Medical Office: 4.5 min. spaces per 1,000 sq. ft. of gross floor area; Retail and Personal Service: 4 min. spaces per 1,000 sq. ft. of gross floor area; Supermarket: 5.5 min. spaces per 1,000 sq. ft. of gross floor area; Restaurants: 6 min. spaces per 1,000 sq. ft. of gross floor area; Hotel: 1.25 min. spaces per room

Menlo Park currently requires permits for residential areas and prohibits non-permitted vehicles in or within 300 feet of a residential district from 2:00 a.m. to 5:00 a.m., unless a professional activity categorized as an emergency arises. Vehicles with disabled permits are exempt from this ordinance.

For residential units without sufficient off-street parking, the City of Menlo Park grants up to three residential on-street parking permits per unit. In addition, neighborhoods can create residential parking permit districts in order to preserve on-street parking for local residents. To create a parking district, City staff must verify there are visitor parking impacts to the neighborhood of at least 25 percent. In addition, residents can create a parking district with majority approval. Permits are also given to R-3, R-3A, and R-3C zones if the building or complex in which the residential unit is located was not required to have two parking spaces per unit at the time of construction.

Additional on-street parking is available for the downtown plazas, with annual parking permits, full-day parking permits, and half-day parking permits granted. The City also has paid parking available in a pay-by-space format, where the first two hours are free, and the remaining time requires payment. The City of Menlo Park currently manages 409 on-street parking spaces in the downtown area on Santa Cruz Avenue, Chestnut Street, Oak Grove Avenue, and adjacent streets. Along with the 1,186 off-street spaces, Menlo Park manages a total of 1,595 spaces in the downtown area.

The Menlo Park Downtown Parking Plan, adopted in 2011, outlines changes to the parking management for the downtown parking plazas, managed by the City. The plan requires paid parking equipment for three of eight parking plazas for visitors looking to park for more than two hours. In addition, parking spaces along Santa Cruz Avenue were changed from 2-hour time limits to 1-hour time limits to incentivize turnover and enhance retail business. The parking plan also included new 15-minute parking spaces along Santa Cruz Avenue for short-term visits to the downtown area.

BICYCLE PARKING

Bicycle storage is also an integral portion of the Specific Plan with standards for Downtown areas and new commercial development sites outside of the downtown. Currently, bicycle parking requirements exist for areas affected by the Downtown Specific Plan and R-4-S districts (see Table 11). Under the Downtown Specific Plan, new commercial-use buildings or retail store fronts are required to provide bicycle parking within 50 feet of entrances, with number of spaces calculated per 1,000 square feet (sf) gross floor area (gfa) (for commercial uses) and per number of units (for residential uses). Bicycle parking requirements for R-4-S districts are calculated under the same guidelines for multi-family dwellings under the Downtown Specific Plan. Under both guidelines, commercial and residential uses also have short-term bicycle parking requirements to accommodate visitors.

TABLE 11 BICYCLE PARKING REQUIREMENTS

Zoning Guideline	Use	Bike Parking Long Term	Bike Parking Short Term (Visitor)
Downtown Specific Plan	Single Family Dwelling	-	-
	Multi-Family Dwelling – with private garage for each unit	-	1 space for every 10 units
	Multi-Family Dwelling – without private garage	1 space per unit	1 space for every 10 units
	Office and Medical Office	1 space for each 10,000 sq. ft. of floor area; minimum requirement 2 spaces	1 space for each 20,000 sq. ft. of floor area; minimum requirement 2 spaces
	Retail and Personal Service	1 space for each 12,000 sq. ft. of floor area; minimum requirement 2 spaces	1 space for each 5,000 sq. ft. of floor area; minimum requirement 2 spaces
	Supermarket and Restaurant	1 space for each 12,000 sq. ft. of floor area; minimum requirement 2 spaces	1 space for each 2,000 sq. ft. of floor area; minimum requirement 2 spaces
	Hotel	1 space for every 20 rooms; minimum requirement 2 spaces	1 space for every 20 rooms; minimum requirement 2 spaces
	Automotive sales, rental, and delivery; automotive servicing; automotive repair and cleaning	1 space for each 12,000 sq. ft. of floor area; minimum requirement 2 spaces	1 space for each 20,000 sq. ft. of floor area; minimum requirement 2 spaces
	Off-street parking lots and garages available to the general public (with or without fee)	1 space for each 20 automobile spaces; minimum requirement is 2 spaces; unattended surface parking lots excepted	Minimum of 6 spaces or 1 per 20 auto spaces; unattended surface parking lots excepted
R-4-S	Multi-family Dwelling	1 space per unit where a private garage (per unit) is not provided	1 space per every 10 units

PEDESTRIAN NETWORK

This section of the existing conditions analysis summarizes the existing and planned pedestrian facilities. Some areas of Menlo Park have high rates of walking, and the pedestrian network is a critical part of the City's transportation system. Menlo Park's commitment to have a robust, connected, and safe pedestrian network is important for residents and workers that use all modes of transportation because many trips begin or end as pedestrian trips. Menlo Park's General Plan contains policies that support maintaining the existing pedestrian infrastructure and further support providing safe, efficient, and equitable use of streets by pedestrians through good roadway design. There is an additional policy in the General Plan that requires all new development to incorporate safe and attractive pedestrian facilities on-site.

EXISTING FACILITIES

The most recent sidewalk inventory conducted for the City of Menlo Park was in 2009 for the City's Sidewalk Master Plan. The plan analyzed all of the streets in Menlo Park and categorized them based on the existence of sidewalk facilities on the street. The three groups in the inventory for pedestrian facilities are: continuous sidewalks on both sides, partial sidewalk on at least one side, or no sidewalks. Of the 1,203 Menlo Park segments surveyed, less than half (46 percent) have continuous sidewalks on both sides of the roadway. Figure 7 shows the existing pedestrian infrastructure in Menlo Park categorized by the sides of the street sidewalks exist. The figure shows a general pattern of neighborhoods within Menlo Park where there are complete sidewalk facilities. These neighborhoods include Belle Haven, the Willows, Linfield Oaks, and the Downtown core.

The City of Menlo Park contains a street grid that is conducive for many pedestrian crossings. The crossings come in two types: controlled and uncontrolled. The controlled crossings are at locations that are signalized or stop controlled, and can either be marked or unmarked. Menlo Park uses special crosswalk treatments in its downtown area to increase visibility with pavers, and yellow high visibility crosswalks near its schools. For uncontrolled crossings, which are those on street segments without stop signs or signals, Menlo Park generally enhances the crosswalk with higher visibility striping, signage, or in-roadway warning lights. Crosswalks with in-pavement flashing lights in Menlo Park include:

- Ravenswood Avenue at Alma Street
- Middlefield Road at Linfield Drive
- Oak Grove Avenue at Merrill Street
- Oak Grove Avenue between El Camino Real and Hoover Street (midblock)
- Crane Street between Oak Grove Avenue and Valparaiso Avenue (midblock)

Some deficiencies exist within the pedestrian facilities in the City of Menlo Park that reduce the quality of the walking network. For instance, some sidewalks exist with connection to the street via a rolled curb instead of a vertical curb which makes it easier for vehicles to park on. Gaps also exist throughout the network where sidewalks abruptly end at a property line.

PLANNED AND PROPOSED FACILITIES

The recommendations in the Sidewalk Master Plan guide future implementation of pedestrian and sidewalk facilities. Included in these guidelines is the requirement that sidewalks shall be provided on at least one side of the roadway and preferably on both sides wherever possible. The Master Plan also details design criteria for the facilities, which include a recommendation for 5 feet of clearance with a minimum standard of 4 feet

as well as a buffer between the sidewalk and roadway where high vehicle volumes exist. Vertical curbs and gutters are recommended where there is a high level of pedestrian activity, and American with Disabilities Act (ADA) compliant curb ramps are also required. The total cost to install sidewalks citywide in 2009 was estimated at approximately $45,000,000.

The Sidewalk Master Plan does not identify any specific sidewalk segments planned for implementation; instead the document analyzes sidewalk deficiencies by using a mathematical ranking system. Weighting for the rankings was based on many factors including priority areas, proximity to pedestrian attractors, vehicle volume, presence of "informal" walking areas off-street, and availability of space for a sidewalk. The rankings are divided into three priority categories: high, medium, and low. The Sidewalk Master Plan makes it clear that although sidewalks are recommended in locations according to this ranking system, individual circumstances may arise where construction of pedestrian facilities is not recommended due to the land use in that particular neighborhood. The Community Character Report addresses pedestrian connectivity in each of the city's neighborhoods and notes where vertical curbs are typically lacking. If sidewalks are not desirable in specific portions of the City, Menlo Park can explore other ways to accommodate pedestrians safely on residential streets under the Complete Streets framework and policy.

PEDESTRIAN SAFETY

Pedestrian collisions in Menlo Park between 2007 and 2012 are shown in Figure 7. Though there were no fatal pedestrian collisions in this 5-year period, there were a total of 50 injury collisions. Just over half (27) of these injury collisions were at intersections. An analysis of the map shows some trends in the locations of these collisions. There are two high collision concentration areas: in Menlo Park's Downtown central business district, and in the Belle Haven neighborhood north of US 101 along Willow Road, Ivy Drive, and Newbridge Street. The concentration of pedestrian collisions in the Downtown core is most likely due to a high rate of walking as well as a high level of auto traffic. Vehicle speeds in this district are relatively low, so collisions may be a result of other reasons such as unsignalized crossings, poor visibility, etc. The concentration of collisions in Belle Haven may be a result of high vehicle speeds and unmarked crosswalks at uncontrolled intersections. These concentrations in collisions also highlight the need for infrastructure improvements in their respective areas. Although statistics for 2013 are not available yet, two pedestrians were fatally struck by a vehicle on Chilco Street in October 2013.

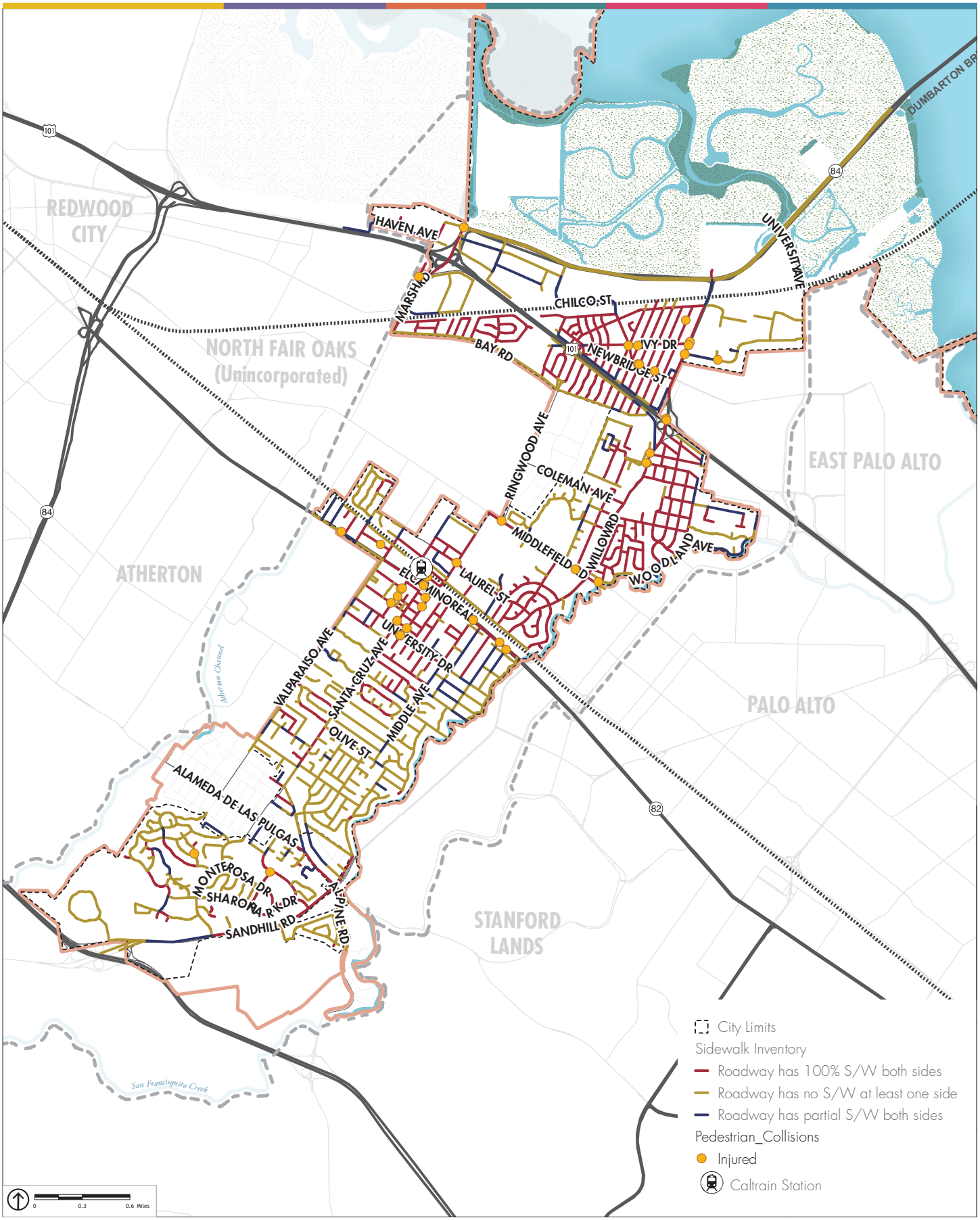


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FIGURE 7: SIDEWALK INVENTORY AND PEDESTRIAN COLLISIONS

BICYCLE NETWORK

This section of the existing conditions analysis describes the existing and planned bicycle facilities. Menlo Park has an existing bicycle route network with connections to neighboring city facilities. The bicycle network contains a variety of facilities and is labeled according to California's system of classification of bikeways:

- Class I Bikeway – bike paths within exclusive right-of-way, sometimes shared with pedestrians
- Class II Bikeway – bike lanes for bicycle use only that are striped within the paved area of roadways
- Class III Bikeway – bike routes are shared with motor vehicles on the street. Class III bikeways may be defined by a wide curb lane and/or use of a shared use arrow stencil marking on the pavement known as a "sharrow"
- Class IV Bikeway – cycle tracks or separated bikeways that contain dedicated right of way with physical separation, such as grade separation, flexible posts, or on-street parking

EXISTING FACILITIES

Menlo Park has several different types of bicycle infrastructure that both provide a network for transportation within the city as well as important connections to neighboring communities. Figure 8 shows the existing bicycle infrastructure in and adjacent to Menlo Park, planned infrastructure, and the 5-year bicycle collision history. Several Class I off-street bike paths exist both as major routes and bridges or undercrossings. The San Francisco Bay Trail runs through Menlo Park along the Bayfront Expressway and crosses the Dumbarton Bridge. The Trail generally follows the north side of the Bayfront Expressway, except for at Willow Road, where the Trail switches to the south side of the Expressway. A gap exists at University Avenue, where there is no trail connection east to where it begins again in the Ravenswood Open Space Preserve. A small network of mixed-use paths for bicycles and pedestrians exist in Burgess Park. There are also three trail crossings across the San Francisquito Creek with connections to Palo Alto or the Stanford University campus, located at San Mateo Drive, Alma Street, and Willow Place.

Major Class II marked on-street bicycle lanes include Willow Road, Sand Hill Road, Santa Cruz Avenue, Valparaiso Avenue, Alma Street, Middlefield Road, and Bay Road, and Ringwood Avenue. In Summer 2014, Willow Road was upgraded with the City's first installation of green paint treatment. The Class II facility on Ringwood Avenue between Middlefield Road and Bay Road is not within the jurisdiction of Menlo Park, but is used by residents. This Class II facility resumes further north and crosses US-101 with a combined bicycle and pedestrian bridge. This route also offers connections to the Belle Haven neighborhood and the San Francisco Bay Trail.

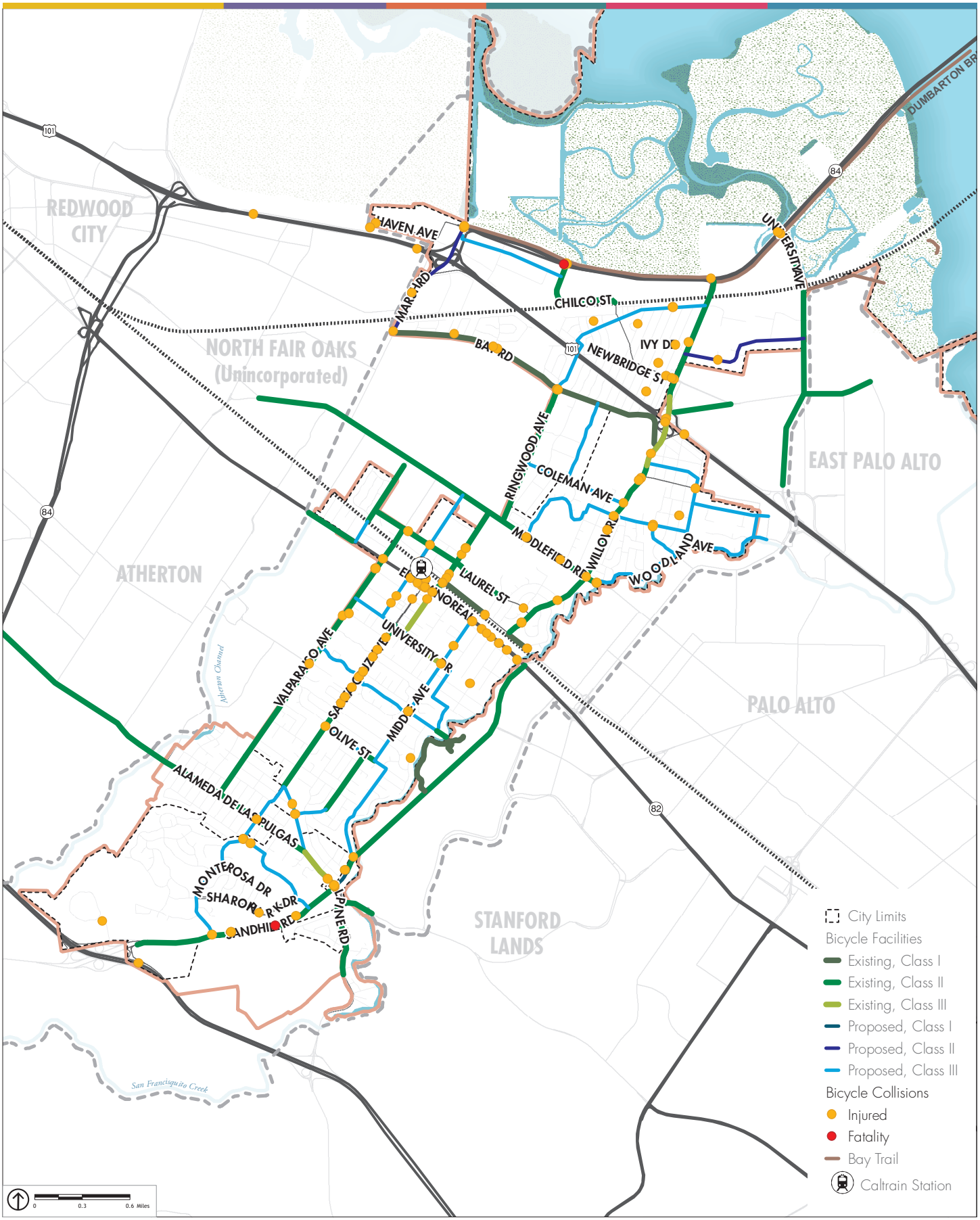

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FIGURE 8: CITYWIDE BICYCLE NETWORK AND COLLISION HISTORY

Some Class III bicycle routes exist in Menlo Park that connect neighborhoods and Class II facilities. These routes include Laurel Street south of Burgess Drive, Menlo Avenue, Willow Drive, and University Drive. Some of these facilities are painted with shared lane "sharrow" pavement markings.

Gaps in the network exist at several locations where Class II bicycle lanes end without any connections. In some cases, these facilities begin again further downstream. Willow Road is one of the most prominent locations where this occurs, for example a Class II bike lane ends at Durham Street and no bike infrastructure exists through the US-101overpass. Menlo Park also lacks an adequate number of east-west route connections, especially in the neighborhoods south of downtown.

EXISTING BRIDGE VOLUMES

The existing pedestrian / bicycle volumes for the pedestrian/ bicycle only bridges were received from the City of Menlo Park. Table 12 summarizes existing volumes for pedestrians and bikes. Appendix D includes the data sheets for the bridge counts.

TABLE 12 EXISTING BRIDGE VOLUMES

	Pedestrians				Bicycles				Total Per Bridge
Bridge	EB	WB	NB	SB	EB	WB	NB	SB	
Pierce Rd. & Ringwood Overcrossing	215	42	-	-	164	171	-	-	**592**
Willow Pl. Bike Bridge	-	-	207	182	-	-	381	403	**1,173**
San Mateo Bike Bridge	-	-	13	16	-	-	82	77	**188**
Alma St. Bike Bridge	-	-	188	220	-	-	329	281	**1,018**
Pedestrian & Bicyclist Subtotals	**215**	**42**	**408**	**418**	**164**	**171**	**792**	**761**	
Totals			**1,083**				**1,888**		**2,971**

PLANNED AND PROPOSED FACILITIES

A number of planned bicycle improvements are identified in City documents. A major source is the 2005 Menlo Park Comprehensive Bicycle Development Plan. This document details the potential expansion of the bicycle network with a variety of proposed projects as well as city-wide infrastructure improvements.

Figure 8 shows a number of planned bicycle facilities in Menlo Park. These facilities range from Class I bike paths, Class II striped lanes, and Class III routes. The proposed bicycle facilities seek to close gaps, improve connections to community centers, schools, parks, libraries, employment centers, commercial and retail centers, and provide regional connections. The proposed improvements are prioritized in the Development Plan as short, medium, or long term. Implementation strategies and potential funding sources are also identified. Other bicycle infrastructure improvements recommended in the 2005 Bicycle Development Plan focus on several items including bicycle parking within the City. Bike parking should be focused towards public destinations, including park-and-ride lots, major bus stops, community centers, parks, and schools. Improvements also include upgrades to the Caltrain shelter as well as developing a unique citywide wayfinding system and signing all proposed Class III bikeways. Transportation Development Act funding is currently being used to install green paint on the street in bicycle facilities in transitional zones approaching intersections throughout Menlo Park.

Menlo Park's Downtown Specific Plan also includes refined bike routes and recommendations within the plan area that are not part of the Bicycle Development Plan. Some of these plans include upgrading University Avenue and Menlo Avenue to Class II bicycle facilities and a new Class II bicycle lane on Oak Grove Avenue by the removal of on-street parking. The Downtown Specific Plan also calls for bicycle facilities on El Camino Real from Encinal Avenue to the Palo Alto border.

Another major capital project in Menlo Park scheduled for 2016-2018 is the reconstruction of US 101/Willow. This project proposes a Class I path and Class II bike lanes in addition to ramp alignment more conducive to pedestrian and bicycle safety.

BICYCLE SAFETY

Figure 8 also shows the 2007-2012 bicycle collisions in Menlo Park, along with the existing bicycle network. These collisions are any collision involving a bicycle, whether it is with an automobile, pedestrian, or a single vehicle collision. There were two fatal bicycle collisions in this 5-year period, and 133 injury collisions. Over half (79) of these injury collisions were at intersections, while the rest were at mid-block locations. One of the fatal collisions was at the intersection of State Route 84 (Bayfront Expressway) and Chilco Street, and the other was on Sand Hill Road near Branner Drive. While 2013 data is still being compiled, it should be noted that there was one bicycle fatality in 2013 at the intersection of Marsh Road and Bayfront Expressway.

Patterns in bicycle collisions show a concentration of injury collisions on El Camino Real, Santa Cruz Avenue, the Downtown core, and Willow Road north of where Class II striped bike lane ends. El Camino Real is a four- to six-lane divided arterial under Caltrans jurisdiction with no existing bicycle infrastructure.

The street is a major automobile and transit route that runs through downtown Menlo Park and connects to many other cities in San Mateo and Santa Clara Counties. At the time of this report, the ongoing El Camino Real Corridor Study is exploring alternatives that will possibly add bicycle infrastructure and safety improvements on this arterial. Willow Road north of the end of the Class II bicycle lane is also an area of higher bicycle collisions where there is limited bicycle infrastructure, with only Class III shared lane markings on the street. The reason for larger numbers of bicycle collisions in the Downtown core may be similar to that of the concentration of pedestrian collisions: higher bicycle volumes, a high level of auto traffic, and many conflict points. There may be a variety of reasons for more bicycle collisions on Santa Cruz Avenue, including higher vehicle speeds, greater number of conflict points with driveways and side streets, and lack of separation between vehicles and bicycles.

PUBLIC TRANSIT

Transit service is a vital component of the transportation system in Menlo Park, particularly for regional access to employment centers and residential areas, local access to schools, and for those residents in low vehicle ownership areas. This section presents an overview of existing service (see Table 13) and system characteristics, as well as planned and proposed transit service.

EXISTING TRANSIT SERVICE AND FREQUENCY

Caltrain operates through the Menlo Park Caltrain Station with three types of service: Local, Limited Stop, and Baby Bullet. During peak hours, Caltrain runs Local and Limited Stop service every six minutes to 54 minutes, with an average interval of 32 minutes. For northbound service, three Baby Bullet trains operate in the evening peak, and southbound trains have Baby Bullet service in the morning peak. Caltrain allows residents to connect with job centers around the Silicon Valley, as well as San Francisco and San Jose. In addition to Caltrain service, multiple SamTrans bus routes operate within city limits. These routes fall under three categories: routes connecting to Caltrain stations, routes connecting to Caltrain and BART stations, and school-day only routes. In 2014, SamTrans underwent service changes by eliminating some lower-ridership routes in Sharon Heights (formerly Route 295) and increased the frequency on other routes, including ECR and Route 281.

Routes connecting to Caltrain Stations:

- **Route 270:** Serves the M-2 area near Marsh/Haven, and Bayfront Expressway; Travels to Redwood City Transit Center

- **Route 276:** Travels to Redwood City Transit Center, Kaiser Hospital, and Redwood City Hall via Marsh/Haven/ Bayfront Expressway.
- **Route 281:** Serves the Palo Alto Transit Center at Downtown Palo Alto Caltrain station, University Village Shopping Center, and Onetta Harris Community Center
- **Route 286:** Connects to Menlo-Atherton High School, Menlo Park Caltrain Station, and La Entrada Middle School
- **Route 296:** Serves Menlo Park Caltrain Station, VA Medical Center, Redwood City Caltrain Station, Sequoia High School, and East Palo Alto
- **Route 297:** Connects to University Village Shopping Center, VA Medical Center, Palo Alto Transit Center, and Redwood City Transit Center

Routes connecting to Caltrain and BART:

- **Route ECR:** Primarily serves stations from Daly City BART to Milbrae BART and Hillsdale Caltrain to Palo Alto Caltrain
- **Route 397:** Connects to Downtown San Francisco and Milbrae BART

School-Day Only:

- **Route 80:** Accesses Hillview Middle School and Oak Knoll School via Santa Cruz/Elder
- **Route 82:** Serves Hillview Middle School, VA Hospital, Menlo Park Caltrain, and Flood Park
- **Route 83:** Connects VA Hospital, City Hall, Menlo Park Caltrain, and Hillview Middle School
- **Route 84:** Accesses Encinal School, Hillview Middle School, and Menlo Park Caltrain
- **Route 85:** Travels from Tripp/Woodside to Portola Valley, Ormondale Elementary, and Corte Madera School
- **Route 86:** Connects to Menlo Atherton High School, Menlo Park Caltrain, Sharon Park, and Portola Valley
- **Route 87:** Serves Woodside High School, Ormondale Elementary School, and Portola Valley
- **Route 88:** Access to Encinal Elementary School, Menlo Park Library and City Hall, VA Hospital, and Flood Park
- **Route 89:** Travels to Encinal Elementary School via Santa Monica/San Andreas

TABLE 13 EXISTING TRANSIT SERVICE

Service Provider	Peak Headways	Service Hours
Caltrain	32 minutes (average)	5:04am to 12:56am (weekdays) 7:34am to 1:02am (weekends)
SamTrans 80	No peak service	1:40pm to 3:30pm (weekdays)
SamTrans 82	1 run (morning) 60 minutes (afternoon)	7:47am to 3:47pm (weekdays)
SamTrans 83	5 minutes (morning)	7:38am to 3:52pm (weekdays)
SamTrans 84	1 run (morning)	7:52am to 3:45pm (weekdays)
SamTrans 85	1 run (morning)	7:09am to 3:45pm (weekdays)
SamTrans 86	40 minutes	7:04am to 4:05pm (weekdays)
SamTrans 87	55 minutes	7:10am to 4:01pm (weekdays)
SamTrans 88	1 run (morning) 2 runs (afternoon)	7:27am to 3:41pm (weekdays)
SamTrans 89	1 run (afternoon)	1:33pm to 3:39pm (weekdays)
SamTrans 270	60 minutes	6:30am to 7:12pm (weekdays) 7:30am to 7:08pm (weekends)
SamTrans 276	60 minutes	6:00am to 6:46pm (weekdays)
SamTrans 281	15 minutes	6:00am to 10:32pm (weekdays) 8:03am to 7:58pm (weekends)
SamTrans 286	65 - 74 minutes	7:16am to 5:59pm (weekdays only)
SamTrans 296	15 minutes	5:18am to 11:00pm (weekdays) 8:45am to 7:59pm (weekends)
SamTrans 297	60 minutes	12:43pm to 12:22am (weekdays) 12:43pm to 12:22am (weekends)
SamTrans 397	60 minutes	12:48pm to 6:22pm (weekdays only)
SamTrans ECR	11 – 13 minutes	3:56am to 2:09am (weekdays) 4:47am to 2:21am (weekends)
AC Transit DB	16 – 34 minutes	5:22am to 8:51pm (weekdays)
AC Transit DB1* Limited stop	15 – 26 minutes	5:26am to 7:39pm (weekdays)

In addition to SamTrans buses, AC Transit has two Transbay bus routes that serve Menlo Park from Union City (Route DB and DB1), which have mirror routes, with different operational hours. Both Route DB and DB1 serve the VA Administration Medical Center and continue on to Union City BART and Stanford University, depending on the direction.

In addition to regional transportation agency services, the City provides shuttle service, catering to commuters and seniors (see Table 14). The city first initiated shuttle service in 1989 and has expanded to

TABLE 14 SHUTTLE SERVICE DETAILS

Shuttle	Peak Headways	Service Hours
Caltrain Shuttle	60 mins	6:39am to 6:28pm (weekdays)
Midday Shuttle	No peak hour service	9:30am to 3:30pm (weekdays)
Shoppers Shuttle	No peak hour service	9:30am to 1:00pm (Tuesday/Wednesday/Saturday)

provide three types of services, funded by San Mateo City/County Association of Governments, Bay Area Air Quality Management District, Peninsula Joint Powers Board, Metropolitan Transportation Commission, and city funds.

- **Caltrain Shuttle** serves the Menlo Park Caltrain station and travels to businesses in Menlo Park along Marsh Road and Willow Road.
- **Midday Shuttle** serves seniors and stops at many destinations including Menlo Park and Palo Alto Caltrain stations, Downtown Menlo Park and Downtown Palo Alto, Menlo Medical Clinic, Menlo Park Library, Menlo Park Senior Center, Safeway, and Stanford Shopping Center.
- **Shoppers Shuttle** is specifically designed to accommodate seniors, operating three days per week to Sharon Heights Safeway, downtown Menlo Park, and Stanford Shopping Center. The bus can accommodate two wheelchairs and multiple walkers, with operator assistance available for passengers with packages.
- **Marguerite Shuttle** is Stanford University's free public shuttle service, which travels around campus and connects to nearby transit including Caltrain, VTA, SamTrans, and the Dumbarton Express, as well as shopping, dining, and entertainment locations, including Stanford Shopping Center, Downtown Palo Alto, California Avenue, Town & Country Village, the Bookstore, Visitor Center, and Bohannon Drive.

Lastly, there are several private shuttles that operate in Menlo Park to various employment centers. Facebook operates a private shuttle for employees from Menlo Park Caltrain Station with hourly service to directly to its campus. There are also private shuttles operating for Menlo School, Menlo Business Park, and the VA Hospital.

PLANNED AND PROPOSED TRANSIT SERVICE

The most significant planned high-capacity transit service in Menlo Park is the proposed Dumbarton Rail service, which would connect Menlo Park to Union City across San Francisco Bay. The Dumbarton Rail service would operate on a currently partially abandoned rail corridor and would require reconstructing the

Dumbarton Rail Bridge to extend commuter service across the Bay, rather than around the Bay. The service would connect to Caltrain, Altamont Commuter Express, Amtrak Capitol Corridor, and BART to increase regional transportation system connectivity. There would be a station in Menlo Park. Should funding fall short to complete this project, alternatives discussed include a bus rapid transit service serving the same corridor. In addition, an alternative option would be to utilize the railway between Menlo Park and Redwood City to promote local transit. Figure 9 shows the proposed transit improvements with the existing network in Menlo Park.

In addition to Dumbarton Rail, electrification of Caltrain between San Jose and San Francisco would improve travel times in the Caltrain corridor, and would provide the infrastructure needed for High Speed Rail through the corridor. Electrified rail service would permit faster speeds, shorter travel times, reduced headways, and overall connectivity with regional transit systems. An increase in the number of trains would also result in increased number of trains stopping at Menlo Park. Caltrain certified the Peninsula Corridor Electrification Project Final Environmental Impact Report (FEIR) in January, 2015. With electrification and subsequently High Speed Rail, the Peninsula would be connected to Southern California, the Central Valley, and San Francisco. The City of Menlo Park has formed a Rail Council Subcommittee to advocate for ways to reduce the negative impacts and enhance the benefits of High Speed Rail in Menlo Park. The Subcommittee has also established principles that are based on the City Council's position on High Speed Rail. The High Speed Rail Authority is still reviewing passing track options in the proposed blended system with Caltrain. One of these options includes a third track through Menlo Park, which is currently not desired by the community.

Another potential key transit improvement involves Bus Rapid Transit (BRT). SamTrans was awarded a grant by the California Department of Transportation in 2012 to conduct a feasibility study of the potential for BRT service along the El Camino Real corridor between Daly City and Palo Alto. This corridor carries the highest ridership in the SamTrans bus system, with over 13,000 daily weekday boardings. SamTrans is currently completing a BRT Phasing Plan Study that identifies a plan for the phased implementation of BRT in the El Camino Real corridor over an extended time period. In the early phases of the project, a limited-stop service with current vehicles is proposed. A longer-term scenario involves capital-intensive transit priority through new vehicles, facilities, and signal-priority. A bus-only lane is not currently proposed by SamTrans in Menlo Park as part of this study.

While these long-term investments are among the high-capacity, high-visibility transit service improvements discussed for the region, local scale improvements are also planned, including public and private shuttle improvements. The El Camino Real/Downtown Specific Plan recommends improved shuttle headways with an increase of service hours to include morning and evening hours, and weekends. The Specific Plan also calls for increased service to the eastern and western parts of the city, and to downtown Menlo Park.

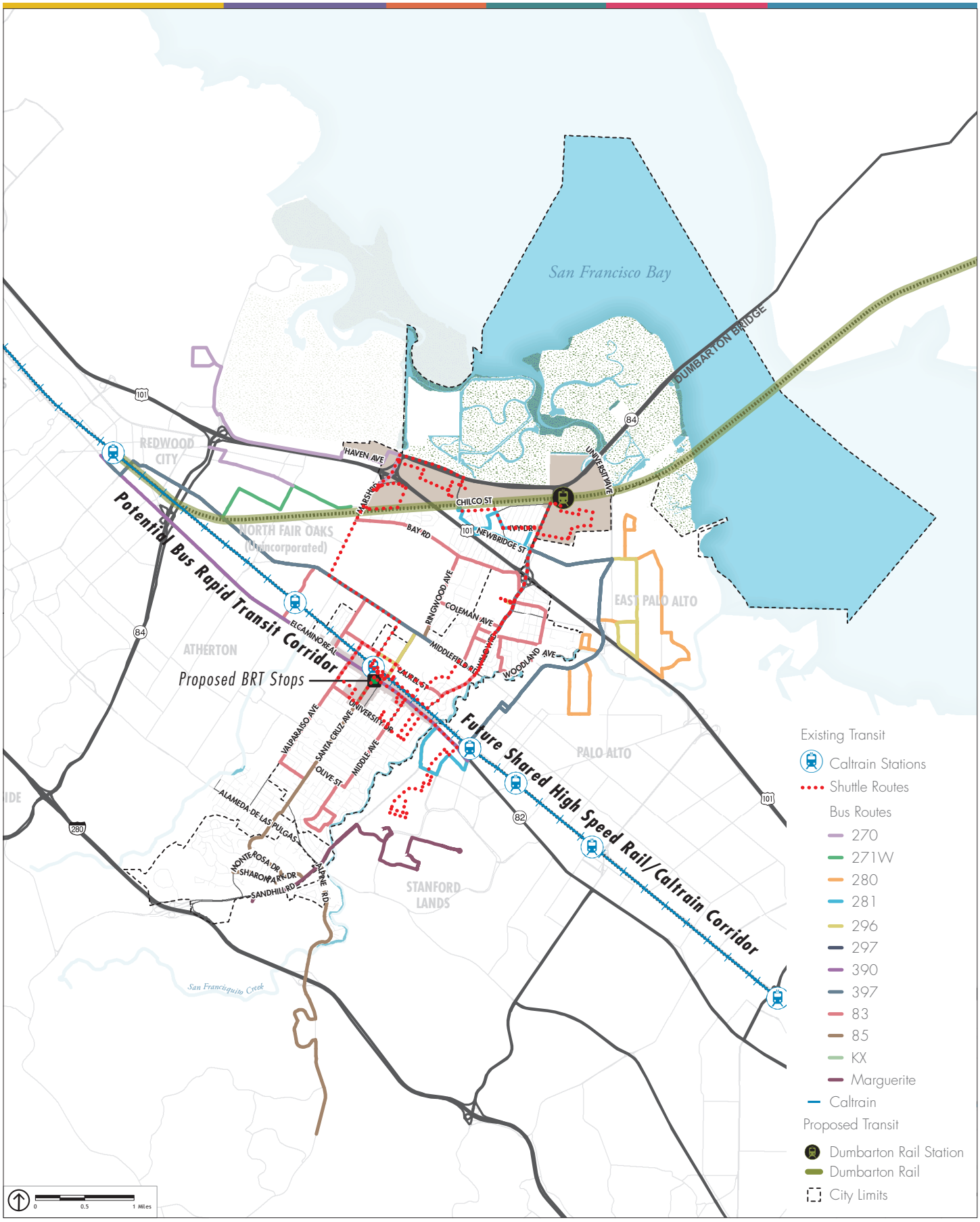

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FIGURE 9: EXISTING AND PROPOSED TRANSIT INFRASTRUCTURE

Furthermore, opportunities to improve connectivity from Redwood City Caltrain to Belle Haven and the M-2 Area are being explored as part of the General Plan community outreach process.

M-2 AREA

The transit network in the M-2 Area is very limited. AC Transit's DB and DB1 Dumbarton Express routes cross the Dumbarton Bridge and stop on the edge of the M-2 Area on Willow Road at Hamilton Avenue and Ivy Drive. The major public bus routes serving the M-2 Area are SamTrans Route 270, Route 276, and a few City-provided and private shuttle routes. Route 270 loops through the western end of the M-2 Area using Marsh Road and Haven Avenue and serves a connection to the Redwood City Transit Center and Caltrain. Route 276 terminates at the western edge of the M-2 Area at Marsh Road and also serves the Redwood City Caltrain Station. The Marsh Road Shuttle and Willow Road Shuttle, operated by the City of Menlo Park, each connect several offices in the M-2 Area with the Menlo Park Caltrain Station via Marsh Road and Willow Road, respectively. The City of Menlo Park Midday Shuttle serves the Menlo Park Senior Center located just outside of the M-2 Area south of the Dumbarton rail corridor and travels to several retail areas in downtown Menlo Park. SamTrans Route 281 does not serve the M-2 Area specifically, but terminates at the Onetta Harris Community Center located just south of the Dumbarton rail corridor. The route connects to Downtown Palo Alto and Stanford Shopping Center. Private Facebook shuttles travel to and from the Facebook Campus on Willow Road and the Bayfront Expressway to the Menlo Park Caltrain Station using Willow Road. Other private shuttle services, such as the Menlo Business Park shuttle, also provide service to the M-2 Area; it is publically accessible. The existing, limited transit service does not make short trips within the M-2 Area and to adjacent neighborhoods attractive or feasible.

The lack of adequate transit is an issue for this area, and more residential and commercial development is being planned or already under construction. The western area of M-2, which already has new higher density residential construction, only has transit access via SamTrans to the Redwood City Caltrain Station. No transit access exists to retail areas in Downtown Menlo Park and the City shuttles' operating times and frequency are limited. The shuttle routes primarily serve work trips, with only the Midday Shuttle servicing the Menlo Park retail centers. Housing in this area and Belle Haven also creates a need for transit that serves both work and non-work trips. Limited-stop service in both SamTrans' El Camino Real corridor and along potential privately operated shuttle routes could also boost transit ridership.

Bicycle facilities are also limited in the M-2 Area, with only marked bike lanes on Willow Road, University Avenue, and Chilco Street. The San Francisco Bay Trail is also located in the M-2 Area. The only bicycle and pedestrian connection south towards Caltrain and the retail center of Menlo Park is via a bridge crossing US 101 at Ringwood Avenue between the Belle Haven and Flood Park neighborhoods. The Marsh Road, Willow Road, and University Avenue interchanges contain no bicycle facilities, and the lack of connections can

discourage future residents of this area from riding their bicycle for short trips to either Caltrain or downtown Menlo Park. There is also a lack of connectivity between the M-2 Area communities and the San Francisco Bay Trail. At the time of this report, Facebook is constructing an undercrossing for bicycle and pedestrians at the Bayfront Expressway that will create better connectivity in this area. Safe connections should be in place for future residents to make recreational trips to the Trail and neighboring Parks.

Pedestrian facilities are also lacking, with many streets having partial or no sidewalks. Some notable street segments with sidewalks on both sides of the street are the Marsh Road and Willow Road overpasses at US 101. The Dumbarton rail corridor and US 101, on the other hand, limit pedestrian access and isolate M-2 and Belle Haven areas from the rest of the community. A robust and complete pedestrian network is needed in the M-2 Area to promote walking where residents live and employees work. Better connections are also needed that provide safe and convenient access to the rest of Menlo Park and adjacent cities.

SUMMARY OF KEY FINDINGS

- **Traffic.** Menlo Park faces regional traffic impacts due primarily to the cluster of technology firms on the Peninsula, the volume of residents traveling through the city to San Jose and San Francisco, and commuters passing through the city heading to employers in nearby Redwood City, Palo Alto, Mountain View, and other mid-peninsula cities. With many critical regional transportation routes running through Menlo Park, planning efforts must be made in collaboration with Atherton, Redwood City, unincorporated San Mateo County, Palo Alto, East Palo Alto, Caltrans, and transit operators to better develop the regional transportation network. A Transportation Management Association (TMA) to manage travel options in the city could focus on the M-2 Area and the emerging housing and office space there, and additionally could provide resources and information on choices to the Belle Haven community. The goal of the TMA would be to reduce vehicle trips to the existing and planned developments in the area, including sites on Willow Road, Hamilton Avenue, and Haven Avenue.
- **Transit.** Menlo Park lacks frequent transit service, aside from Caltrain, that connects commuters, visitors, and residents to destinations throughout the day. The frequency of service in off-peak hours is limited, as well as the hours of service. Menlo Park's ability to connect regionally is expected to increase with the planned and proposed transit services. Caltrain electrification would improve frequency and reliability for connections to San Jose, San Francisco, and points along the rail line. In addition, the Dumbarton Rail Corridor would allow future connections to Redwood City Caltrain Station and across the Bay in the future. The proposed transit service improvements will benefit the city by enhancing regional connections and increasing the amount of reliable, fast service through bus rapid transit.
- **Pedestrian and Bicycle Connectivity Gaps.** Basic infrastructure for the bicycle and pedestrian networks in many areas of the city is in place. However, gaps at several critical locations discourage

many from walking or biking for transportation purposes. For example, many streets lack sidewalks on one or both sides of the street; the bicycle network is spotty, with discontinuous facilities and physical barriers that create separation between neighborhoods. These obstacles include US 101, railroad tracks, Bayfront Expressway, and El Camino Real. A number of bicycle and pedestrian infrastructure improvements are identified in both the Menlo Park Comprehensive Bicycle Plan (2005) and the Sidewalk Master Plan (2009). Sidewalks on Santa Cruz Avenue south of the Downtown core are incomplete south of Johnson Street, where neither valley gutter nor sidewalks exist. Santa Cruz Avenue is a major north-south walking route used by children walking to school and has several school crosswalks along it. However, in some cases the school crossings do not connect to any pedestrian infrastructure. The El Camino Real/Downtown Specific Plan does not address this gap, unfortunately. Also, the interchange of US 101 at Willow Road is slated for Caltrans improvements with construction occurring in 2016-2019. The improvements at this location will result in improved bicycle and pedestrian connections, as well as signal and lane configuration upgrades at the interchange.

- **Performance Metrics.** The City's performance metrics used to evaluate the transportation network under the current General Plan focus on vehicular travel –for example, automobile delay and vehicular travel speeds. Under the City's Complete Streets Policy, there is a need to measure and quantify the overall performance of the network to better include all users and modes of travel. Such analysis should allow for the evaluation of trade-offs between improvements for different travel modes–for example, if a roadway is widened to include additional travel or turn lanes, how does this affect pedestrian and bicycle safety? Additionally, refined metrics might include an assessment of user-comfort, safety, amenities (e.g., street lighting, type of crosswalk, bicycle facility, or transit shelter), the surrounding environment (e.g., whether a person feels safe walking or riding a bicycle), and/or the extent of the facilities (e.g., citywide bikeway length, sidewalk coverage, or total bus ridership). The metrics can also be even broader in scope, taking into account vehicle miles traveled per capita, greenhouse gas emissions, economic impacts, tree canopy coverage, and socio-economic benefits of Complete Streets.
- **Parking Requirements.** Existing parking requirements exceed minimums recommended by industry standards for many land uses. Higher parking minimums can increase the cost of development and reduce the footprint for productive space such as offices, retail, restaurants, and open space. In addition, excessive parking creates an environment where driving is more attractive, and can result in additional vehicular demand and traffic congestion, thus detracting from the pedestrian environment.

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ECONOMICS

EXISTING CONDITIONS REPORT

PUBLIC REVIEW DRAFT

JANUARY 2015

CONNECTMENLO

menlo park land use & mobility update

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OVERVIEW

This Report examines current economic conditions in Menlo Park in order to inform the General Plan and M-2 Zoning Update (also referred to as ConnectMenlo). Key findings are summarized first, followed by more detailed analysis of demographic, employment, economic, real estate, and fiscal trends for the City of Menlo Park that are compared to the region. The analysis of economic conditions provides background information to inform future consideration of community benefits that could be provided by future development in the M-2 Area. The potential community benefits include land uses desired by the community, improvements to support various transportation modes such as bicycles and shuttles, open space and park improvements, community-oriented programs, or other benefits. Alternative M-2 Area land use programs will be studied and tested for feasibility in order to quantify the amount of community benefits that can be obtained. Then the City will consider the specific public improvements it will seek from new M-2 Area development.

Potential General Plan Update land use changes will be focused on the M-2 Area, and potentially the Belle Haven neighborhood for local-serving retail uses. Because the M-2 Area consists primarily of commercial and industrial uses, much of the following discussion focuses on employment and commercial land use conditions and trends. Since the Belle Haven neighborhood is primarily residential, a portion of the following discussion focuses on demographic trends in Belle Haven and how they affect the potential for new retail. One land use trend that may affect both areas is the shift in companies' and workers' desire for environments that offer a mix of employment, residential, and retail and entertainment uses, also referred to as "live-work-play" environments. This is particularly relevant in the M-2 Area because it is home to campus office environments, which provide on-site food and other services.

DEMOGRAPHIC TRENDS

This section details demographic and housing trends for the City of Menlo Park. Demographic data were compiled from several sources. The American Community Survey (ACS) publishes estimates of demographic conditions over 1-year, 3-year, and 5-year periods, depending on the type of data and population in the

geographical area being sampled.[1] While these data cannot represent conditions at a specific point in time, they are updated on an annual basis and do offer a valuable means to compare characteristics across neighborhoods. Nielsen Market Data, a private provider of demographic analytic services, was also used to provide data on certain demographic conditions. Resident employee profile data was provided by the California Employment Development Department. To the extent that data were available, information is presented for the City of Menlo Park benchmarked against the combination of Santa Clara and San Mateo counties, as representative of most of the Silicon Valley area and referred to throughout this analysis as the "Combined Counties," and the greater Bay Area.[2]

POPULATION AND HOUSEHOLDS

The City of Menlo Park is home to 32,896 residents with an average of 2.6 persons per household, according to current California Department of Finance estimates. Between 2000 and 2014, Menlo Park saw a population increase of 7 percent, compared to a 9 percent increase in the Combined Counties and the larger Bay Area. Unlike growth in the region, Menlo Park's growth is marked by an increase in household size rather than an increase in the total number of households. Between 2000 and 2014, the average household size increased from 2.4 to 2.6 persons per household (Figure 1), or nearly 8 percent. Household growth in the Combined Counties and the Bay Area only grew by 2 percent during the same time period. However, average household size in Menlo Park (2.6) is still smaller than the Combined Counties and the Bay Area (2.9 and 2.8, respectively).[3]

Counter to these citywide trends, Belle Haven experienced a decrease in population in recent years, from 6,095 residents in 2000 to 5,605 residents during the 2008-2012 ACS survey period. During the same time period, the number of households in Belle Haven (1,336 in 2008-2012) remained relatively constant. These changes are reflected in a smaller average household size in Belle Haven during the 2008-2012 ACS survey period (3.2 persons per household) compared to 2000 (4.6 persons per household), although the average household size in Belle Haven remains above the citywide average.[4]

[1] The ACS provides data for small geographies, including the Census Tract that encompasses Belle Haven, based on surveys conducted over a 5-year period. While these data are not directly comparable to data collected over a three-year period for the City and other larger geographic areas, it does provide a way to approximate differences between various geographic areas.

[2] The Bay Area as defined here consists of Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma Counties.

[3] California Department of Finance, 2014. *Census 2000.*

[4] American Community Survey (ACS), 2008-2012. *Census 2000.*

FIGURE 1 AVERAGE HOUSEHOLD SIZE, 2000 & 2014

Note: (a) Includes Santa Clara and San Mateo Counties.
Sources: US Census, 2000; California Department of Finance, 2014; BAE, 2014.

Between 2000 and 2010, the number of single person households and households with two or more persons without children under 18 years of age decreased in Menlo Park, as shown in Table 1. At the same time, the number of households with children increased, which reflects the increase in average household size. The Combined Counties and Bay Area also experienced an increase in the number of households with children under 18, but, counter to trends in Menlo Park, also saw an increase in the number of single person households.[5] The growth in households with children in Menlo Park suggests increased demand for school enrollment and family- and youth-oriented retail and services.

AGE

Between 2000 and 2014, the median age of Menlo Park residents increased from 37.4 to 39.0, consistent with national and regional trends as the Baby Boomer generation ages. This resulted in a slightly higher median age in Menlo Park than in the Combined Counties, where the median was 38.0 in 2014.[6] The median age among Belle Haven residents increased from 25.4 in 2000 to 28.7 during the 2008-2012 ACS survey period, remaining considerably below the citywide median (and without Belle Haven, the median age of the balance of Menlo Park's population would be above 40 years).[7]

[5] Census, 2000 & 2010.
[6] Census, 2000; Nielsen, 2014.
[7] Census, 2000; ACS, 2008-2012.

TABLE 1 HOUSEHOLD COMPOSITION, 2000-2010

	Menlo Park		Palo Alto		Mountain View		Combined Counties		Bay Area[a]	
Household Type	2000	2010	2000	2010	2000	2010	2000	2010	2000	2010
Single Person	3,979	3,672	8,209	7,982	11,133	10,961	183,735	194,725	637,575	680,925
2+ Persons w/o Child <18										
Married Couple	3,144	2,931	6,568	6,832	7,117	7,141	225,726	222,977	597,346	639,283
Other Family	677	550	1,164	1,060	1,938	1,716	64,880	61,693	149,931	183,530
Non-Family	1,271	1,082	2,361	1,995	4,111	3,408	66,615	62,588	225,000	234,135
2+ Persons w/Child(ren) <18										
Married Couple	2,595	3,232	5,660	7,143	5,373	6,665	219,791	242,773	618,030	623,824
Other Family	704	860	1,201	1,442	1,481	1,993	56,413	74,988	229,163	239,335
Non-Family	17	20	53	39	89	73	2,806	2,297	8,974	6,991
Total	**12,387**	**12,347**	**25,216**	**26,493**	**31,242**	**31,957**	**819,966**	**862,041**	**2,466,019**	**2,608,023**

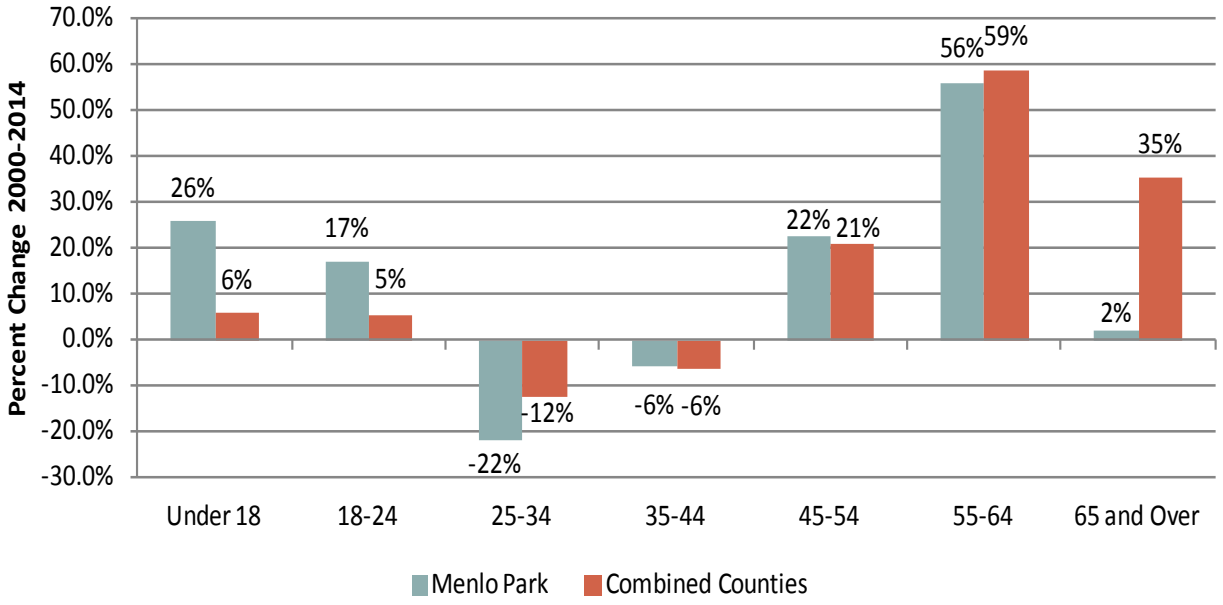
	Menlo Park		Palo Alto		Mountain View		Combined Counties		Bay Area[a]	
Household Type	2000	2010	2000	2010	2000	2010	2000	2010	2000	2010
Single Person	32%	30%	33%	30%	36%	34%	22%	23%	26%	26%
2+ Persons w/o Child <18										
Married Couple	25%	24%	26%	26%	23%	22%	28%	26%	24%	25%
Other Family	5%	4%	5%	4%	6%	5%	8%	7%	6%	7%
Non-Family	10%	9%	9%	8%	13%	11%	8%	7%	9%	9%
2+ Persons w/Child(ren) <18										
Married Couple	21%	26%	22%	27%	17%	21%	27%	28%	25%	24%
Other Family	6%	7%	5%	5%	5%	6%	7%	9%	9%	9%
Non-Family	0.1%	0.2%	0.2%	0.1%	0.3%	0.2%	0.3%	0.3%	0.4%	0.3%
Total	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**

a. The nine-county Bay Area includes Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma Counties.
Sources: US Census 2000, 2010; BAE, 2014.

Between 2000 and 2014, Menlo Park saw a larger increase in the proportion of residents under the age of 18 and a smaller increase in the proportion of residents over the age of 65 compared to the region. While the entire population grew by 10 percent from 2000 to 2014, the under 18 population grew by nearly 26 percent, and the population over 65 grew by just 2 percent. Compared to the Combined Counties, Menlo

Park has seen a much larger increase in the share of population under 18, and a much slower increase in the share of population over 65 (Figure 2).[8] The increase in Menlo Park families with children is driving this change, along with a decline in seniors continuing to live in Menlo Park as they age.

FIGURE 2 CHANGE IN AGE DISTRIBUTION, 2000 & 2014



Sources: US Census, 2000; Nielsen Marketplace, 2014; BAE, 2014.

Both Menlo Park and the Combined Counties saw a decrease in the population between ages 25 and 34.[9] This could be due to a variety of factors, including children raised in Menlo Park leaving for other locations, the preference for many in this age range to live in more urban environments, or the inability to afford to live in Menlo Park, especially for younger persons early in their careers and young families.

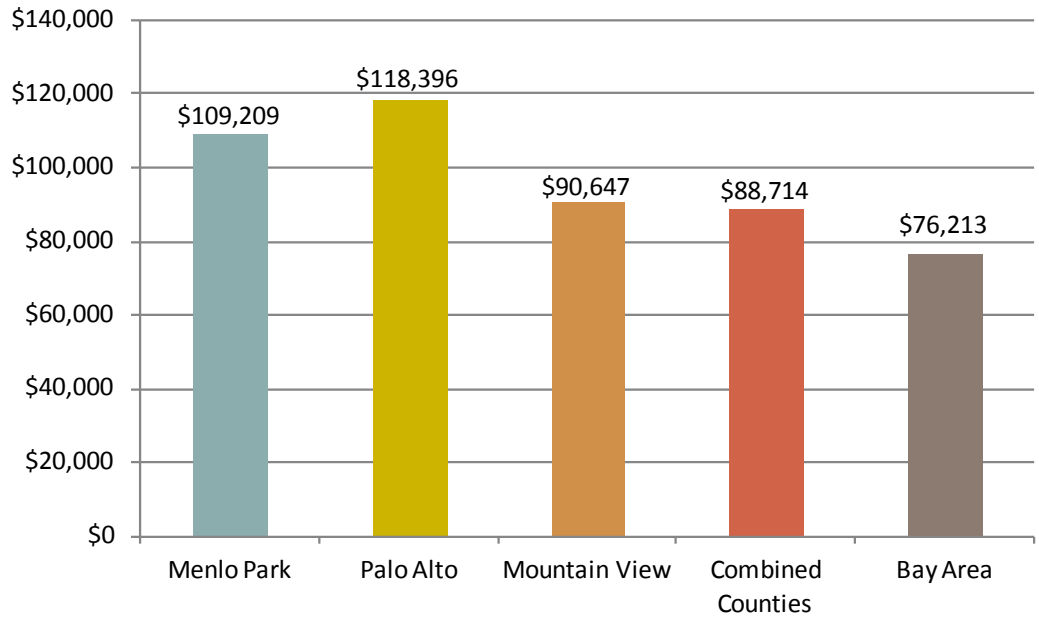
INCOME AND EDUCATIONAL ATTAINMENT

Menlo Park residents have significantly higher median incomes when compared to the larger region, as shown in Figure 3. As of 2012, the median household income in Menlo Park was approximately $109,200, which was 23 percent higher than the median in the Combined Counties and 43 percent higher than the median in the Bay Area that year. Just over 26 percent of Menlo Park households have annual incomes of

[8] Census, 2000; Nielsen, 2014.
[9] Census, 2000; Nielsen, 2014.

$200,000 or more, a much greater proportion than the Combined Counties (15 percent) and the Bay Area (12 percent).[10]

FIGURE 3 MEDIAN INCOME, 2012



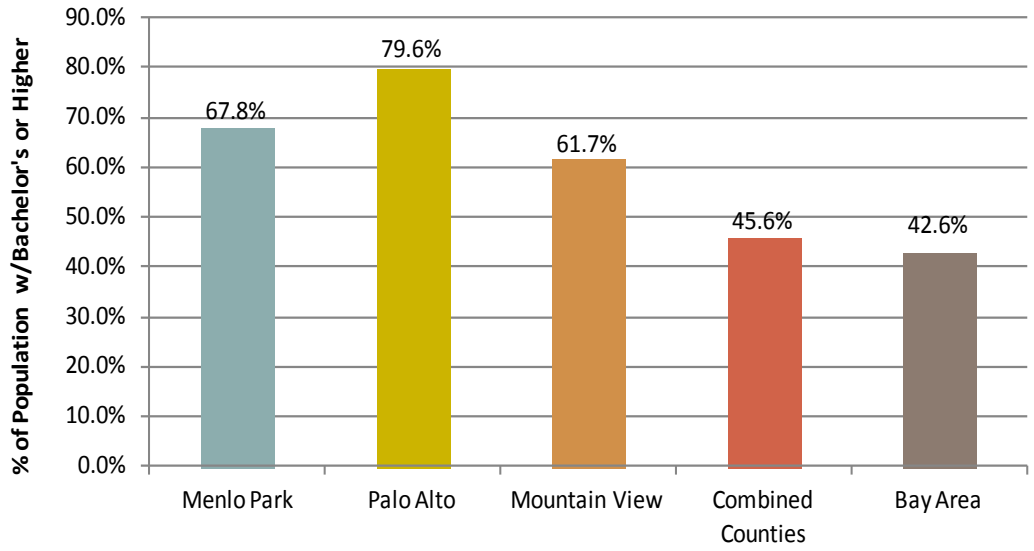
Note: Estimate from American Community Survey (ACS) 2010-2012 3-year data, based on a survey conducted continuously over the 3-year period. All incomes adjusted to 2012 dollars.
Sources: ACS, 2010-2012; BAE, 2014.

While incomes citywide tend to be high relative to the region, incomes in the Belle Haven neighborhood are lower compared to the region overall. According to ACS data collected between 2008 and 2012, the median income in Belle Haven was $51,250, less than half of the citywide median.

Residents of Menlo Park have high levels of educational attainment. According to ACS data collected between 2010 and 2012, nearly 68 percent of residents age 25 or older had a bachelor's degree or higher, compared to 46 percent of residents age 25 or older in the Combined Counties and 43 percent of Bay Area residents age 25 or older (Figure 4). Palo Alto and Mountain View also have a high percentage of residents with bachelor's degrees or higher, indicating a wealth of well-educated persons in the area.

[10] ACS, 2010-2012.

FIGURE 4 POPULATION WITH A BACHELOR'S DEGREE OR HIGHER, 2012



Note: Based on population age 25 or greater. Estimate from American Community Survey (ACS) 2010-2012 3-year data, based on a survey conducted continuously over the 3-year period.
Sources: ACS, 2010-2012; BAE, 2014.

RESIDENT EMPLOYMENT PROFILE

This section provides information on occupations and industries of employment for Menlo Park residents. Occupation data relate to the type of tasks workers perform, whereas industry data relate to the economic sector in which a worker is employed. Data on the industries represented among jobs located in Menlo Park, which may or may not be held by Menlo Park residents, are presented separately in the Economic Development Overview section of this chapter.

OCCUPATION

The majority of Menlo Park residents work in the management, business, science, and arts occupations, as shown in Table 2. According to 2008-2012 ACS data, just over 65 percent of residents were employed in these occupations. This is significantly higher than the Combined Counties (48 percent) and the Bay Area (45 percent). Menlo Park also had fewer residents employed in service occupations and sales and office occupations when compared to the region.

TABLE 2 EMPLOYED RESIDENTS BY OCCUPATION, 2012[a]

	Menlo Park		Combined Counties		Bay Area[b]	
Occupation	Number	% Total	Number	% Total	Number	% Total
Management, Business, Science, Arts	10,276	65.4%	573,411	47.9%	1,538,486	45.2%
Service	1,803	11.5%	186,396	15.6%	564,941	16.6%
Sales & Office	2,519	16.0%	260,348	21.8%	775,027	22.8%
Natural Resources, Construction, Maintenance	472	3.0%	79,329	6.6%	238,540	7.0%
Production, Transportation, Material Moving	635	4.0%	96,491	8.1%	276,784	8.1%
Military Specific Occupations	0	0.0%	237	0.0%	6,421	0.2%
Total	**15,705**	**100.0%**	**1,196,212**	**100.0%**	**3,400,199**	**100.0%**

a. Estimate from American Community Survey (ACS) 2008-2012 5-year data, based on a survey conducted continuously over the 5-year period.
b. The nine-county Bay Area includes Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma counties.
Sources: ACS, 2008-2012; BAE, 2014.

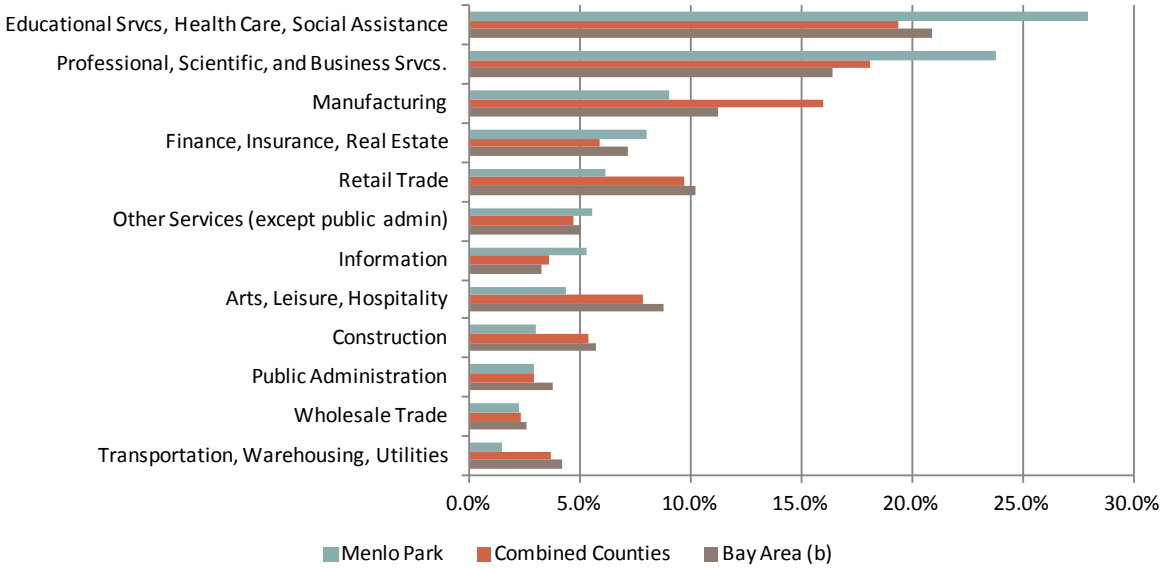
INDUSTRY

The educational services, healthcare, and social assistance industry is the most common industry of employment among Menlo Park residents, according to ACS data collected between 2008 and 2012. Twenty-eight percent of employed residents held jobs in this industry, while the Combined Counties and Bay Area only had 19 and 21 percent of their respective residents employed in the same industry. A significant portion of Menlo Park residents were employed in the professional, scientific, and business services industry, which accounted for 24 percent of jobs among Menlo Park residents, but only 18 percent of jobs among residents in the Combined Counties and 16 percent of jobs among Bay Area residents (Figure 5). Both the educational services, healthcare, and social assistance industry, and the professional, scientific, and business services industry are large and growing industries in the region, suggesting stable employment for many Menlo Park residents. Other employment industries accounted for less than half of jobs held by Menlo Park residents.

The educational services, healthcare, and social assistance industry and the professional, scientific, and business services industry accounted for a smaller share (21 percent and 20 percent, respectively) of jobs held by Belle Haven residents than among residents of the city as a whole, but were nonetheless the largest employment industries among Belle Haven residents. Compared to the city as a whole, a larger share of Belle Haven residents held jobs in the service industry (16 percent of employed residents) and leisure and hospitality industry (10 percent of employed residents).[11]

[11] ACS, 2008-2012.

FIGURE 5 EMPLOYED RESIDENTS BY INDUSTRY, Q3 2012[a]



a. Estimate from American Community Survey (ACS) 2008-2012 five-year data, based on on a survey conducted continuously over the 5-year period.
b. The nine-county Bay Area includes Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma counties.
Source: ACS, 2008-2012; BAE, 2014.

POPULATION AND HOUSEHOLD PROJECTIONS

The Association of Bay Area Governments (ABAG) provides population, household, and employment projections for each city and county in the Bay Area. These projections are based on a regional model that estimates overall population, household, and employment growth in the region. This growth is then allocated to various jurisdictions based on available land for development and policy objectives.

Menlo Park is expected to grow at a relatively moderate pace through 2040, according to ABAG estimates. As shown in Table 3, the population of Menlo Park is projected to increase by 19 percent between 2010 and 2040, while the number of households in the city is projected to increase by 18 percent. Projections show a faster rate of population and household growth in San Mateo County (26 percent and 22 percent, respectively), and the Bay Area (30 percent and 27 percent, respectively). Although projections estimate that growth in Menlo Park will be somewhat limited, the city's robust employment opportunities and position within Silicon Valley suggest that the city has the potential to capture a larger share of regional residential demand than projected.

TABLE 3 POPULATION AND HOUSEHOLD PROJECTIONS, 2010-2040

	2010	2015	2020	2025	2030	2035	2040	% Change 2010-2040
Population								
Menlo Park	32,026	32,900	33,800	34,700	35,800	36,900	38,100	19%
San Mateo County	718,451	745,400	775,100	805,600	836,100	869,300	904,400	26%
Bay Area[a]	7,150,739	7,461,400	7,786,800	8,134,000	8,496,800	8,889,000	9,299,100	30%
Households								
Menlo Park	12,347	12,700	13,070	13,420	13,790	14,150	14,520	18%
San Mateo County	257,837	267,150	277,200	286,790	296,280	305,390	315,100	22%
Bay Area[a]	2,608,023	2,720,410	2,837,680	2,952,910	3,072,920	3,188,330	3,308,090	27%

a. The nine-county Bay Area includes Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma counties.
Source: ABAG, 2013; BAE, 2014.

ECONOMIC DEVELOPMENT OVERVIEW

Economic development is essential to the city's future, and involves the attraction, retention, and growth of companies in Menlo Park and the jobs they create. This requires providing companies with the facilities they need. All residents in Menlo Park have a stake in successful economic development because the fiscal revenues that it creates are key to the long-term sustainability of the City's budget. Economic development also creates job opportunities for local residents, which can reduce congestion impacts from cross-commuting. Additionally, economic development supports expanded choices in housing, retail, and services that enhance the city and can fund community benefits and improvements via new projects.

This section of the report presents information on employment and commute flow for workers in Menlo Park. Employment data was supplied by the Quarterly Census of Employment and Wages (QCEW), as provided by the California Employment Development Department (EDD). Commute flow data was provided by the American Community Survey's (ACS) Census Transportation Planning Package (CTPP) that contains statistical survey data collected between 2006 and 2010.

EMPLOYMENT

This section provides information on jobs in Menlo Park. While some jobs located in Menlo Park are held by Menlo Park residents, a large share of jobs in Menlo Park are held by residents of other communities. Likewise, a large share of Menlo Park residents are employed in jobs located outside of the City of Menlo Park (commute data are discussed in greater detail below). As a result, the data presented in this section are

distinct from the data presented in the section above on Menlo Park residents' occupation and industry of employment.

The M-2 Area is the key to the city's economy; in 2012 it contained 48 percent of the city's jobs.[12] It is also home to clusters in three rapidly growing high-tech sectors:

- Information/Social Media (such as Facebook and related companies)
- Life Sciences (including Pacific Biosciences and CS Bio)
- Medical Devices (such as Evalve and Abbot Vascular)

The diverse economy in the M-2 Area includes traditional manufacturing, firms that provide services to the high-tech industry (including the Orrick, Herrington & Sutcliffe law firm), and traditional industrial users who offer jobs to medium- and lower-skill workers (like Gachina Landscape Management and Cupertino Plumbing Supply).

The largest employers in Menlo Park span a number of industries, including high tech, government, biotechnology, financial services, and retail. The ten largest employers in Menlo Park represent nearly one-third of wage and salary employment in Menlo Park. The largest employer by far is Facebook, located in the M-2 Area, followed by SRI International, which is located outside of the M-2 Area near the Caltrain station. The largest employers in Menlo Park are listed in Table 4.

TABLE 4 TOP EMPLOYERS IN MENLO PARK, 2012-2013

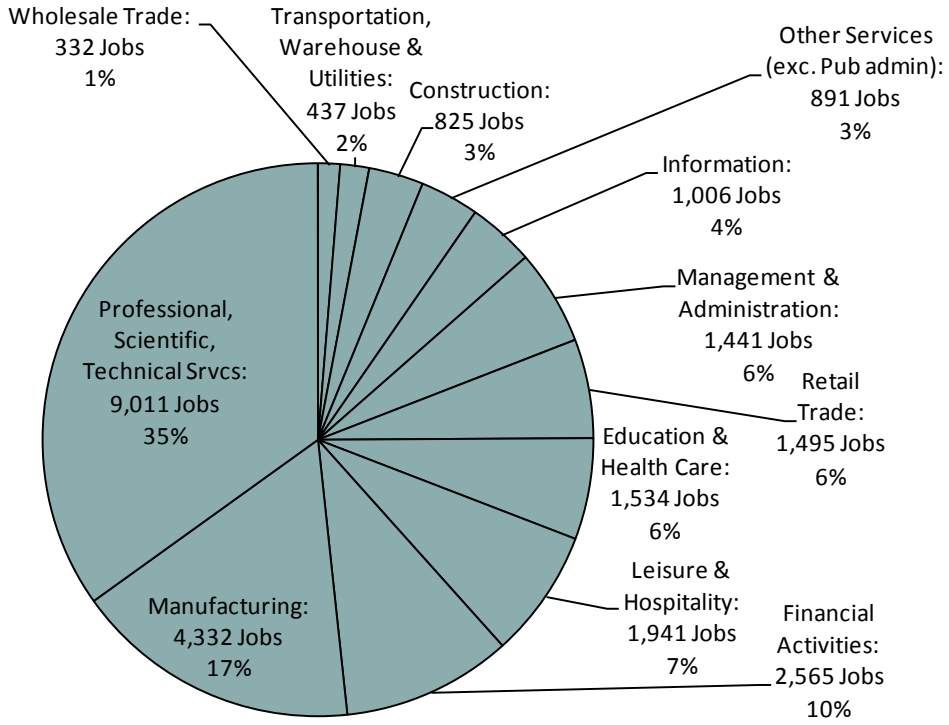
Firm Name	Number of Employees
Facebook, Inc.	2,865
SRI International	1,421
Menlo Park VA Medical Center	837
TE Corporation	747
SHR Hotel, L.L.C.	458
US Geological Survey	454
E*Trade Financial Corporation	370
Evale Inc	328
Pacific Biosciences of California	300
Safeway Stores, Inc.	264

Note: All employment estimates from City of Menlo Park Business License Database, annual data from 2013, except for Federal employment, which is 3Q 2012 from BLS/EDD QCEW program.
Sources: City of Menlo Park; U.S. Department of Labor, Bureau of Labor Statistics QCEW Program; California Employment Development Department, 2014; BAE, 2014.

The professional, scientific, and technical services industry is the largest employment industry in Menlo Park, accounting for 35 percent of jobs located in the City (see Figure 6). The second largest industry that employs workers in Menlo Park is manufacturing, followed by financial activities, leisure and hospitality, and education and health care. These data demonstrate the difference between the predominant industries of employment for Menlo Park residents (as shown in Figure 5) and the predominant industries among jobs located in Menlo Park (as shown in Figure 6).

[12] US Department of Labor, Bureau of Labor Statistics QCEW Program, 2012.

FIGURE 6 EMPLOYMENT BY INDUSTRY BY PLACE OF WORK IN MENLO PARK, Q3 2012



Notes: The Quarterly Census of Employment and Wages (QCEW) program publishes a quarterly count of employment and wages reported by employers covering 98 percent of US wage and salaried jobs, available at the county, MSA, state and national levels by industry. Data are derived from the quarterly tax reports submitted to State workforce agencies by employers, subject to State UI laws and from Federal agencies subject to the Unemployment Compensation for Federal Employees (UCFE) program. Data here are average monthly employment for the third quarter of 2012.
Sources: US Department of Labor, Bureau of Labor Statistics QCEW Program; California Employment Development Department, 2014; BAE, 2014.

With the relocation of Facebook to Menlo Park, Menlo Park experienced a 71 percent increase in the professional, scientific, and technical services industry and a 201 percent increase in the information industry between 2007 and 2012. During the same time period, Menlo Park lost workers in construction, manufacturing, wholesale trade, and financial industries. The largest employment losses were in the construction industry, which decreased in employment by nearly 40 percent between 2007 and 2012. The construction industry was also the industry with the largest employment losses in the Combined Counties during this period, although the decrease was smaller (23 percent).[13] Losses in employment in the construction industry in Menlo Park and the region may be temporary due to the recent recession. It should

[13] US Department of Labor, Bureau of Labor Statistics QCEW Program, 2014.

be noted that Facebook reports that by mid-2014 the Facebook workforce reached 5,000 employees, with an expected 20 percent increase for the coming year.[14]

COMMUTE FLOW

Most residents of Menlo Park commute elsewhere for work. Of the 30,885 jobs in Menlo Park, only 3,440 are held by Menlo Park residents. Menlo Park residents primarily travel to work in Palo Alto/Stanford (27 percent), Redwood City (8 percent), San Francisco (6 percent), or other locations within San Mateo and Santa Clara counties. Conversely, more than 27,000 workers who live in other cities commute to jobs in Menlo Park. Workers commute into Menlo Park from San Jose (10 percent), Redwood City (9 percent), San Francisco (8 percent), and other locations in San Mateo, Santa Clara, and Alameda counties (Table 5).[15] According to the Circulation Existing Conditions Report, approximately 79 percent of commuters pass through Menlo Park; these commuters do not work or live in Menlo Park, but use Menlo Park's road network daily. This cross-commute pattern is typical in most suburban environments and is a major cause of traffic congestion.

As shown in part in Figure 5 and Figure 6 above, employment industries for Menlo Park residents differ from industries of employment for jobs located in Menlo Park, suggesting a disconnect between the jobs located in the city and residents' professional skills. Increasing the number of jobs that fit the skills of residents could help ease traffic congestion, as could providing additional lower cost housing, though a variety of other investments in alternative modes of transportation, such as shared shuttles and transit to reduce the number of single-vehicle trips, will also be needed to address congestion.

RETAIL DEMAND

There are currently three small retail nodes along Willow Road. The first, at Hamilton Avenue, is a strip center with several fast food/fast casual restaurants and an ATM, along with an adjacent gas station, that target the daytime worker population in the area and serves the Belle Haven residents. There is a small, good-quality grocery store specializing in Latino food at Ivy Drive that also sells prepared food. On either side of Newbridge Street, there is a small cluster of older retail buildings that include another small,

[14] Facebook, 2014.

[15] CTTP, 2006-2010 and ACS, 2006-2010. CTTP data and ACS data vary from employment figures shown elsewhere (e.g., Figure 6) due to differences in the time periods used for data collection and the source of the data. The QCEW data in Figure 6 are based on persons in the regular Unemployment Insurance program, which excludes certain categories of workers (e.g., federal employees and some independent contractors, among others), and are provided for the third quarter of 2012. The CTTP and ACS data shown in Table 5 are for all workers age 16 and over, and was collected between 2006 and 2010.

TABLE 5 COMMUTE FLOWS, 2006-2010[a]

Menlo Park Residents by Place of Work

	Employed Persons	
Place of Work	Number	Percentage
San Mateo County	6,953	45.0%
Menlo Park	3,440	22.3%
Redwood City	1,250	8.1%
San Mateo	330	2.1%
South San Francisco	305	2.0%
Foster City	210	1.4%
Atherton	155	1.0%
Santa Clara County[b]	6,775	43.9%
Palo Alto/Stanford	4,090	26.5%
San Jose	820	5.3%
Mountain View	650	4.2%
Sunnyvale	405	2.6%
Santa Clara	390	2.5%
San Francisco	900	5.8%
All Other Locations	822	5.3%
Total[c]	**15,450**	**100%**

Menlo Park Residents by Place of Residence

	Employed Persons	
Place of Work	Number	Percentage
San Mateo County	13,410	43.4%
Menlo Park	3,440	11.1%
Redwood City	2,880	9.3%
San Mateo	1,440	4.7%
East Palo Alto	990	3.2%
Santa Clara County	9,075	29.4%
San Jose	2,990	9.7%
Sunnyvale	1,450	4.7%
Palo Alto/Stanford	1,215	3.9%
Mountain View	1,100	3.6%
Alameda County	3,635	11.8%
Fremont	1,160	3.8%
San Francisco	2,500	8.1%
Other Bay Area Locations	890	2.9%
All Other Locations	1,375	4.5%
Total[c]	**30,885**	**100.0%**

a. The American Community Survey (ACS) data used for the most recent Census Transportation Planning Package (CTPP) uses demographic estimates based on statistical sampling conducted between 2006-2010. Data is reported for workers age 16 and over. This is the most recent commute flow data available.
b. Data captures total Menlo Park residents working in incorporated cities, towns and Census Designated Places in Santa Clara County. Persons working in other unincorporated areas of Santa Clara County are included in "All Other Locations."
c. Totals may not match employed residents in other tables because this table was derived from the ACS 2006-2010 rather than the 2010-2012 three-year ACS data used in other tables.
Sources: 2006-2010 Census Transportation Planning Package; ACS, 2006-2010; BAE, 2014.

good-quality Latino specialty grocery store, a couple of restaurants, a beauty salon, and a barbershop. The approved Menlo Gateway project, at the western end of the M-2 Area, will include a restaurant, health club, and up to 10,000 square feet of additional retail targeting tenants of that project and the surrounding area; however, it has yet to commence construction.

Throughout the ConnectMenlo process, Belle Haven residents have expressed interest in a new supermarket providing a broader range of food choices, as well as additional retail choices to provide more convenient access to retail and convenient services. There is need for a bank and/or ATMs, a pharmacy, and other daily-

needs services, particularly during peak commute times when Willow and Marsh Roads, the only means of crossing US 101 by automobile, become extremely congested. An analysis of the potential to support an additional grocery store in Belle Haven, based on a calculation of estimated grocery expenditures for residents alone, showed support for up to 25,000 square feet of grocery store space, as shown in Table 6. Assuming the two existing markets represent approximately 8,000 square feet, there remains support for 15,000 to 20,000 square feet of new grocery store space. While this is much less than a typical new 60,000 square foot supermarket, it is sufficient for a specialty grocery store, such as a Sprouts or Fresh & Easy Market. These stores offer a full selection of a variety of fresh produce, meat, grocery items, households goods, along with prepared ready to eat food items. Additional demand from new employment and other sources could potentially support additional grocery store square footage.

TABLE 6 SUPPORTABLE GROCERY STORE SQUARE FOOTAGE, BELLE HAVEN, 2012

	Low Estimate	High Estimate
Supportable Grocery Store Square Footage, Belle Haven	**17,553**	**25,075**
Assumptions		
Taxable Sales Per Capita in Grocery Stores, 2012, CA	$469.74	
Estimated Total Sales Per Capita in Grocery Stores, 2012, CA[a]	$1,566	
Estimated Belle Haven Grocery Expenditures, 2012	$8,776,326	
Dollars/sq.ft. Needed to Support a New Grocery Store (Annual)	$350	$500

a. Total Sales per capita are estimated based on an assumption that 30% of all grocery store sales are taxable.
Sources: California State Board of Equalization, 2012; BAE, 2014.

In addition to the demand for retail among residents, employees in the M-2 Area provide potential support for new retail offerings. Employees, and therefore companies seeking to locate in Menlo Park, prefer a more mixed-use, "live-work-play" environment. The current M-2 Area does not meet this requirement, particularly for retail uses, and landlords report that a lack of retail and services impacts their ability to attract new office tenants. M-2 Area firms, including those with on-site food service, also report that their employees are seeking a more diverse choice of neighborhood retail and services, such as restaurant options and convenience retailers.

One key to attracting new retailers to the Belle Haven area will be creating locations that are convenient for both Belle Haven residents and workers in the M-2 Area, as well as pass-through travelers. The combined spending of these two sources of demand creates support for more retail than would be possible based on just resident population, and may also help make retailers aware that viable alternatives exist in locations other than the El Camino Real or Downtown area. For example, it may be difficult to attract a standard bank branch to the area because Belle Haven will be a less attractive location relative to other areas of Menlo

Park where bank operators believe they will attract higher-income customers. However, a business branch of a bank that targets firms in the M-2 Area could also provide services and ATM access to Belle Haven residents, such as the Wells Fargo Business Center branch in West Berkeley. The same would apply for other retail and services, such as restaurants, pharmacy, cleaners, coffee shops, and other businesses.

There may be support for two new distinct retail nodes in the M-2 Area, one focused on or near Willow Road, and the other near the western end of the M-2 Area, closer to Marsh Road. These locations are sufficiently accessible to Belle Haven residents, M-2 Area workers, and pass-through traffic, and are best able to meet the accessibility and visibility requirements of potential retailers.

EMPLOYMENT PROJECTIONS

Similar to projected population and household growth, ABAG employment projections estimate more limited growth in Menlo Park than in San Mateo County and the Bay Area overall. ABAG Employment projections estimate that employment will grow by 21 percent in Menlo Park, 29 percent in San Mateo County, and 33 percent in the Bay Area (Table 7).[16] However, as with population and household growth, the city has the potential to capture a larger share of future regional employment than projected, particularly if policies are put in place to facilitate growth in the M-2 Area.

CITY FISCAL TRENDS

REVENUE SOURCES AND EXPENDITURES

Menlo Park relies on a range of revenue sources to fund public services and government operations. The City's FY 2014-2015 Budget estimates a total of $46.5 million in revenue to the City's General Fund. Property tax revenues constitute the largest General Fund revenue source, accounting for an estimated $14.7 million (32 percent) of General Fund revenue in 2014-2015. Due to Proposition 13, property taxes from individual properties cannot increase by more than 2 percent per year unless property changes ownership or new improvements are constructed, which limits growth in property tax revenue in Menlo Park. As a result, local governments must increasingly rely on other revenue sources to maintain balanced budgets.

[16] ABAG, 2013.

TABLE 7 PROJECTED EMPLOYMENT GROWTH, 2010-2040

	2010	2015	2020	2025	2030	2035	2040	% Change 2010-2040
Employment								
Menlo Park	28,890	30,910	33,060	33,310	33,660	34,280	34,980	21%
San Mateo County	345,190	374,940	407,550	414,240	421,500	432,980	445,070	29%
Bay Area[a]	3,385,300	3,669,990	3,987,150	4,089,320	4,196,580	4,346,820	4,505,230	33%

a. The nine-county Bay Area includes Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma counties.
Source: ABAG, 2013; BAE, 2014.

Additional large General Fund revenue sources in Menlo Park include charges for service (18 percent of General Fund revenues), sales tax (14 percent of General Fund revenues), licenses and permits (10 percent of General Fund revenues) and transient occupancy tax (9 percent of General Fund revenues). Remaining revenue sources, including franchise fees, utility user tax revenue, and intergovernmental transfers, account for a combined total of approximately 17 percent of total General Fund revenues (Figure 7).[17]

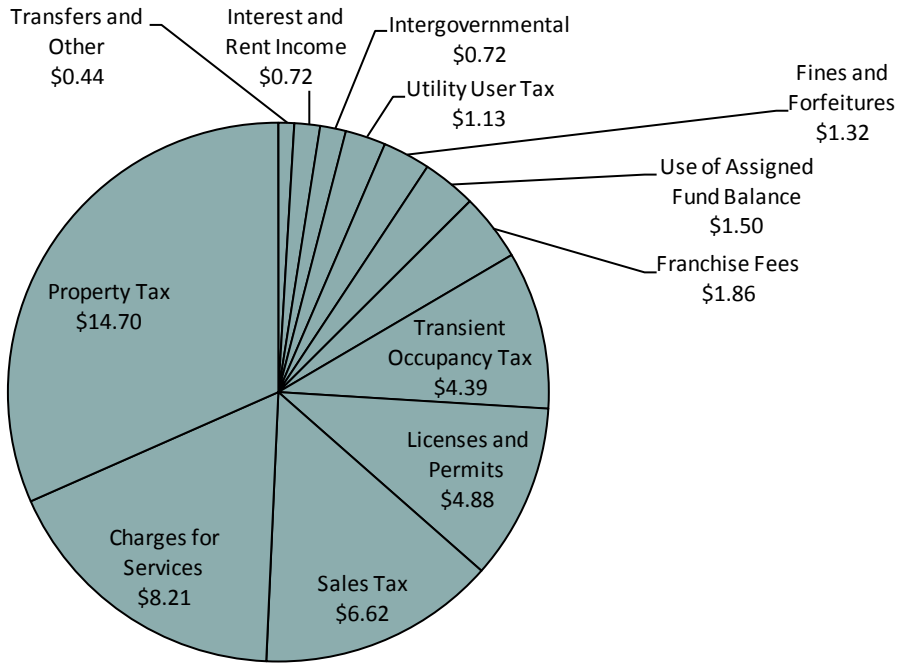
The Police Department has the largest projected budget in Menlo Park, accounting for 33 percent of General Fund expenditures. Menlo Park does not operate its own Fire Department, which means that approximately 15 percent of the property tax revenues collected from Menlo Park residents instead go to the Menlo Park Fire Protection District, an independent special district, to fund its operations. Across all departments, personnel costs (wages, salaries, and benefits) account for approximately two-thirds of General Fund expenditures ($30.6 million).

FISCAL IMPACTS OF NEW DEVELOPMENT

New development brings increased demands on local government services and infrastructure, but also generates new local government revenues through additional taxes and fees. Fiscal impact analysis provides long-term estimates of these increased expenditures and revenues in order to evaluate whether proposed new development would generate sufficient new fiscal revenues to cover new fiscal costs on a permanent basis.

[17] City of Menlo Park Budget, 2014-15

FIGURE 7 GENERAL FUND REVENUE SOURCES (IN MILLION $) IN MENLO PARK, FY 2014-2015



Source: Menlo Park Budget, FY 2014-15; BAE 2014.

In addition to the City of Menlo Park, there are a number of special districts that provide services to the City that may experience fiscal impacts from new development due to increases in service costs as well as increases in revenue sources such as property taxes. The Menlo Park Fire Protection District, Sequoia Union High School District, Menlo Park City School District, and Las Lomitas School District are the special districts that are most likely to experience fiscal impacts from new development, as discussed in greater detail below.

Menlo Park requires fiscal impact analyses for most major projects and plans in the city, and an overall fiscal impact analysis will be prepared later in the General Plan Update process once a preferred land use alternative has been identified. Previous fiscal impact analyses conducted by the City to identify impacts on its General Fund, as well as impacts to special districts, include the Facebook Campus, a residential development at 389 El Camino Real, Menlo Gateway (a mixed-use project in the M-2 Area), the El Camino Real/Downtown Specific Plan, the City's Housing Element, and development that would be allowed under the City's current General Plan, including an estimated 1.5 million square feet of additional unentitled commercial development potential in the M-2 Area.

ONGOING FISCAL IMPACTS FOR THE CITY OF MENLO PARK

Overall, the major planned development projects in Menlo Park and the additional development potential in the city under the current General Plan are projected to have a combined positive net fiscal impact on the City's General Fund, as shown in Figure 8. The fiscal analysis for the Housing Element, one of the required elements of a General Plan, assumed a large number of affordable housing units that would be exempt from property taxes, which resulted in a net negative fiscal impact; however, that impact is offset more than two times over by the positive net fiscal impact on the City's General Fund that would result from all of the other development allowed by the City's General Plan.

FIGURE 8 ANNUAL NET FISCAL IMPACT FROM PLANNED DEVELOPMENT AND DEVELOPMENT POTENTIAL UNDER CURRENT GENERAL PLAN IN MENLO PARK, 2014

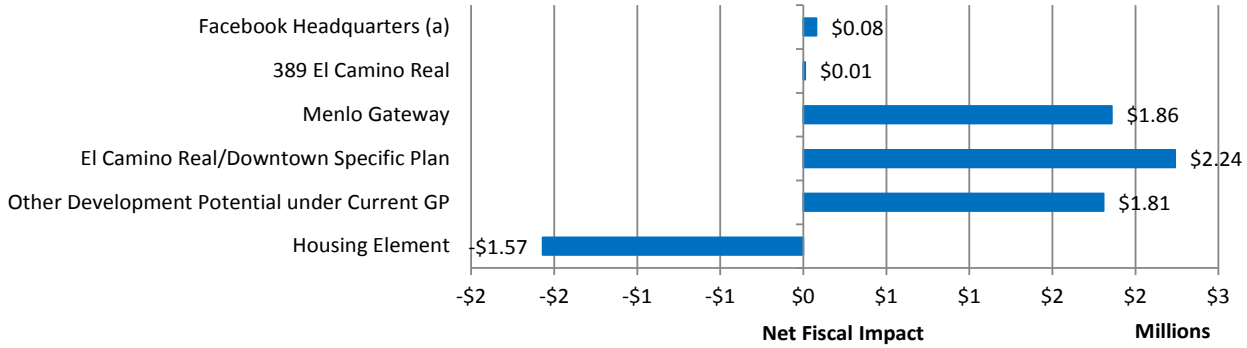


Chart shows annual net fiscal impact to the City's General Fund based on recent fiscal analyses for development in Menlo Park. All figures are inflated to 2014 dollars.
(a) Does not include payments pursuant to City's Development Agreement with Facebook.
Source: BAE, 2014.

ONGOING FISCAL IMPACTS FOR SCHOOL DISTRICTS

The fiscal impact that new development has on a particular school district depends largely on whether the district is a Revenue Limit district or a Basic Aid district. Most school districts in California are Revenue Limit districts, which means that local property taxes are not sufficient to provide the minimum per-student funding that is guaranteed by the State, and are therefore supplemented by State funding to make up for the shortfall. In Revenue Limit districts, new development does not have an impact on district revenues, because the amount of State aid that the district receives is adjusted to account for any change in the gap between the State-mandated minimum spending per-pupil and property tax revenues.

In Basic Aid districts, property tax revenues are sufficient to exceed the minimum per-student funding that is guaranteed by the State, and the district is able to retain and utilize all property tax revenue that it receives. As a result, any change in property taxes to the district represents a change in district revenue.

While this can support higher levels of student spending in districts with a strong property tax base, it also means that property taxes from new development are the primary source of funds for additional annual operating costs caused by students from new residential development. In general, Basic Aid districts will experience a positive net fiscal impact from commercial development because it generates additional property taxes, but no additional students. The fiscal impacts from residential development are mixed and depend on the type of housing, the resulting number of students, and the value of the new housing and the resulting new property tax revenues.

The Ravenswood and Redwood City School Districts, which serve elementary and middle school students in the M-2 Area, Belle Haven, and areas outside of Menlo Park, are Revenue Limit districts and therefore do not experience a fiscal impact related to operating costs from new development. Although these are the elementary and middle school districts that are most likely to experience an increase in students and property tax revenues due to development pursuant to the City's General Plan Update, changes in State aid will ensure consistent levels of per-student funding. Throughout the ConnectMenlo community engagement process, Belle Haven residents have expressed concern to City staff about school quality in the Ravenswood School District, which has lower Academic Performance Index Scores and lower per-pupil spending than the Menlo Park City and Las Lomitas School Districts. However, concerns related to school quality are generally outside of the scope of a General Plan Update.

The Menlo Park City School District and Las Lomitas School District, which serve elementary and middle school students elsewhere in Menlo Park and in some adjacent areas, but not in the M-2 Area and Belle Haven, are Basic Aid districts, and therefore potentially experience fiscal impacts to operating costs from new development. A fiscal impact analysis conducted for the City's Housing Element Update, which included an analysis of all approved, planned, and anticipated residential and commercial projects in Menlo Park, estimated that these projects would have a minimal negative fiscal impact on the Menlo Park City School District amounting to $244,700 annually (0.6 percent of the district budget) and a minimal negative fiscal impact on the Las Lomitas School District amounting to $32,000 annually (0.1 percent of the district budget), in 2014 dollars. Since any land use changes under the General Plan Update will primarily be focused on the M-2 Area, the Menlo Park City School District and Las Lomitas School District are not expected to experience significant changes in property tax revenues or student generation due to development pursuant to the General Plan Update.

Sequoia Union High School District, the high school district that serves all of Menlo Park along with some adjacent communities, is also a Basic Aid district. A fiscal impact analysis conducted for the City on all approved, planned, and anticipated projects in Menlo Park estimated that these projects would have a positive net fiscal impact on the Sequoia Union High School District amounting to $1.15 million annually (in 2014 dollars), or approximately 1.5 percent of the District's annual budget. Because the Sequoia Union High School District covers the M-2 Area and Belle Haven along with other areas in Menlo Park, increases

in property tax revenues and district enrollment resulting from development pursuant to the General Plan Update may result in fiscal impacts to the District related to operating costs.

ONGOING FISCAL IMPACTS FOR THE MENLO PARK FIRE PROTECTION DISTRICT

The fiscal impact of new development on the Menlo Park Fire Protection District varies based on factors specific to each project. While fiscal impact analyses for previous projects have shown a neutral or slight positive ongoing fiscal impact on the District, in one case a negative fiscal impact was identified. The fiscal impact analysis for the planned Menlo Gateway project identified a negative net fiscal impact to the District of $62,000 per year because building heights in the project exceeded current building heights in the area, potentially requiring the District to procure a ladder truck for the station closest to the project. The new truck would generate a need for additional personnel and maintenance, resulting in additional ongoing operating expenses for the District. The fiscal impact analysis conducted later in the General Plan Update process will include discussions with the Menlo Park Fire Protection District, as well as analysis of property tax revenues and service costs. These analyses will estimate ongoing fiscal impacts to the District resulting from the General Plan Update in order to ensure that new fire safety service needs can be adequately addressed by the District.

ONE-TIME CAPITAL EXPENDITURES

In addition to the ongoing fiscal impacts discussed above, local governments and special districts can incur one-time capital costs if new development generates a need for new facilities, equipment, or infrastructure. In most cases, capital costs directly associated with new development are fully funded by developers through some combination of impact fees, direct pass-through charges to developers, or developer contributions pursuant to Development Agreements. School district capital improvements are funded by State-controlled school impact fees and bond programs for new construction. The fiscal impact analysis for the General Plan Update process will address potential capital costs that the City and special districts may incur as a result of development pursuant to the General Plan Update.

REAL ESTATE MARKET OVERVIEW

The Silicon Valley real estate market, including Menlo Park, is currently the strongest market in the US, with substantial development of new multi-family residential and office, as well as corporate campuses. This reflects the current boom in the Valley economy, which has had repeated boom and bust cycles over the past several decades. Menlo Park, along with Palo Alto and Mountain View, remain the most desirable locations

in Silicon Valley for high-tech companies, although the lack of available space and sites has pushed demand to other parts of Santa Clara and San Mateo County. Based on current levels of market demand for office/R&D space, there is greater demand than there are available sites in Menlo Park, even if the City were to allow more development than is envisioned in the current General Plan.

The active office/R&D market in Silicon Valley has created considerable demand for new residential development in communities throughout Silicon Valley as developers seek to build housing adjacent to employment centers. Many cities near Menlo Park, including Mountain View, Palo Alto, and Redwood City, have experienced significant recent multi-family construction activity as a result, suggesting strong potential for additional multi-family residential development in Menlo Park.

The M-2 Area is the primary location in Menlo Park with the potential to accommodate a significant amount of new development. As a result, future development in the M-2 Area is expected to be vital to the City's future fiscal stability and its ability to attract and retain growing companies. The M-2 Area also offers significant potential to provide amenities and benefits to workers in the area and Belle Haven residents.

According to CoStar, there is total of approximately 8.7 million square feet of built space in the M-2 Area, much of which consists of older and obsolete industrial properties. Some properties have recently been redeveloped or are planned for redevelopment, and many other obsolete properties provide additional opportunities for redevelopment. Strong real estate market demand in Menlo Park and Silicon Valley overall suggests that non-market factors will constitute the primary constraints to future development in the M-2 Area.

Within the 640-acre M-2 Area, 50 percent of the land is owned and/or controlled by four entities: Facebook (137 acres), Bohannon Companies (83 acres), Prologis (61 acres), and Tarlton Properties, Inc (36 acres).[18] Facebook employment has been expanding rapidly in recent years and is anticipated to continue to grow at a rapid pace, and the company may therefore occupy a larger share of space in the M-2 Area in the future. In addition to the company's existing campus, Facebook has a new campus under construction and recently purchased a significant amount of adjacent property from the former TE Connectivity site. Bohannon Companies has secured approvals for a new mixed-use project in the M-2 Area that will include office, retail, and a hotel, and owns additional M-2 Area properties that are poised for redevelopment. Prologis owns a number of office and industrial (life science) properties in the M-2 Area and is considering opportunities to redevelop some of these properties to incorporate a mix of uses. Tarlton Properties, Inc. owns several properties that are leased to life sciences and other companies, and works with new and existing companies to assist in meeting needs for space in Menlo Park.

[18] Together, these four property owners own more than half of the buildable acreage in the M-2 Area. Calculation cited includes Southern Pacific right of way and marshland in the total acreage of the M-2 Area.

RESIDENTIAL MARKET TRENDS

Menlo Park has seen extremely low levels of new unit construction since 2000, with permits issued for a total of only 219 units from January 2000 through July 2014,[19] all of which were for single-family homes (both detached and attached units). During the same period, Palo Alto and Mountain View saw considerably more housing construction: Palo Alto permitted 2,304 units and Mountain View permitted 3,219 units (Figure 9).[20] These cities also experienced considerable new multi-family residential development, with multi-family accounting for 38 percent of the units in Palo Alto and 57 percent of the units in Mountain View built during that time. In San Mateo and Santa Clara Counties overall, 63 percent of all units permitted were multi-family during this period (Figure 10),[21] reflecting a strong shift toward building more multi-family housing construction in the region due to the strong job growth. This trend is now just affecting Menlo Park. Of the 735 new multi-family units approved or under construction, 540 will be located in two adjacent projects on Haven Avenue in the M-2 Area and 195 units are located along the Bayside edge of Belle Haven on Hamilton Avenue.[22]

Menlo Park lies within one of the most expensive housing markets in the US, and home prices in the city are even higher than average for this high-cost region. As of July 2014, the median home sale price reported in Menlo Park was $1.5 million (see Figure 11). The Menlo Park median home sale price is lower than the median in Palo Alto ($2.02 million in July 2014), but higher than the median in Mountain View ($970,000 in July 2014). The desirability of all three of these communities is shown by median sale prices that are higher than the median for the region; the July 2014 median was $790,000 for San Mateo County and $725,000 for Santa Clara County.[23]

Homes in Menlo Park also held their value better than homes in many communities in the region during the recent recession. Menlo Park, along with Palo Alto and Mountain View, showed smaller declines during the recession than the two counties, and Menlo Park and Palo Alto have shown particularly strong gains over the long run, with the July 2014 median sale price for Menlo Park at 171 percent of the 2005 figure, and Palo Alto at 217 percent of the 2005 figure (Figure 11).[24]

[19] US Census Bureau, 2000-2014. The permits for the new multi-family project under construction occurred after the time period covered by this data source.

[20] US Census Bureau, 2000-2014.

[21] US Census Bureau, 2000-2014.

[22] City of Menlo Park, 2014.

[23] DataQuick, 2014.

[24] DataQuick, 2014.

FIGURE 9 MULTI-FAMILY UNITS PERMITTED, 2000-2013

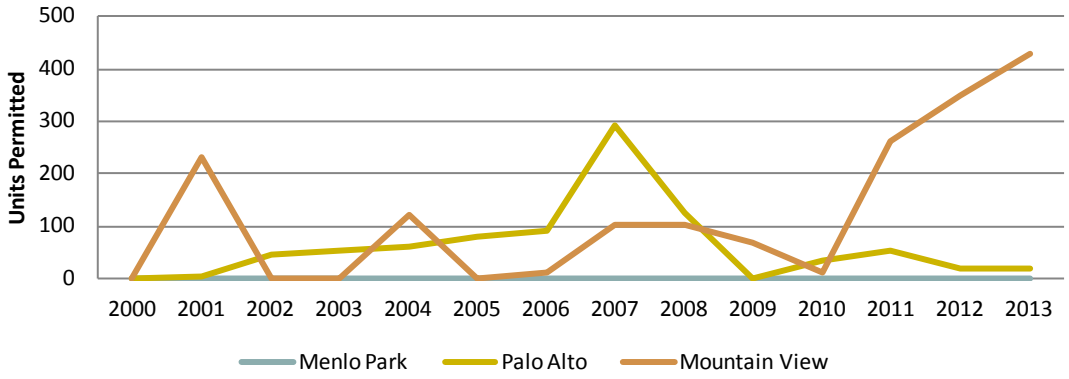


FIGURE 10 RESIDENTIAL UNITS PERMITTED IN SAN MATEO AND SANTA CLARA COUNTIES, 2000-2013

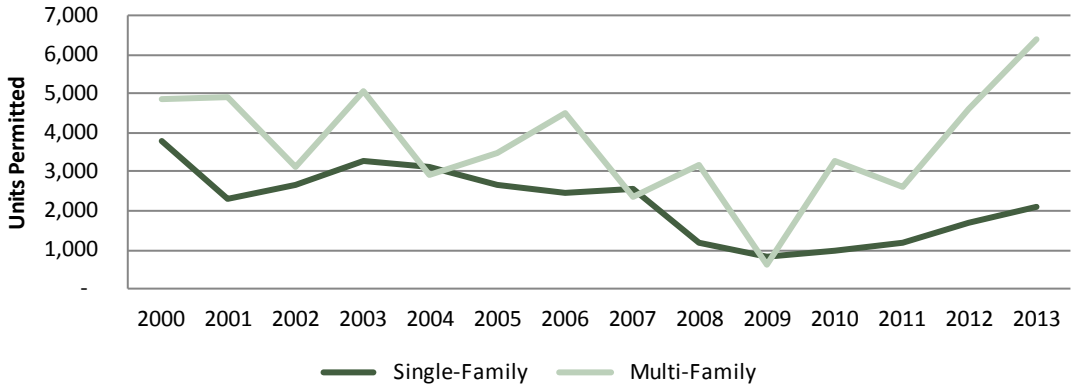
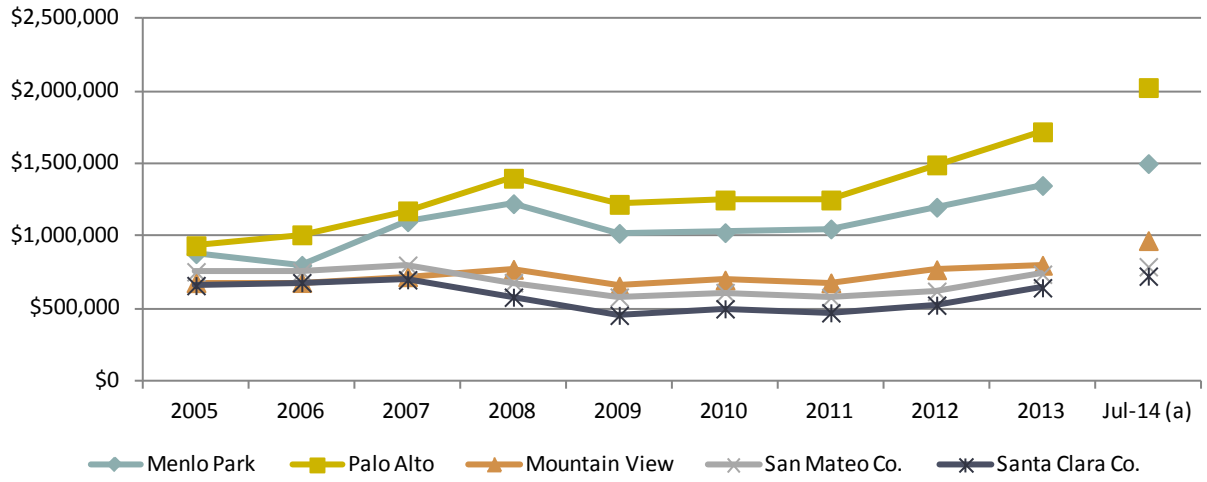


FIGURE 11 MEDIAN HOME SALE PRICE, 2005-2013



Similarly, the Menlo Park rental market is characterized by high rental rates; according to ACS data for the 2010 through 2012 period, the median gross rent in Menlo Park was approximately 12 percent higher than the median in the Combined Counties and 25 percent above the median in the Bay Area overall. Moreover, because there has been a lack of multi-family rental development in Menlo Park during recent years, current rental rates in Menlo Park reflect rents for older properties and are therefore significantly lower than the expected market-rate rent for new rental units in the area.

Rental rates for new units in Menlo Park can be expected to be higher than current averages for Menlo Park, comparable to rents for new units in Redwood City or Mountain View. Rents for newly-constructed units in Redwood City average $2,950 for a one-bedroom unit and $3,400 for a two-bedroom unit. Units in recently-completed multi-family rental properties in Mountain View are even more costly, averaging $3,200 to $4,200 per month for a one-bedroom unit and over $5,000 per month for a two-bedroom unit.[25] In order to be feasible based on current land values, new multi-family residential development is typically three- to five-story buildings, potentially above ground-floor retail, configured either as a wrap building around parking, or a podium-style building with residential above ground-level parking and other uses.

While these high home sale prices and rental rates indicate strong demand for housing in the city, they also contribute to a shortfall in housing affordable to workers at all but the highest income levels. High housing costs in Menlo Park and nearby communities therefore contribute to the high levels of in-commuting from lower-cost communities (including in the East Bay and beyond), and resulting traffic congestion.

OFFICE AND RESEARCH AND DEVELOPMENT MARKET TRENDS

Traditionally, there has been a distinction in the real estate market between office and R&D space, with R&D space typically in single-story rectangular or square-shaped structures with modest exterior features and detailing. However, over time there has been an increasing convergence of real estate product types across the Bay Area as production facilities have moved elsewhere, often to other countries, and research and product development activities that once required large or specialized lab space are more often completed using computer simulations. Future real estate demand in Menlo Park, Silicon Valley, and the Bay Area is expected to reflect a diminished distinction between office and R&D space requirements, with office space used to conduct tasks that have formerly required larger floor plates.[26]

Menlo Park has a strong office market consisting of approximately 6.1 million square feet of office space, 42 percent of which is located in the M-2 Area (Figure 12). The City's inventory of office space has shown

[25] RealFacts, 2014.

[26] Bioscience uses still typically require more square footage per employee than do other high-tech uses.

steady growth over recent decades, increasing by 17 percent between 1997 (the earliest year for which data are available) and 2014 (Figure 13). However, the pace of growth in the city's office inventory during this period was considerably slower than office growth in Silicon Valley[27] overall, which experienced a 41 percent increase in office square footage between 1997 and 2014.[28]

FIGURE 12 OFFICE SPACE BY LOCATION (SQ. FT.) IN MENLO PARK, SECOND QUARTER 2014

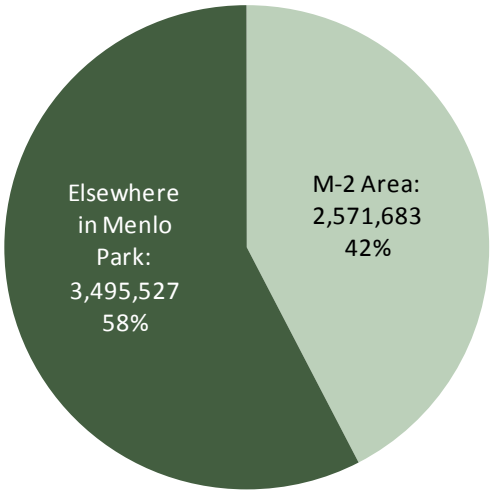
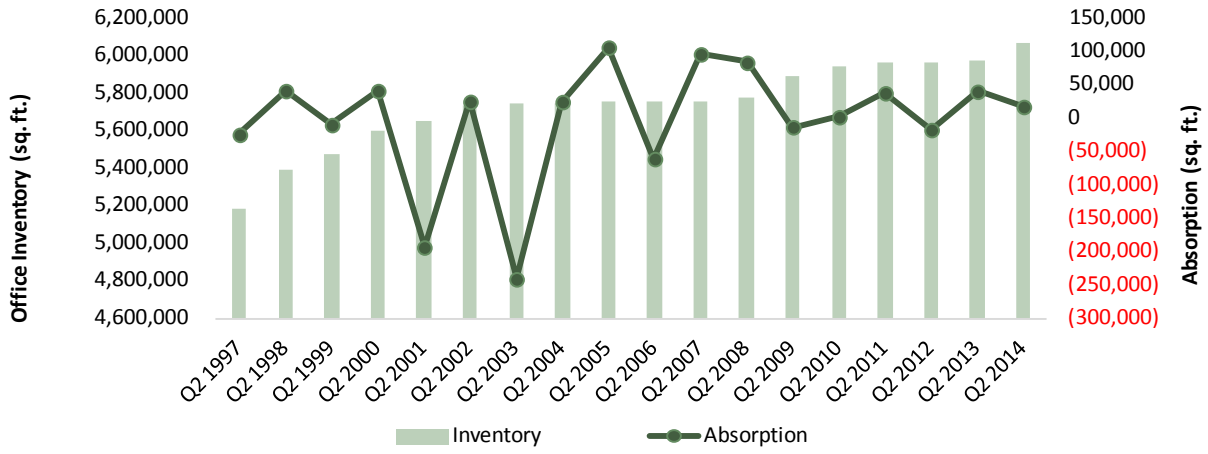


FIGURE 13 OFFICE INVENTORY AND ABSORPTION IN MENLO PARK, Q2 1997-2014



[27] Silicon Valley is defined here as Santa Clara County, Menlo Park, and Fremont. Definition of Silicon Valley is based on source data provided by CoStar, and may vary from definitions used elsewhere in this report to reflect variations in real estate market areas.

[28] CoStar, 2014.

As of the second quarter of 2014, Menlo Park office rental rates were almost twice as high as office rents in Silicon Valley overall, at $5.16 per square foot per month on a full-service basis. Together with Menlo Park's modest office vacancy rate (6.5 percent as of the second quarter of 2014),[29] the city's high office rents within the growing Silicon Valley office market signify that there is significant potential for additional future growth in the Menlo Park office market.

INDUSTRIAL MARKET TRENDS

Menlo Park has an estimated 2.75 million square feet of industrial space, 98 percent of which is located in the M-2 Area. The city's inventory of industrial space has declined slightly in recent years, as shown in Figure 14, which is indicative of the redevelopment of industrial properties to build offices and other property types that provide a higher value to the property owner. The difference in value between office and industrial space is considerable: as of the second quarter of 2014, industrial rents in Menlo Park averaged $0.66 per square foot per month on a triple net basis,[30] on par with industrial rents in Silicon Valley overall but significantly less than the average rent for office space in Menlo Park (more than $5 per square foot). The city experienced a gradual reduction in industrial space beginning in 2007, with a slightly more significant decrease in 2013. These citywide trends are consistent with trends throughout Silicon Valley,[31] which experienced an increase in industrial space through 2002 followed by a steady decrease in subsequent years as properties have redeveloped.[32]

However, while the industrial inventory has declined in Menlo Park and Silicon Valley overall, absorption of industrial space has fluctuated between years, with positive absorption[33] in Menlo Park in 2013 and 2014[34] while the industrial inventory was declining. This pattern suggests that, while there is growing demand for office/R&D space in the region, there is also continuing demand for industrial space from some businesses in the city and region, including from start-ups seeking older, inexpensive industrial buildings. These trends demonstrate a possible mismatch between the continuing demand for space and real estate market trends that motivate redevelopment of older industrial properties into newer, higher-value office and R&D uses.

[29] CoStar, 2014.

[30] Average industrial rents are quoted on a triple net basis, which means that tenants are responsible for all costs related to the leased property, including real estate taxes, building insurance, and common area maintenance, in addition to the monthly lease amount. As a result, full monthly occupancy costs for industrial tenants would likely be two to three dollars per square foot higher on a full service basis.

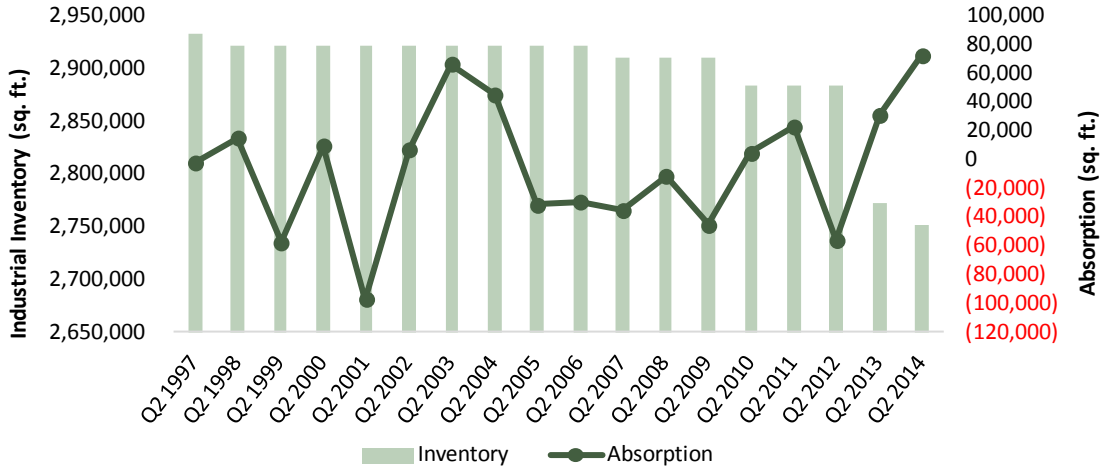
[31] Silicon Valley is defined here as Santa Clara County, Menlo Park, and Fremont.

[32] CoStar, 2014.

[33] Absorption is a measure of the square footage of space that is newly leased, less the square footage that is vacated. In this case, positive absorption means that the amount of industrial space leased in Menlo Park in 2013 and 2014 exceeded the amount of space that was vacated in 2013 and 2014.

[34] CoStar, 2014.

FIGURE 14 INDUSTRIAL INVENTORY AND ABSORPTION IN MENLO PARK, Q2 1997-2014



As noted in the earlier discussion under Economic Development, the General Plan Update will include policies regarding the extent and locations where M-2 Area industrial buildings can be redeveloped to other uses. Even for M-2 Area properties that are rezoned, those where retail and service uses are allowed will have a lower value than those rezoned for office and multi-family residential. One way of distributing the benefit from any rezoning would be to create specific incentives for property owners to provide these uses that contribute to the live-work-play environments sought by many businesses.

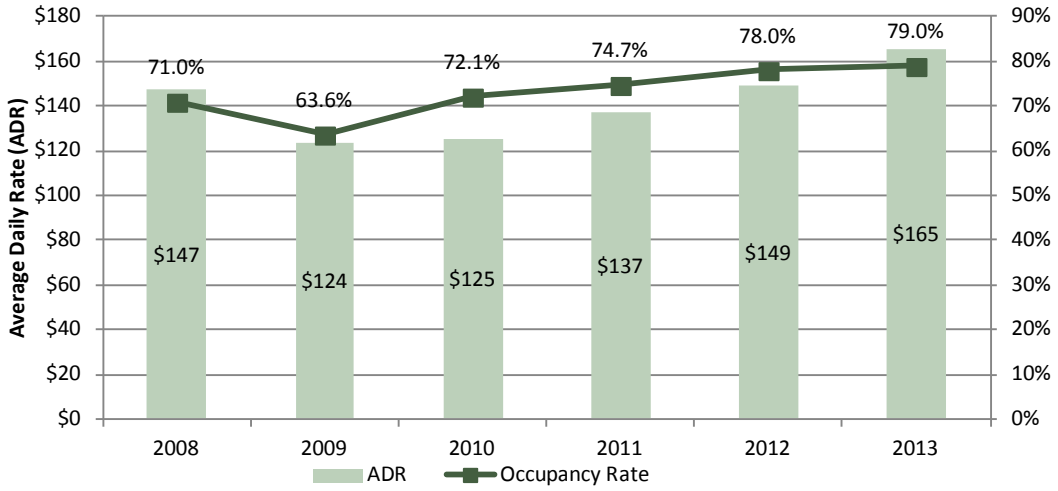
HOTEL INDUSTRY TRENDS

There are currently seven hotels operating in Menlo Park, with a total of slightly more than 400 rooms. These hotels cover a broad range from small economy independents such as the Mermaid Inn to upscale hotels such as the Stanford Park Hotel and the Rosewood Sand Hill. Compared to Palo Alto and Mountain View, Menlo Park has a modest hotel room inventory; Palo Alto has approximately 1,800 hotel rooms and Mountain View has approximately 1,600 rooms, based on data from Smith Travel Research (STR), which tracks lodging industry trends. However, Menlo Park has approved two additional hotels – the conversion of an existing building to a Marriott Residence Inn Hotel in the Downtown area (now under construction) and a hotel in the approved Menlo Gateway project in the M-2 Area – that will add 373 new hotel rooms in the city and provide additional mid- to upper-range lodging options. The City has also approved an expansion of the existing Mermaid Inn, which will add eight additional rooms.[35]

[35] City of Menlo Park, 2014.

Silicon Valley[36] has a strong hotel market that primarily serves business travelers and out-of-town friends and relatives visiting area residents, with a more limited focus on tourism. As shown in Figure 15, the higher-end hotels in the region that cater to business travelers have shown steady growth in occupancy and room rates following a slight decline during the recession in 2009. In 2013, the average occupancy among Silicon Valley business hotels was 79 percent,[37] well above the 70 percent occupancy levels needed to break-even. Strong existing regional hotel demand and future office development in Menlo Park and adjacent communities may provide opportunities for additional hotel development in Menlo Park, particularly in locations that provide easy access to businesses located in the M-2 Area.

FIGURE 15 BUSINESS HOTEL REVENUE AND OCCUPANCY TRENDS IN SILICON VALLEY, 2008-2013



PLANNED AND PROPOSED PROJECTS

Menlo Park has a significant number of projects that are pending, approved, or under construction. The city's development pipeline includes 1,347 residential units, approximately 1.9 million square feet of office space, approximately 113,000 square feet of retail, and 373 hotel rooms. Of this total, a significant share is located in the M-2 Area, including 540 residential units,[38] 1.3 million square feet of office space, approximately 94,000 square feet of retail, and 235 hotel rooms (with most of the remaining development that is pending, approved, or under construction in or near the El Camino Real / Downtown area). More

[36] Silicon Valley is defined here as Santa Clara County and southern San Mateo County.

[37] STR, 2014.

[38] An additional 195 residential units have been approved on Hamilton Avenue in Belle Haven.

TABLE 8 PLANNED AND PROPOSED DEVELOPMENT IN MENLO PARK, DECEMBER 2014

Project Location Developer	Site Size (Acres)	Development Program[a]	Comments
Under Construction			
Facebook Campus Project 312/313 Constitution Drive (West) Facebook, Inc.	22	433,656 sq. ft. new office 127,246 sq. ft. office demo	Two project sites for East and West Campus of Facebook, but only West Campus undergoing new construction.
3639 Haven Avenue St. Anton	9.69	394 new residential units	Multi-family units consisting of studios and 1-, 2-, and 3- bedroom units. 37 units affordable to low- or very low-income households.
1460 El Camino Real B/t Glenwood and Encinal Ave Hunter Properties	1.55	26,800 sq. ft. new office 16 new residential units 12,000 sq. ft. retail demo	Redevelopment of four parcels into two-story office building and 16 attached townhouse units. Commercial portion built but not occupied.
555 Glenwood Avenue Sand Hill Property Company	2.26	138 new hotel rooms 8,419 sq. ft. new commons	Conversion of assisted living facility to Residence Inn by Marriot.
777 Hamilton Avenue Greenheart Land Company	6.5	195 new residential units	Multi-family units consisting of 1-, 2-, and 3-bedroom units.
Approved (Construction Not Yet Commenced)			
Menlo Gateway Project 100-190 Independence Dr; 101-155 Constitution Dr Bohannon Development Company	15.9	694,726 sq. ft. new office 93,787 sq. ft. new commercial 235 new hotel rooms	Mixed-use development with three office and R&D buildings, 235 hotel rooms, a health club, café/restaurant, and neighborhood serving retail.
3645 Haven Avenue Greystar	4.89	146 new residential units	Multifamily units consisting of 1- and 2-bedroom units.
Core/VA 605 Willow Road The Core Companies	1.9	60 new residential units	Studio and 1-bedroom units affordable to extremely low- and very low-income households on the VA campus.
Commonwealth Corporate Center 151 Commonwealth Dr; 164 Jefferson Dr The Sobrato Organization	13.3	259,920 sq. ft. new office 237,858 sq. ft. industrial demo	Redevelop properties and construct 2 four-story office/R&D buildings.
Pending Approval			
500 El Camino Real 300-550 El Camino Real Stanford University	8.43	199,500 sq. ft. new office 170 new residential units 10,000 sq. ft. new retail	Redevelop six properties into a mixed use development containing office, multi-family residential, and retail space.
SRI Campus Modernization Project Ravenswood Ave b/t Laurel St & Middlefield Road SRI International	63.2	1,212,886 sq. ft. office 1,212,886 sq. ft. office demo	Reconstruction of campus in multiple phases. No net new square footage.
1300 El Camino Real El Camino Real & Oak Grove Ave Greenheart Land Company	6.4	220 new residential units 210,000 sq. ft. new office 7,000 sq. ft. new retail	Redevelop 6.4 acre site with commercial and residential uses. Encompasses prior 1300 El Camino Real and Derry development proposals.
133 Encinal Avenue Hunter Properties	1.74	26 new residential units	Demolition of existing garden nursery buildings and construction of 26 new residential units.

TABLE 8 PLANNED AND PROPOSED DEVELOPMENT IN MENLO PARK, DECEMBER 2014

Project Location Developer	Site Size (Acres)	Development Program[a]	Comments
1295 El Camino Real Pinnacle Group	0.63	15 new residential units 1,906 sq. ft. commercial	Demolition of two commercial buildings and construction of a new mixed-use residential and commercial development
650 Live Oak Avenue The Minkoff Group	0.69	15 new residential units 16,811 sq. ft. office	Demolition of commercial building and construction of new office-residential development
1020 Alma Street Lane Partners	0.66	25,156 sq. ft. office	Demolition of existing commercial buildings and construction of new office development
1221 Willow Road MidPen Housing	2.27	90 new residential units 48 residential units demo	Demolition of existing residential buildings and construction of new senior housing development
Summary			
Gross New Residential Planned and Proposed (units)		1,347	
Gross New Office Planned and Proposed (sq. ft.)[b]		1,866,569	
Gross New Retail/Com. Planned and Proposed (sq. ft.)		112,693	
Gross New Lodging Planned and Proposed (# of Rooms)		373	

Projects listed here do not include projects totaling less than 10,000 square feet or five residential units.
a. Square footage of existing buildings to be demolished is not included for all projects.
b. This does not include the SRI Campus Modernization project as it has no net new square footage.
Source: City Menlo Park, 2014; BAE, 2014.

than half of the M-2 Area approved office space and all of the hotel rooms are located in the Menlo Gateway project.[39]

SUMMARY OF KEY FINDINGS

- **Current Market.** Menlo Park is one of the most desirable locations of Silicon Valley, currently the strongest and most active real estate market in the US. This is reflected in a current median house price in Menlo Park of $1.5 million, office rents that exceed $5 per square foot per month, and rental rates for new, multi-family residences are expected to be as much as $4,200 per month for 1-bedroom units and $5,000 per month for 2-bedroom units. The strength of the market means there is more potential demand for multi-family residential citywide and office and R&D uses in the M-2 Area than there are viable development sites.
- **Local Economy.** The M-2 Area is central to the local economy, with 48 percent of all jobs in Menlo Park located there. It houses significant clusters of leading-edge, high-tech firms in information sciences

[39] City of Menlo Park, 2014.

and social media, life sciences, and medical device manufacturing. It also houses a variety of firms that support these clusters, as well as more traditional industrial uses that offer a broader range of medium- and lower-skilled jobs.

- **M-2 Area.** Older industrial/R&D spaces can help support start-up firms that seek lower cost space until they begin to expand, as well as non-high-tech uses. A number of sites, especially larger parcels in the M-2 Area, are currently being redeveloped or are being targeted for redevelopment by current or prospective owners and tenants. Property owners note that they are already starting to experience challenges in attracting new firms to the M-2 Area because it does not offer the mix of retail, entertainment, lodging, residential, and other uses that companies desire in addition to available office and R&D space. Existing firms in the M-2 Area, including those with on-site food service, report that their employees desire a greater choice of off-site locations for dining, services, and other activities.
- **Retail Potential.** The Belle Haven neighborhood is underserved for retail, relative to the size of its population. Based on household spending trends, there is potentially support for a new specialty grocery store in the 15,000-20,000 square foot range, as well as other retail uses. Additional commercial locations that serve both Belle Haven residents and M-2 Area workers, as well as pass-through traffic, would be expected to enhance the potential to attract a wider range of other retail choices to the area.
- **Development Types.** Based on current trends, office and R&D development in the current M-2 market can be expected to consist of Class A buildings that range from four to eight stories, with feasibility affected by the cost of acquiring land for development and local development controls. New multi-family residential development is typically five- to six-story buildings, either in a wrap configuration around parking or atop podium parking with residences above nonresidential ground floor uses. There also is potential for other mixed-use development configurations in the M-2 Area.
- **Fiscal.** Economic development, and the ability of the M-2 Area to attract new firms and retain existing ones, is central to a sustainable fiscal future for the City and its ability to continue providing a high level of services to residents. Previously planned, approved, and anticipated projects have the potential to generate more than $4 million in net new annual fiscal revenues for the City, which is expected to help offset the long-term trend of existing tax revenues growing at a much slower rate than the cost of providing services.

COMMUNITY CHARACTER REPORT

PUBLIC REVIEW DRAFT

JANUARY 2015

CONNECTMENLO

menlo park land use & mobility update

INTRODUCTION

Menlo Park has an abundance of distinct streetscape features and architectural styles that characterize and distinguish its many neighborhoods (see Figure 1: Community Features). This Community Character Report describes the physical form and characteristics that make each Menlo Park neighborhood and the M-2 Area unique, and provides an overview of when each area developed and the architectural styles that shaped it. City, regional, and State archives were assessed to gather historical information and understand the aesthetic and cultural themes throughout the city.

DOCUMENT PURPOSE AND CONTENT

This report was prepared as part of the ConnectMenlo General Plan (Land Use and Circulation Elements) and M-2 Area Zoning Update.

PURPOSE

Information in this report is available to inform Land Use Element policies intended to preserve the character of Menlo Park's residential neighborhoods, and to define desired types of potential change in non-residential areas. The descriptions in this report may be useful in crafting goals, policies, and implementation programs related to urban design and neighborhood preservation. In addition, this report may also assist in the preparation of design standards for the M-2 Area Zoning Update.

CONTENT

The report describes the general characteristics and development of each of the city's residential neighborhoods and the M-2 Area, including descriptions of subareas that comprise neighborhoods, where appropriate.

URBAN FORM ANALYSIS

This section describes the character of each neighborhood or subarea block structure and typical site design, and provides visual examples of the built form. The industrial districts in the M-2 Area and the city's residential neighborhoods are identified in Figure 2, Neighborhood Key Map, and include:

- M-2 Area, including seven distinct subareas
  - Haven Avenue
  - Bohannon Drive
  - Marsh to Chilco
  - Chilco to Willow
  - Hamilton Court
  - Adams Court
  - O'Brien Drive
- Belle Haven
- Lorelei Manor
- Suburban Park
- Flood Triangle
- The Willows, including four distinct subareas
  - North Laurel
  - South Laurel
  - O'Connor
  - South of Gilbert
- South of Seminary/Vintage Oaks
- Linfield Oaks
- Central Menlo
- Felton Gables
- Park Forest
- Spruce
- San Antonio
- Downtown
- Allied Arts/Stanford Park
- West Menlo
- Stanford Hills
- Sharon Heights

DEVELOPMENT HISTORY

This section includes a brief history of each area's development, provides examples of early construction that make the area unique, and describes the characteristics of these selected early buildings. The early buildings cited in this report include selected structures that have been officially designated and listed in a historical register through a process involving research, documentation, and significance analysis using established criteria. For each neighborhood, the report highlights representative early buildings, including many, but not all of the properties that have been designated.

Menlo Park's designated properties fall under four categories of designation and are as follows:

National Register of Historic Places:[1]

- Church of the Nativity, 210 Oak Grove Avenue
- Menlo Park Railroad Station, 1120 Merrill Street
- Baron-Latham-Hopkins Gate Lodge, 555 Ravenswood Avenue

California Historical Landmarks:

- Portola's Journey's End, Intersection of East Creek Drive and Alma Street
- Menlo Park Railroad Station, 1120 Merrill Street
- Capidro, 262 Princeton Road

California Points of Historical Interest:

- Church of the Nativity, 210 Oak Grove Avenue
- Flood Park, 215 Bay Road
- James Valentine Coleman Home, 920 Peninsula Way[2]
- Baron-Latham-Hopkins Gate Lodge, 555 Ravenswood Avenue

Menlo Park H-Zoning:

- Russian Orthodox Church, 1220 Crane Street
- Bright Eagle Mansion, 1040 Noel Drive

1 Properties listed in the National Register of Historic Places are automatically also listed in the California Register of Historical Resources.
2 This property is not in Menlo Park, but it is within the General Plan's Sphere of Influence.

UNDERSTANDING THIS DOCUMENT

Each section on urban form includes a map (where 1 inch equals 1000 feet) denoting an area's typical block structure, including major defining features such as parks, tree cover, railroads, or creeks. This map is not meant to encompass the entire neighborhood, but rather shows the reader typical parcel sizes and block configurations.

In addition to block structure, each neighborhood's typical site design is conveyed with an aerial photo at 1 inch equals 600 feet to show site features such as building footprints and their position on parcels, yards, or parking lots. The size of neighborhood differs, but the maps and aerial photos are consistently scaled so the reader may make comparisons between the neighborhoods. A sampling of buildings within each neighborhood are shown in photos and their characteristics are described.

Each section on development history provides the reader with a general overview of the neighborhood's early growth, including the general age of homes constructed and architectural styles used.[3] This overview is followed by a list and map locating selected early buildings in the neighborhood to show the reader where they are, with one or two pictured and described in detail to offer a snapshot of early development in the neighborhood.

The Development History section concludes with examples of architectural character, which are typically buildings constructed during the busiest period of growth for the neighborhood. These examples are not offered as a definitive list of early construction, but rather as illustrations of the established character of each neighborhood.

3 The data contained in the neighborhood summaries was compiled from information contained in the neighborhood files in the History Room of the Menlo Park Historical Association (Menlo Park Public Library) and the graphs entitled "Year House Built" on city-data.com.The construction dates in the following sections are those listed on the San Mateo County GIS Map or in the City of Menlo Park Historic Building Survey of 1990.

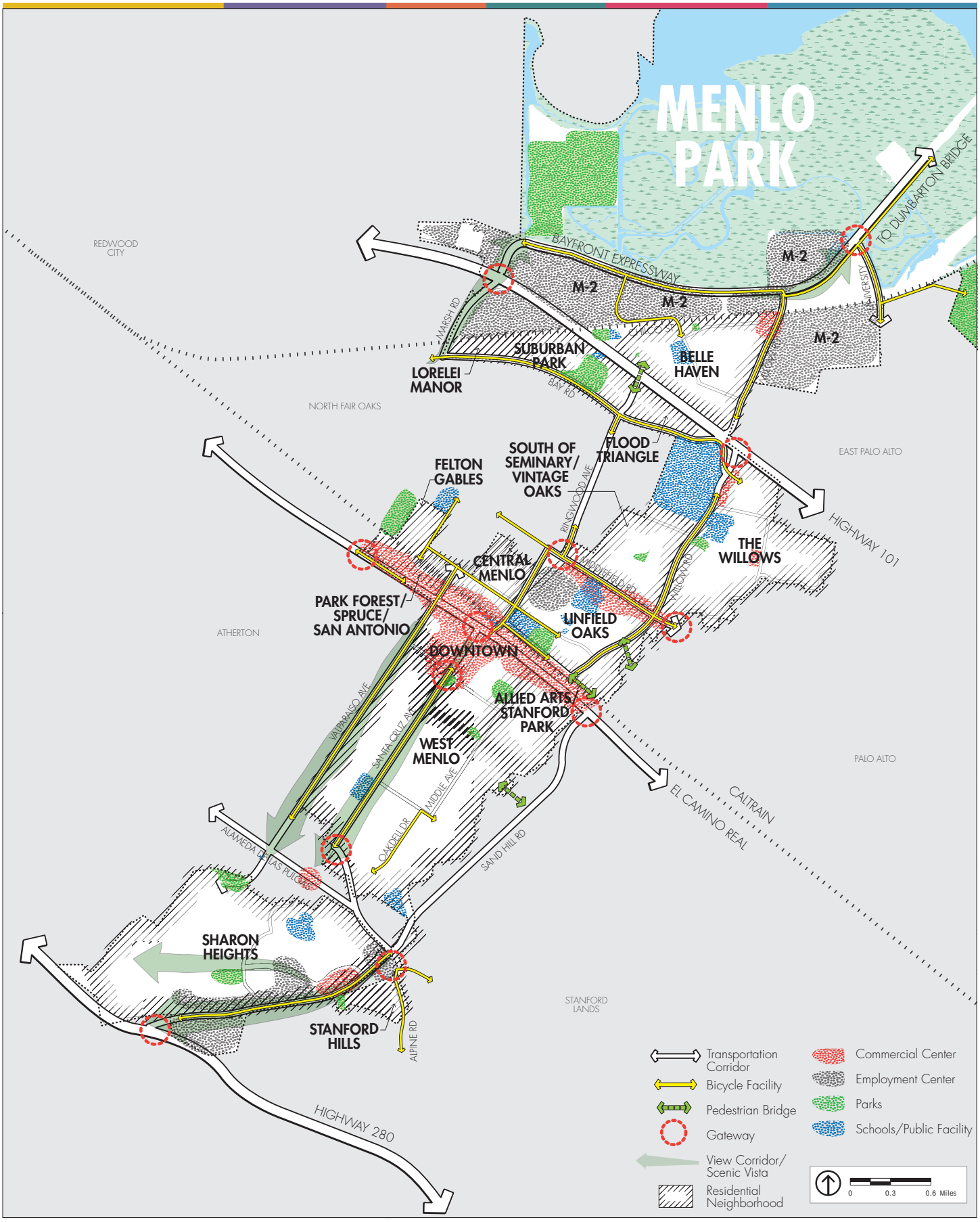


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FIGURE 1 **COMMUNITY FEATURES**

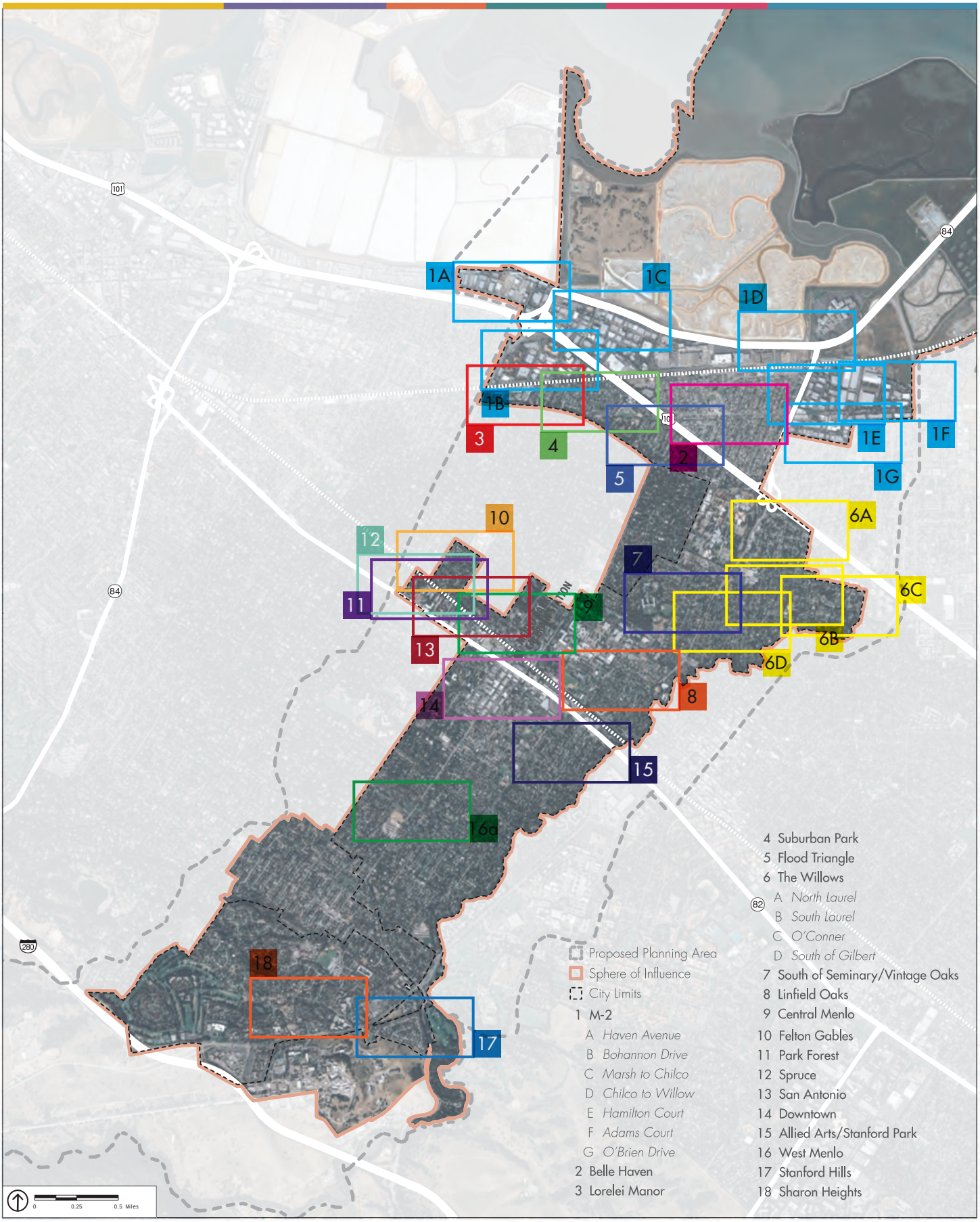

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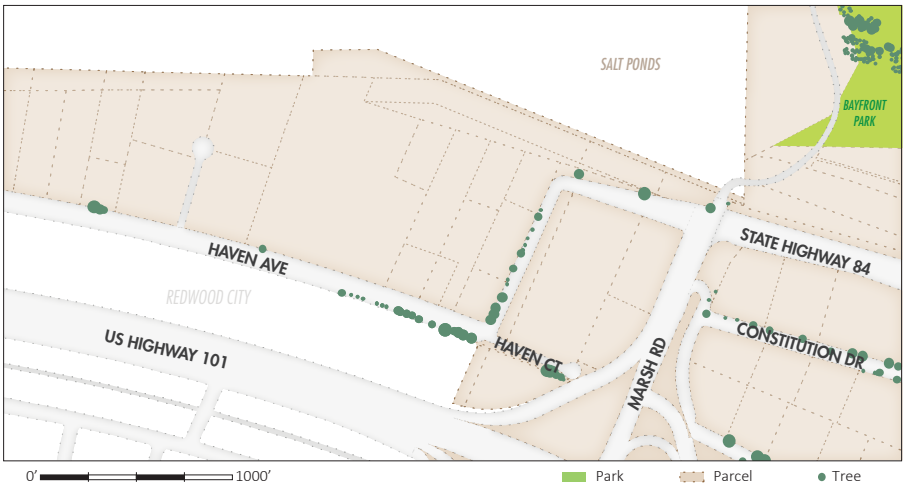
FIGURE 2 **NEIGHBORHOOD KEY MAP**

M-2 (HAVEN AVENUE)

URBAN FORM

Haven Avenue is a subarea of the M-2 district, historically defined by light industrial/office use but with multi-family housing now under construction. The subarea is concentrated along Haven Avenue, between Marsh Road and Redwood City. Marsh Road serves as a view corridor toward the Salt Ponds, Bedwell Bayfront Park, and the Bay beyond.

BLOCK STRUCTURE



- Long rectilinear blocks.
- Bounded by Salt Ponds and Haven Avenue.
- Small creek is adjacent to a portion of Haven Avenue.
- Block dimensions range from 500 to 2,200 feet.
- Limited access and connectivity to the rest of Menlo Park.
- Inconsistent pedestrian amenities, with gaps in facilities.

TYPICAL SITE DESIGN

- Large parcel sizes.
- Generally, tilt-up light industrial and office buildings typified by utilitarian architecture, minimal fenestration, and large ground-floor plates on expansive parcels (bottom left).
- Buildings are set back from the street by a landscaped buffer, and parking is typically located on the side of the parcel.
- Some parcels are more industrial in character, including industrial use buildings, storage, and machinery (bottom middle).
- Overhead utilities are visually-dominant streetscape components (bottom right).

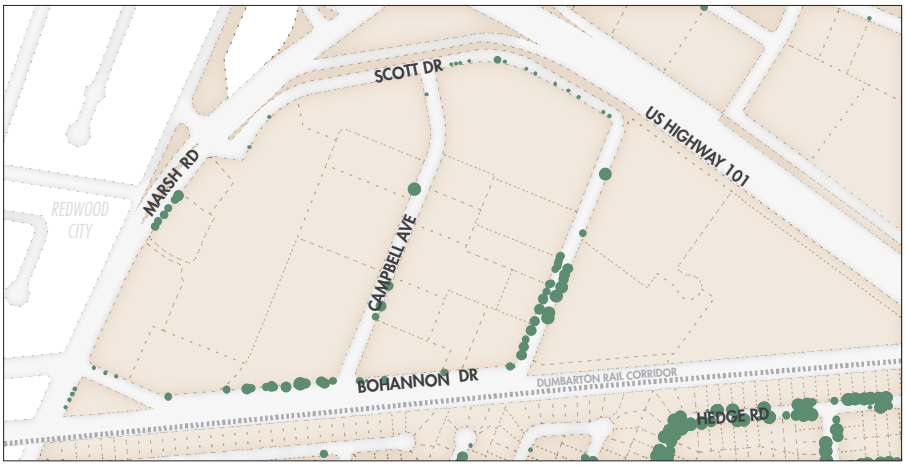
REPRESENTATIVE EXAMPLES OF BUILT FORM AND CHARACTER

M-2 (BOHANNON DRIVE)

URBAN FORM

Bohannon Drive is a subarea of the M-2 district bounded by Marsh Road, Bohannon Drive, Scott Drive, and Highway 101. The area consists of a combination of tilt-up office buildings and corporate offices in campus settings.

BLOCK STRUCTURE

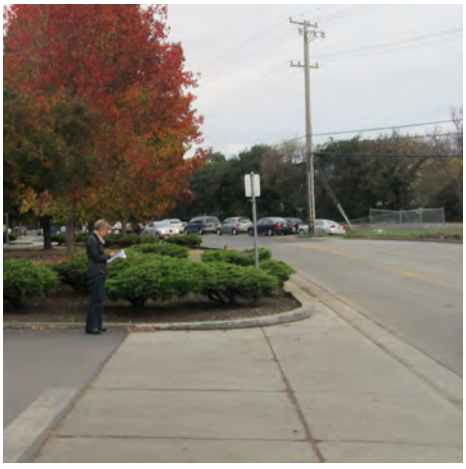


- Large blocks of different shapes in a semi-curvilinear pattern.
- Block dimensions range from 700 to 1,400 feet.
- Limited formal neighborhood connectivity and walkability due to large block sizes and poor pedestrian facilities; however, an informal subsystem of parking lot connections on separate parcels provide additional connections.
- Aside from Marsh Road, generally poor pedestrian amenities and walkability, such as an absence of sidewalks (bottom left).
- Mature trees planted in perimeter landscaping strips adjacent to streets.

TYPICAL SITE DESIGN

- Generally large parcels; combination of large office campuses and smaller individual lots.
- A range of building styles and ages, but all generally follow the same site design, including large front, side, and rear setbacks dominated by landscaping or parking areas (bottom middle).
- Older buildings are tilt-up, utilitarian, and horizontally-oriented office buildings.
- Newer buildings display added architectural features typical of contemporary office development, including sloped or varied roofs, large windows, and multiple, high-quality materials (bottom right).

REPRESENTATIVE EXAMPLES OF BUILT FORM AND CHARACTER

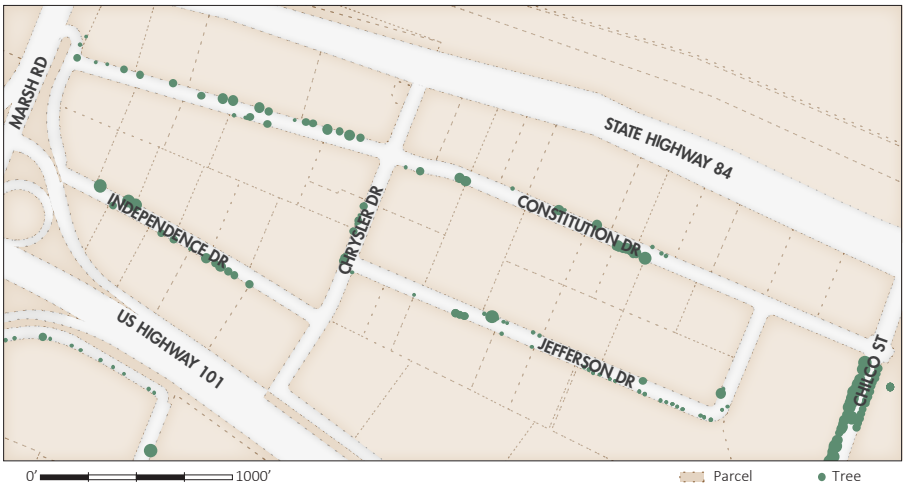


M-2 (MARSH TO CHILCO)

URBAN FORM

The Marsh to Chilco subarea of M-2 consists of a number of businesses in a suburban office park setting, bounded by Highway 101, Highway 84, Marsh Road, and Chilco Street. Substantial new development in the form of a new hotel, three office buildings, a health club, neighborhood-serving retail, and structured parking, referred to as the Menlo Gateway Project, has been approved for construction on Independence Drive and Constitution Drive.

BLOCK STRUCTURE



- Characterized by large blocks primarily of rectangular shape.
- Block lengths vary between 400 and 2,200 feet.
- Generally poor pedestrian amenities, including a lack of sidewalks, connections, and circuitous routes.
- Limited neighborhood mobility and connectivity to other parts of the city, due to long block lengths, lack of street connections, and physical barriers (especially Highway 101).

TYPICAL SITE DESIGN

- Large parcel sizes.
- Generally one- to two-story tilt-up buildings typified by utilitarian architecture, minimal fenestration, and large ground-floor plates on expansive parcels (bottom left).
- Buildings are generally located in the center of the parcel, surrounded by surface parking.
- Parcels with street frontage include scattered landscaping and abut other parcels with parking rows or landscaping strips, which usually lack sidewalks (bottom middle).
- Newer development is typically two- to three-stories with mirrored or transparent glass upper floors (bottom right).

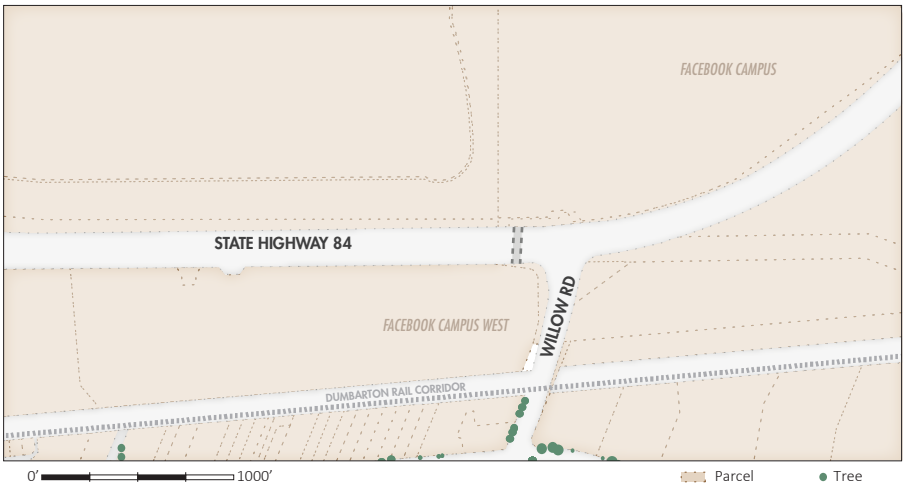
REPRESENTATIVE EXAMPLES OF BUILT FORM AND CHARACTER

M-2 (CHILCO TO WILLOW)

URBAN FORM

The Chilco to Willow subarea of M-2 is comprised of two large properties south of Highway 84 (Bayfront Expressway) from Chilco Street to Willow Road now owned by Facebook, and the Facebook Campus on the Bayside of Highway 84, enclosed by Hacker Way. The area is distinct from the rest of M-2 by its exceptionally large parcel patterns, blocks, and buildings.

BLOCK STRUCTURE



- Exceptionally large blocks, defined by Highway 84, Salt Ponds, and the Dumbarton Rail Corridor.
- Block dimensions range from 500 to 5,000 feet.
- Office campus environment with little to no pedestrian facilities.
- Disjointed subarea with limited neighborhood mobility and connectivity to other parts of the city, due to long block lengths, a lack of street connections, and physical barriers, especially the Dumbarton Rail Corridor (bottom left).
- A bike/ped underpass connects either side of Highway 84 (Bayfront Expressway) at Willow Road.

TYPICAL SITE DESIGN

- Exceptionally large parcel sizes, with dimensions bigger than most city blocks.
- Large footprint two-story light industrial/office buildings are surrounded by surface parking.
- Along Constitution Drive on the western edge of the subarea, light-industrial buildings are characterized by minimal articulation and fenestration. (bottom middle).
- The Facebook Campus is a prototypical corporate campus, characterized by contemporary office buildings and internal pedestrian walkways surrounded by large parking areas (bottom right).
- The southwest corner of Willow Road and Highway 84 is currently under construction for Facebook's West Campus. It is raised on pillars to accomodate parking underneath, and exemplifies environmentally sensitive architectural features.

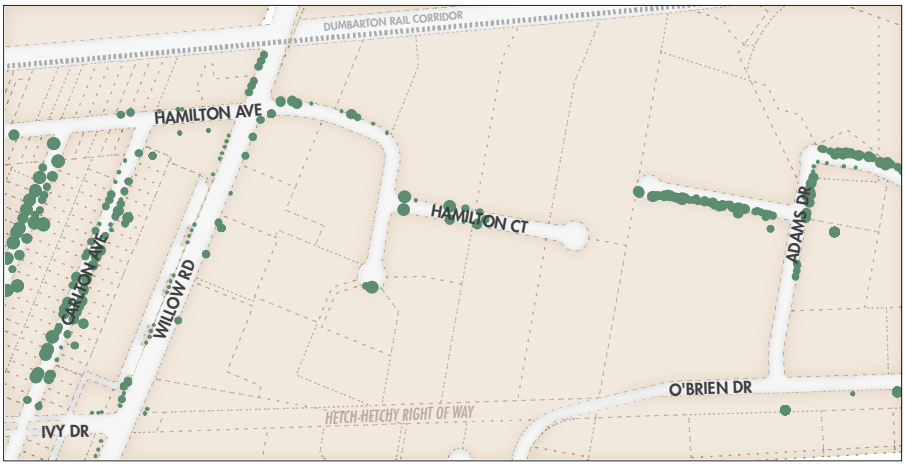
REPRESENTATIVE EXAMPLES OF BUILT FORM AND CHARACTER

M-2 (HAMILTON COURT)

URBAN FORM

Hamilton Court is the western half of a business area between Willow Road and University Avenue, bounded by Dumbarton Rail Corridor and the Hetch-Hetchy right-of-way. Accessed by a single road, and characterized by large parcels, the suburban office park's accessibility is relatively isolated.

BLOCK STRUCTURE



- Technically, the area is one large block bisected by Hamilton Court, which dead-ends.
- Sidewalks exist on Willow Road; however, the majority of the area is car-oriented with a lack of pedestrian amenities (bottom right).
- Connections to other neighborhoods and the rest of the city is limited to Willow Road; no roads go through the area.
- Access and connectivity to buildings is through an informal network of parking lot driveways.

TYPICAL SITE DESIGN

- Large square and rectangular parcels.
- Generally one- to two-story tilt-up buildings typified by utilitarian architecture, minimal fenestration, and large ground-floor plates on expansive parcels (bottom left).
- Buildings are generally located in the center of the parcel, surrounded by surface parking.
- Consistent landscaped setbacks planted with mature trees for parcels fronting Hamilton Avenue and Hamilton Court (bottom right).
- Newer buildings show more articulation and include mirrored or colored fenestration on the ground floor (bottom middle).

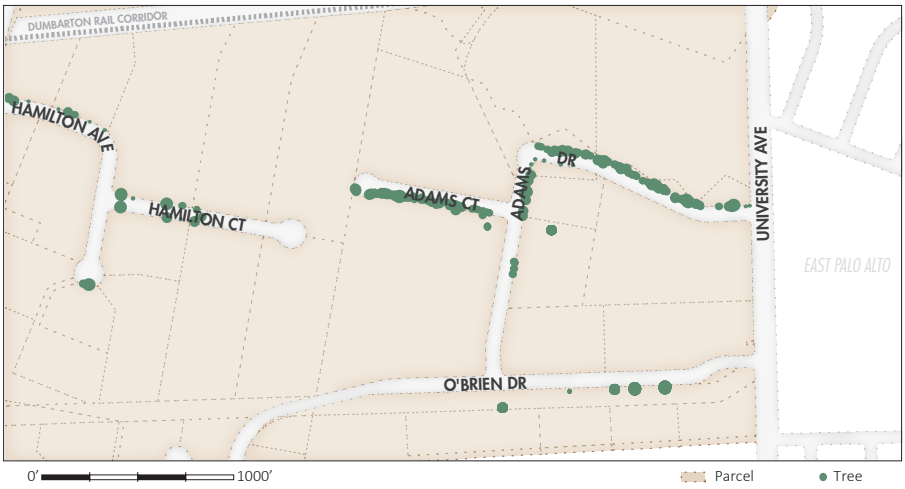
REPRESENTATIVE EXAMPLES OF BUILT FORM AND CHARACTER

M-2 (ADAMS COURT)

URBAN FORM

Adams Court is the business area between the end of Hamilton Court and University Avenue, bounded by Dumbarton Rail and O'Brien Drive. Like Hamilton Court, it is isolated from surrounding areas and characterized by large office park development.

BLOCK STRUCTURE

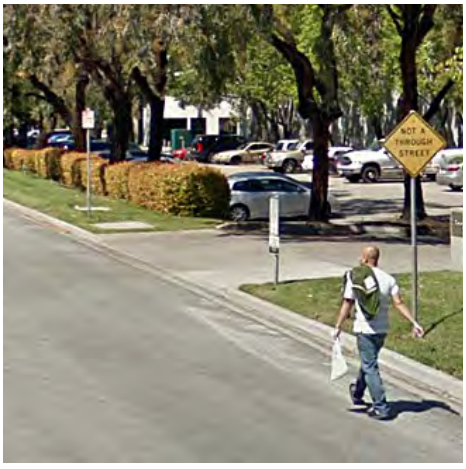


- Medium and large curvilinear blocks.
- Block dimensions range from 500 to 900 feet.
- Connectivity to other neighborhoods and the city is limited to O'Brien Drive and University Avenue.
- Car-oriented development patterns lead to a lack of pedestrian amenities (bottom left).
- Access and connectivity to buildings is through a informal network of parking lot driveways.
- Mature trees are planted in landscaped setbacks along Adams Court.

TYPICAL SITE DESIGN

- Large parcel sizes.
- Generally one- to two-story tilt-up buildings typified by utilitarian architecture, minimal fenestration, and large ground-floor plates on expansive parcels (bottom right).
- Buildings are generally located in the center of the parcel, surrounded by surface parking.
- Consistent landscaped setbacks for parcels fronting Adams Court (bottom left).
- Newer buildings show more articulation and include mirrored or colored fenestration on the ground floor (bottom middle).

REPRESENTATIVE EXAMPLES OF BUILT FORM AND CHARACTER

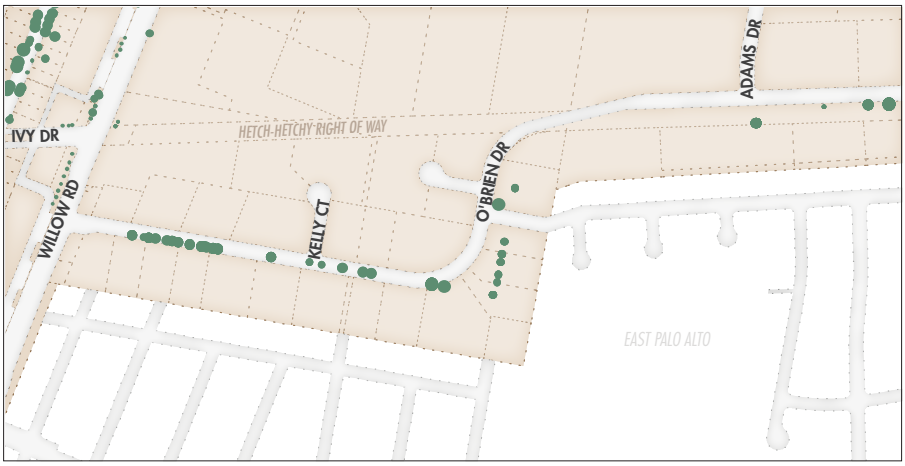


M-2 (O'BRIEN DRIVE)

URBAN FORM

The parcels and buildings fronting O'Brien Drive are relatively small compared to the rest of the commercial lots in M-2, making it a unique subarea of the district.

BLOCK STRUCTURE



- Winding block pattern defined by O'Brien Drive, connecting Willow Road and University Avenue.
- Moderate neighborhood connectivity and walkability due to large block sizes and limited street connections, due to dead-ends and cul-de-sacs.
- Limited pedestrian amenities, due to a lack of consistent sidewalks (bottom left).
- Mature trees consistently planted adjacent to O'Brien Drive.

TYPICAL SITE DESIGN

- Medium-sized commercial parcels, compared to the rest of the M-2 area.
- Generally one-story tilt-up buildings typified by utilitarian architecture, and mimimal fenestration; smaller than development of similar type in M-2 (bottom middle).
- Small parking area in front setback and limited side and rear setbacks.
- Newer buildings show more articulation and include mirrored or colored fenestration on the ground and upper floors (bottom right).

REPRESENTATIVE EXAMPLES OF BUILT FORM AND CHARACTER

DEVELOPMENT HISTORY IN THE M-2 AREA

Originally part of the Spanish Land Grant Rancho de las Pulgas, the M-2 Area was included in a 1,773-acre tract platted in 1863. A 1948 aerial map indicates that the only building in the area at the time was what appears to be a hangar for Hiller Helicopters just northeast of Willow Road, and a landing strip nearby was the only non-agricultural land development. Subdivision maps show the M-2 Area divided into smaller parcels in the 1950s and 1960s. Aerial maps show Hiller remained the only large industrial development into the 1960s, when smaller buildings began to be built at the west end.

Although Hiller, along with Raychem (which does not appear in Menlo Park directories until 1970), each employed hundred of people, the M-2 Area also had many smaller firms. Hiller was acquired by Fairchild and Raychem (later called TE Connectivity) by Tyco, and both their campuses were later redeveloped. By the 1980s, much of the current development in the M-2 area was complete, although the Sun Microsystems headquarters campus was not built until the early 1990s. Facebook is currently developing its West Campus on a 22-acre former TE Connectivity parcel across Highway 84 from the former Sun campus that is its current headquarters.

Unlike a historic district, which typically would have attained at least 50 years ago a physical form deemed significant—and retained it with little change—the M-2 Area is physically characterized by ongoing change driven by technical innovations and business dynamics such as acquisitions and bankruptcies.

REPRESENTATIVE EXAMPLES OF ARCHITECTURAL CHARACTER

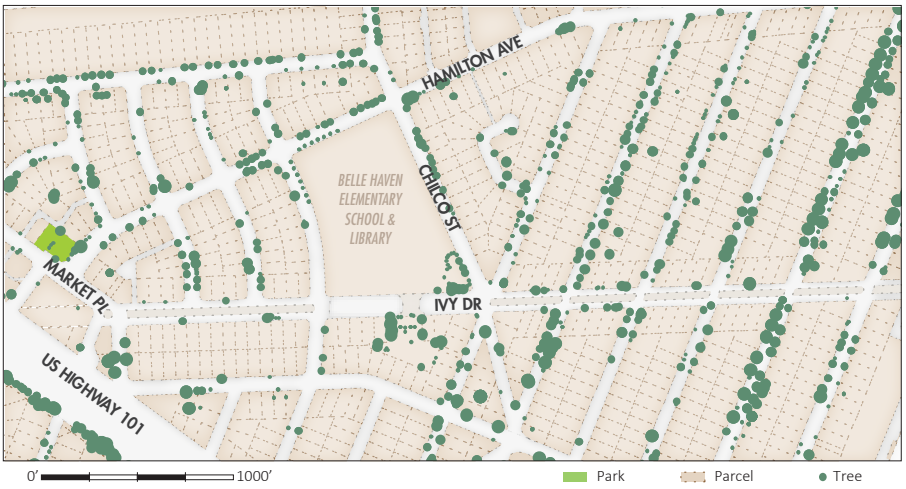
- The M-2 Area is different from other Menlo Park residential and commercial districts in street patterns, building placement and lot coverage, building types, and landscaping.
- The M-2 Area is subdivided by four regional infrastructure corridors: Highway 101, Highway 84, the Dumbarton Rail Corridor, and the Hetch Hetchy pipeline, and is bounded by the marshlands of San Francisco Bay and former salt ponds owned by the Leslie Salt Co.
- The road network includes the Highway 101 freeway, divided arterial roads (Willow Road, Bayfront Expressway, Marsh Road) and local streets which vary in width (many without sidewalks). The local streets are laid out in an ad-hoc pattern to serve groups of parcels and do not appear as a single, coherent network.
- Building placement and landscaping vary, but buildings are usually surrounded by parking or other pavement on all sides, and siting and landscaping do not fit a consistent pattern. Almost all buildings have flat roofs, many are rectangular in form, and most have metal or cementitious exterior wall materials.

BELLE HAVEN

URBAN FORM

Belle Haven is a residential neighborhood bounded by Highway 101, Willow Road, and the Dumbarton Rail Corridor. The neighborhood has many public facilities, including parks, community centers, and public safety services. Belle Haven is a transforming neighborhood, as its small and relatively affordable homes are increasingly desirable compared to more established and expensive neighborhoods within the city.

BLOCK STRUCTURE



- Generally rectilinear grid system, defined by Willow Road, Highway 101, or the railroad tracks, with some curvilinear exceptions.
- Mixture of long and walkable block lengths, ranging from 300 to 1,200 feet.
- The Menlo Park Library, Senior Center, and Onetta Harris Community Center are central community destinations.
- Ivy Drive, characterized by its wide, landscaped median on the Hetch Hetchy right-of-way, acts as the neighborhood's spine and connects to the Belle Haven Library and Elementary School.
- Adequate sidewalk and crosswalk widths and conditions, generally, yet some streets lack consistent tree canopies. Pierce Street and Chilco Street lack consistent sidewalks.

TYPICAL SITE DESIGN

- Compact parcelization patterns create a relatively dense residential character. Most homes are one-story, single-family constructed close together with small front yards (bottom left). The new Hamilton Park development and multi-family housing on the perimeter streets (Pierce Street and Willow Road) are the only examples of higher density housing (bottom right).
- Homes are of varying architecture styles and levels of maintenance; many homes have front lawn fencing, emphasizing privacy and safety (bottom middle).
- Many front yards feature landscaping and mature trees planted within private property; some are completely paved (bottom left and middle).

REPRESENTATIVE EXAMPLES OF BUILT FORM AND CHARACTER

DEVELOPMENT HISTORY

The peak decade of residential construction in the Belle Haven Neighborhood was 1950-1959, with 421 houses built during this period by comparison to 292 built before 1939 and 115 during the 1940s. Housing construction dropped sharply during the 1960s, although small spikes occurred during the 1970s and 1990s. The predominant house type is the ranch house, which in these early examples exhibits features of the Streamlined Moderne style.

REPRESENTATIVE EXAMPLES OF ARCHITECTURAL CHARACTER

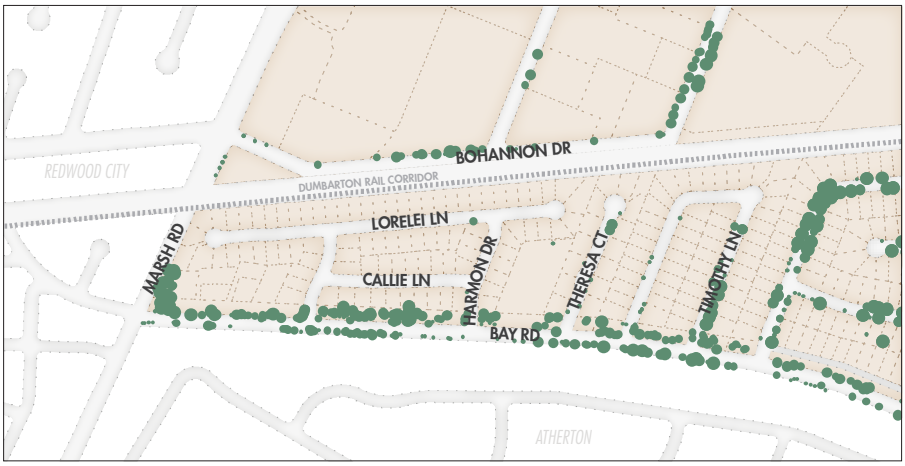
- Small, modest, one-story houses built during the 1940s-1960s, including ranch houses (far left) exemplifying late Moderne features from the 1940s.
- Much stucco and wood siding and many hip, gable and flat roofs.
- Bigger single-family homes and multi-family buildings along Hamilton Avenue (bottom left) and Willow Road (bottom middle).

LORELEI MANOR

URBAN FORM

Lorelei Manor is a small enclave of homes west of the Suburban Park neighborhood, generally bounded by Marsh Road, Bay Road, Theresa Court, and the Dumbarton Rail Corridor. Lorelei Manor contains some of the city's more contemporary single-family residences, consistent sidewalks, and curbs. The neighborhood has its own zoning district.

BLOCK STRUCTURE

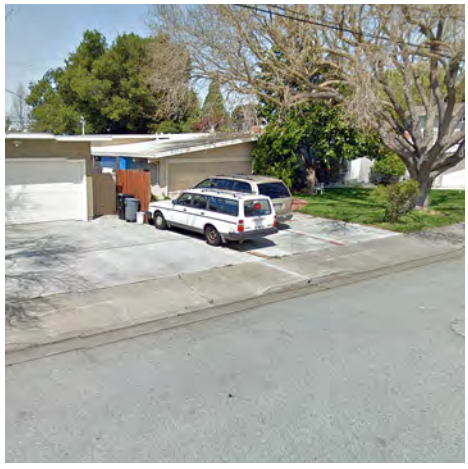


- Small- and medium-sized blocks oriented in small, rectangular loops around cul-de-sacs.
- Block dimensions range between 150 and 1,300 feet.
- Limited connectivity to areas to the north and east; Bay Road provides the only major connection.
- Generally good pedestrian amenities, such as consistent sidewalk and curbs; however, the small enclave does not have consistent connections to major streets due to cul-de-sacs and dead ends (bottom left).

TYPICAL SITE DESIGN

- Medium-sized lots with front lawns and driveways aligned with side property lines often leading to attached garages.
- Homes set back from the front of the lot create spacious front yards; narrow side setbacks leads to residences close to one another (bottom).
- Front area landscaping is typically a lawn with few bushes and a large mature tree adjacent to paved driveway. (bottom middle and right).
- Mostly one-story, well maintained contemporary residences with flat roofs, large picture windows, and minimal ornamentation.

REPRESENTATIVE EXAMPLES OF BUILT FORM AND CHARACTER



SUBURBAN PARK

URBAN FORM

The Suburban Park neigborhood is bounded by Bay Road, Highway 101, Theresa Court, and Flood Park. It has a pleasant, tree-lined character, well-maintained residences snugly built together, and proximity to Flood Park.

BLOCK STRUCTURE

- Winding blocks with cul-de-sac style patterns.
- Block dimensions range between 300 and 600 feet.
- Connectivity is limited to Bay Road.
- Generally consistent sidewalks and street trees; cars are sometimes parked on rolled-curb sidewalks (bottom left).
- Flood Park is a 21-acre community recreation area and focal point.

TYPICAL SITE DESIGN

- Medium-sized lots with front yards, driveways aligned with side property lines often leading to attached garages (bottom middle).
- Homes set back from the front of the lot create spacious front yards; narrow side setbacks result in residences close to one another.
- Streets and front yards are often planted with mature trees, providing a pleasant and natural character (bottom right).
- Front area landscaping is typically a lawn with few bushes and a large mature tree; some front areas are paved.
- Combination of one- and two-story, well maintained contemporary residences.

REPRESENTATIVE EXAMPLES OF BUILT FORM AND CHARACTER

FLOOD TRIANGLE

URBAN FORM

Flood Triangle is a tree-lined neighborhood, adjacent to a large neighborhood gathering area, Flood Park. The triangular-shaped area is bounded by Highway 101, Bay Road, and Flood Park.

BLOCK STRUCTURE

- Long, rectilinear grid blocks shaped by curvilinear avenues, with dimensions averaging from 300 to 800 feet.
- Separated from the Suburban Park neighborhood by Flood Park; accessible only from Bay Road and Van Buren Road.
- Quality pedestrian environment, including tree-lined sidewalks, landscaped buffers, and crosswalks (bottom left); however, Bay Road lacks consistent sidewalks.
- Bike/ped connectivity to other areas in the city is limited to one bike/ped overpass over Highway 101, and Ringwood Avenue to Middlefield Road.
- Highway 101 is a major enlosing feature with sound walls.

TYPICAL SITE DESIGN

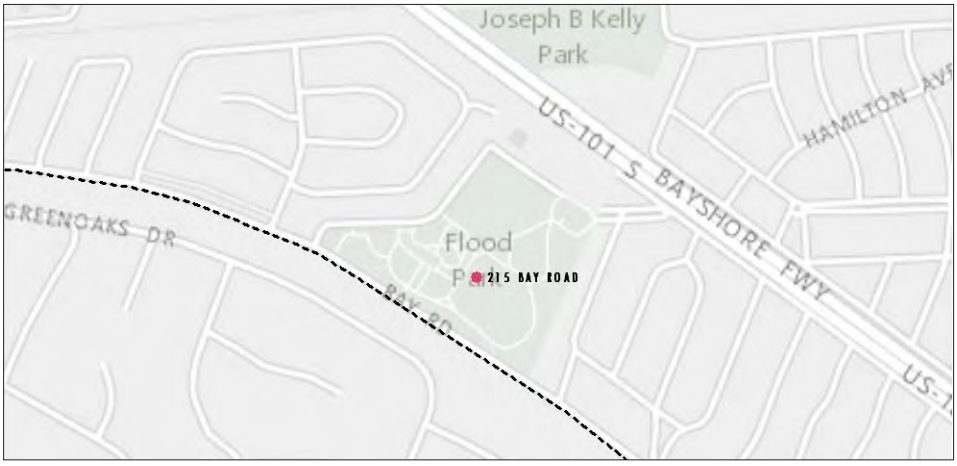
- Small lot patterns create a compact and urban one- to two-story, single-family residential character; homes are close together with small front yards.
- Homes in the neighborhood are generally consistently maintained and landscaped (bottom middle).
- In addition to tree-lined, narrow streets, many residential lots include plentiful landscaping and trees (bottom right).

REPRESENTATIVE EXAMPLES OF BUILT FORM AND CHARACTER

DEVELOPMENT HISTORY LORELEI MANOR, SUBURBAN PARK, AND FLOOD TRIANGLE

Suburban Park and Flood Triangle developed largely during the late 1940s. Before 1940, 59 houses had been built in these neighborhoods and, by 1950, 451 houses had been built, largely in Suburban Park and Flood Triangle. During the 1950s, 417 houses were built or renovated in the neighborhood. Many of the new houses built during this decade were built in Lorelei Manor. The neighborhoods possess visual cohesiveness due to the predominance of small 1940s and 1950s ranch houses, lacking in architectural ornamentation.

EARLY BUILDINGS



- Flood Park, 215 Bay Road (Colonial Revival stlyle)

EXAMPLES OF EARLY BUILDINGS

- Flood Park is a 21-acre county park established on a portion of the old James C. Flood estate by the Works Project Administration after 1936. The Headquarters (in addition to wall at Bay Road) was built of stabilized adobe.

REPRESENTATIVE EXAMPLES OF ARCHITECTURAL CHARACTER

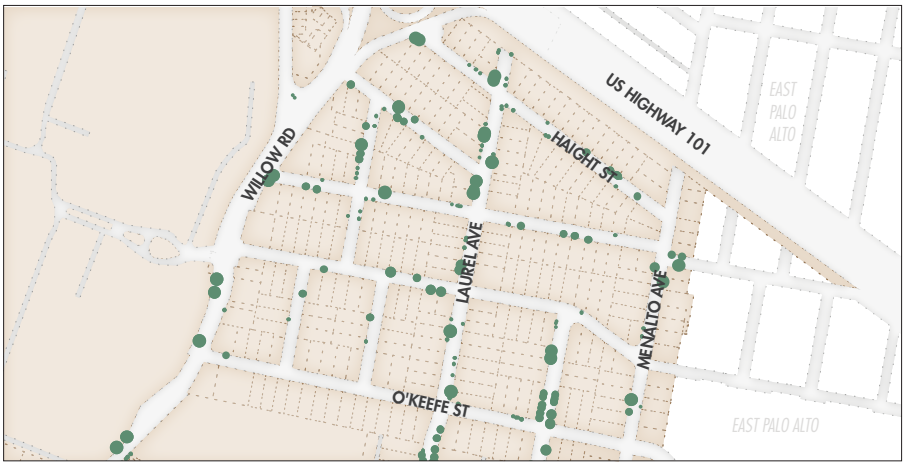
- Predominantly small, single-family ranch houses, one story in height dating to the 1940s and 1950s.
- The 1940s dwellings are often clad in stucco and many have sparce classical details. The 1950s ranch houses are clad in a variety of materials and are largely Mid-Century Modern in style, featuring long, low profiles, and informal, minimal architectural details.

THE WILLOWS (NORTH LAUREL)

URBAN FORM

North Laurel is the northern section of The Willows neighborhood, bounded by Willow Road, O'Keefe Street, Highway 101, and the City of East Palo Alto. The area is unified by consistent parcel size, housing stock, and streetscape.

BLOCK STRUCTURE

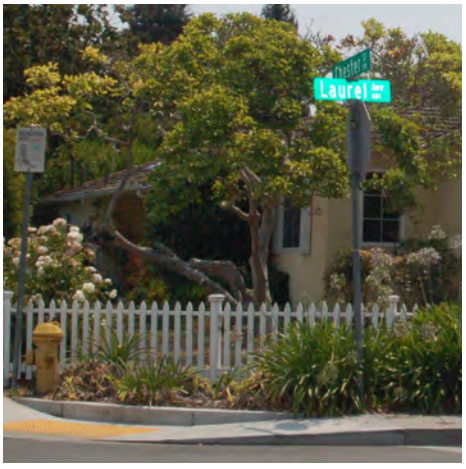


- Small to medium rectilinear blocks in a grid system, with some blocks shaped by Highway 101 and Willow Road.
- Block dimensions range from 300 to 800 feet.
- Neighborhood connectivity supported by small block lengths.
- Consistent sidewalks and curbs promote walkability (bottom left).
- Larger commercial parcels front Willow Road.

TYPICAL SITE DESIGN

- Consistent residential parcel sizes and shapes, generally long, and narrow.
- One- to two-story single-family units of various architectural styles and conditions of maintenance.
- Post-War housing is distinguished by attached garages.
- Homes have front yards, deep backyards, and narrow side yards (bottom middle).
- Front yard landscaping and fence treatment is varied ranging from formal to organic.
- Not many street trees; most mature trees are planted in yards (bottom right).

REPRESENTATIVE EXAMPLES OF BUILT FORM AND CHARACTER



THE WILLOWS (SOUTH LAUREL)

URBAN FORM

South Laurel is a small area in the central part of The Willows neighborhood, concentrated around Walnut Street and Menalto Avenue. The area is unified by consistent parcel size, housing stock, and streetscape, and has distinct mature street trees.

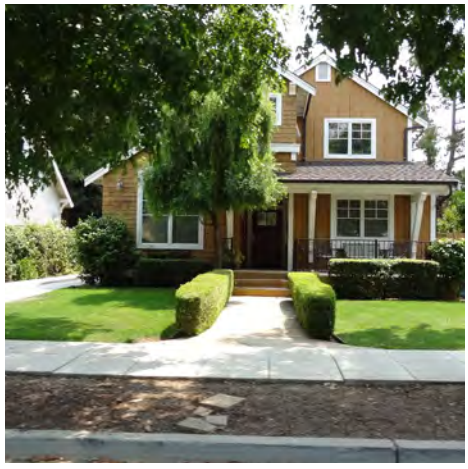
BLOCK STRUCTURE

- Combination of small to medium rectilinear and curvilinear blocks in semi-grid system; streets curve as they approach San Francisquito Creek.
- Blocks range from 300 to 800 feet and are divided by a consistent alleyway network running parallel to Menalto Avenue.
- Neighborhood connectivity and walkability is supported by small block sizes and street connections; however, connection to Willow Road is limited to Gilbert Avenue.
- Excellent pedestrian amenities, including consistent sidewalks and curbs and consistent street trees (bottom right).

TYPICAL SITE DESIGN

- In general, consistent residential parcel sizes and shapes, generally long, and narrow; parcels are unique in shape and size in the southern portion, defined by winding roads and the creek.
- One- to two-story single-family units of various architectural styles and generally good condition with attached garages (bottom middle).
- Large front yards, deep back yards, and narrow side yards.
- Front yard landscaping and fence treatment is varied ranging from formal to rustic (bottom left).
- Combination of street trees and on-site trees and landscaping provide a lush, green character (bottom right).

REPRESENTATIVE EXAMPLES OF BUILT FORM AND CHARACTER



THE WILLOWS (O'CONNOR)

URBAN FORM

O'Connor is a subarea of The Willows, generally bounded by O'Connor Street, Menalto Avenue, Woodland Avenue, and Euclid Avenue, bordering the Cities of East Palo Alto and Palo Alto. It is one of the more eclectic residential areas in the city, with a varied and diverse development pattern varying from parcel to parcel.

BLOCK STRUCTURE

- Large blocks bounded by slighlty winding roads, which follow the natural contours of San Francisquito Creek.
- Block dimensions vary greatly and range from 500 to 2,100 feet.
- Moderate neighborhood connectivity and walkability due to large block sizes and limited street connections, resulting from dead-ends and cul-de-sacs.
- Limited consistent sidewalks and curbs (bottom left).
- Oak Court and Woodland Avenue break the traditional grid pattern and are slightly curvilinear.

TYPICAL SITE DESIGN

- Greatly varied parcel shapes, sizes, and orientation.
- Larger parcels subdivided into smaller ones are common, with some parcels in the interior of blocks requiring private driveways for access to the street network (bottom middle).
- Mix of one- to two-story single-family architectural styles and front and side yard landscaping treatment.
- Absence of sidewalk, curb, or gutter in many areas contribute to a rural visual style (bottom right).
- Mature street trees are located primarily on private properties in front setback areas and not in street right-of-ways.

REPRESENTATIVE EXAMPLES OF BUILT FORM AND CHARACTER

THE WILLOWS (SOUTH OF GILBERT)

URBAN FORM

South of Gilbert is a subarea of The Willows, concentrated around Gilbert Avenue, Willow Road, and San Francisquito Creek. South of Gilbert contains some older homes on smaller lots than the rest of The Willows, characteristic of neighborhoods closer to the city center. Although architecture varies, landscaping, streetscape, and building size commonalities contribute to a cohesive character.

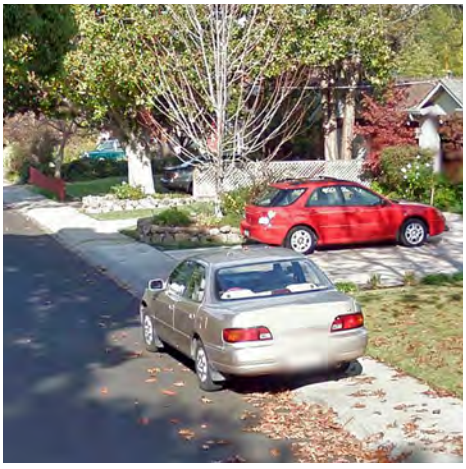
BLOCK STRUCTURE

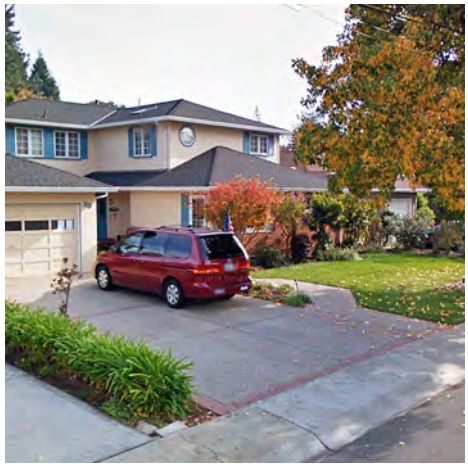
- Medium and large curvilinear blocks.
- Block dimensions range greatly from 300 to 1,600 feet.
- Moderate neighborhood connectivity and walkability due to large block sizes and winding and discontinuous streets.
- Generally consistent sidewalks and street trees; cars sometime parked in rolled-curb areas (bottom left).
- Good amount of mature trees on most streets and front setback areas.

TYPICAL SITE DESIGN

- In general, consistent rectangular residential parcels with depths slightly longer than widths, generally smaller than those in the rest of The Willows neighborhood; parcels become more unique in shape and size in the southern portion, defined by winding roads, and along the creek.
- One- to two-story single-family units of various architectural styles and good condition.
- Post-War housing is distinguished by attached garages.
- Large front yards, smaller back yards, and narrow side yards (bottom middle).
- Rolled curbs, abundant mature street and front yard trees, and earthy landscaping contribute to a woodsy visual character (bottom right).

REPRESENTATIVE EXAMPLES OF BUILT FORM AND CHARACTER





DEVELOPMENT HISTORY

Like many Menlo Park neighborhoods, The Willows took shape largely after World War II with the construction of ranch houses; however, portions of the neighborhood that were subdivided earlier possess a pre-war enclave appearance. The earliest remaining house in The Willows is the McKendry House of 1902 at 244 Robin Way. During the next decade, at least 13 other houses were built in The Willows on Pope Street, O'Connor Street, Central Avenue, Woodland Avenue and Laurel Avenue. The peak of construction activity in The Willows occurred during

(continues, next page)

EARLY BUILDINGS

- 244 Robin Way (Colonial Revival style)
- 315 Central Avenue (Prairie style)
- 1956 Menalto Avenue (Craftsman style)
- 102, 117, 125, 202 Pope Street (Craftsman styles)
- 302 Pope Street (Bungalow style)
- 318 Laurel Avenue (Ranch style)
- 369 O'Connor Street (Bungalow style)

EXAMPLES OF EARLY BUILDINGS

Source: Zillow ©

- 202 Pope Street (left) is a 1908 house, which exhibits several important traits typical of Craftsman design, while also conveying the individuality that characterizes many, if not all, houses of this movement. In keeping with the bungalow subset of the Craftsman style, the large, cross-gable roof over the first floor has a prominent second floor dormer and deep overhangs with exposed rafter tails. The first floor window boxes are supported on prominent brackets with knee braces. The upper sashes of the large windows have small, square divided lights. While a front porch is nearly mandatory for bungalows, this one introduces a twist on the convention, covering only part of the front facade and having a second floor.

- 302 Pope Street (left) is a two-story, bungalow style house from the Arts and Crafts era, which was popular between 1880-1910. It exhibits characteristic shallow sloped roof planes, deep eaves supported by wood brackets and multi-light doors and sash.

the 1940s and 1950s, with 565 and 538 houses built during these decades, respectively, as compared to 345 built before 1940, and 294 and 368 built during the 1960s and 1970s, respectively. Construction in the neighborhood increased during the 1990s, after a decline during the 1980s, and has continued with the construction of two-story homes and second story additions today.

REPRESENTATIVE EXAMPLES OF ARCHITECTURAL CHARACTER

- Primarily medium-sized lots. Some large lots with deep front yards, sometimes with parkways, and generous side setbacks. Earlier houses typically do not have driveways and were commonly accessed by the alleys behind the properties.
- Predominantly single-family dwellings, one- or two-stories in height, that reflect architectural styles from the first half of the 20th century.
- As typical of other Menlo Park neighborhoods, the residential styles vary from historic styles common between World War I and II (left and bottom left) and ranch houses lacking in historical details.

SOUTH OF SEMINARY/VINTAGE OAKS

URBAN FORM

South of Seminary/Vintage Oaks is a neighborhood centered around St. Patrick's Seminary. The winding, walled-in development of the west end is functionally and aesthetically bisected by Santa Monica Avenue from the grid pattern to the east.

BLOCK STRUCTURE

- Winding, curvilinear blocks (west of Santa Monica Avenue) juxtapose the rectilinear grid east of Santa Monica Avenue; the development pattern is defined by irregular shape of St. Patrick's Seminary and bounding roadways.
- Generally long block lengths with some shorter, more walkable blocks east of Santa Monica Avenue.
- Seminary Oaks park and playground area is central to the neighborhood.
- Aside from Willow Road and Coleman Avenue, connectivity is limited; sidewalks are not present on most streets as rural, valley gutters are typical (bottom left).
- Many interior streets end in cul-de-sacs.

TYPICAL SITE DESIGN

- Parcelization patterns are distinct on both sides of Santa Monica Avenue; the west side exhibits larger, curved lots (bottom middle) while the east side includes more rectangular, smaller plots (bottom right).
- Generally, bigger and deeper parcels than surrounding areas, accommodating bigger yards and two-story homes.
- Rolled-curbs and un-paved walking areas create a rural-suburban character (bottom left).
- Privacy walls and heavy landscaping west of Santa Monica Avenue emphasize a feeling of privacy.
- Contemporary architecture styles west of Santa Monica Avenue, while architecture styles vary by style and decade on the east side.

REPRESENTATIVE EXAMPLES OF BUILT FORM AND CHARACTER

DEVELOPMENT HISTORY

A few dwellings were built in the neighborhood through the 1930s. The post-war era saw the greatest growth in the South of Seminary/Vintage Oaks Neighborhood, with the construction of 234 and 201 dwellings during the 1940s and 1950s, respectively. Construction tapered off during the three subsequent decades, to peak again during the 1990s when the 145-unit Vintage Oaks development was built.

EARLY BUILDINGS

- 114 Santa Margarita Avenue (Colonial Revival style)
- 300 Middlefield Road (Vernacular)
- 320 Middlefield Road (Second Empire style)

EXAMPLES OF EARLY BUILDINGS

- 114 Santa Margarita Avenue (far left), now an office building, was built as a single-family classically-detailed house. Characteristic of its Classical or Colonial Revival style, is its boxy form with lapped siding, pilasters at the front corners and hipped roof (lowered when the building was moved).
- 300 Middlefield Road (left) is an old fire station that is a simple wood-frame vernacular building, characterized by its simple-gable roofed form and bell tower. It was moved from ts original location and is scheduled to be relocated to downtown Menlo Park.

REPRESENTATIVE EXAMPLES OF ARCHITECTURAL CHARACTER

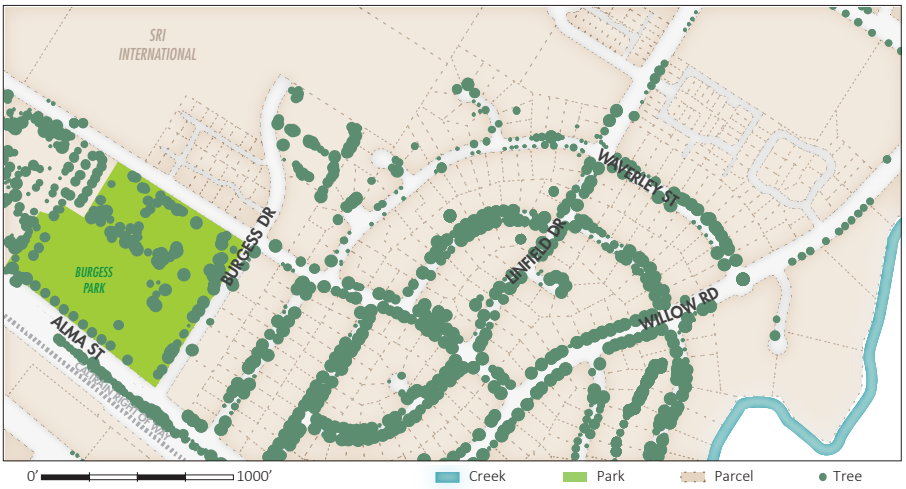
- Single-family, one-story Moderne and ranch dwellings predominate, giving the area a visually cohesive appearance.
- The older houses in the neighborhood are typically small dwellings originally built on modest budgets. Where historic details were used in the original construction, these details are spare; examples of these spare details include 4x4 wood porch posts with small capitals.

LINFIELD OAKS

URBAN FORM

The Linfield Oaks neighborhood is concentrated around Linfield Drive and Laurel Streets. The majority of the neighborhood consists of commercial, office, research, and recreational uses; residential development is concentrated around Willow Road. The SRI campus comprises 62 acres of the area northeast of Burgess Park. The neighborhood is known for its mature street trees, spacious lot sizes, and nearby amenities.

BLOCK STRUCTURE



- Large commercial blocks along Middlefield Road and Ravenswood Avenue buffer winding, curvilinear residential blocks near Willow Road.
- Walkable residential blocks average 200 to 800 feet in length and connect residents to Burgess Park, one of the city's recreation centers.
- The residential block pattern is oriented around curving Willow Road; commercial and office blocks line Middlefield Road and Linfield Drive.
- Pedestrian amenities include continuous sidewalks of various widths, consistent and mature sidewalk trees, and street connectivity (bottom left).
- Connectivity to West Menlo is limited to Ravenswood Avenue to the northwest. The neighborhood is connected to Caltrain and Palo Alto via Alma Street.

TYPICAL SITE DESIGN

- Unique parcel shapes are defined by winding roads; large residential lot sizes allow for bigger one- to two-story homes and spacious front yard areas (bottom middle).
- Most homes depict post-war era and ranch style characteristics, and are well-maintained, openly landscaped, and exhibit an overall feel of uniformity.
- Blocks have a mixture of rolled curbs on interior streets and curb and gutter on major streets, all lined with consistent mature street and front yard trees.
- Linfield Oaks contains a small, new urbanist-style, compact development built on smaller parcels than the rest of the neighborhood and features walkable streets (bottom right).
- Two-story, multi-family residential buildings with minimal architectural details are prevalent along Willow Road, Waverley Street and Alma Street.

REPRESENTATIVE EXAMPLES OF BUILT FORM AND CHARACTER

DEVELOPMENT HISTORY

Most of residential areas of Linfield Oaks were subdivided and re-subdivided during the 1950s. Residential construction peaked during the 1950s with 644 dwellings built during that decade by comparison to 116 in the 1930s to 1940s and 188 in the 1960s. Construction, which appears to include remodeling, experienced a small spike during the 1970s.

EARLY BUILDINGS

- Building 2, USGS, 345 Middlefield Road (Miesian style)
- Barron-Latham-Hopkins Gate Lodge at 555 Ravenswood Avenue (Second Empire style)
- California Historical Marker at Landmark Site #2, the site of the end of Portolá's 1769 journey near the intersection of East Creek Drive and Alma Street in Menlo Park, California

EXAMPLES OF EARLY BUILDINGS

- Building 2, USGS, 345 Middlefield Road (far left) was designed with perimeter concrete columns supporting concrete floor and roof slabs and glass walls bridging the horizontal slabs—a characteristically Miesian design. The building's exterior is characterized by the repetition of curtain wall window bays with windows (now replaced) over solid masonite panels. (Exterior steel trusses were added in 1977.)
- The Baron-Latham-Hopkins Gate Lodge (left) is Second Empire gatehouse of wood construction with lapped siding and bell-cast Mansard roof. The roof is clad with patterned wood shingles and punctuated with dormer windows. Classical details ornament the dormers. The building is a rare example of this style in Bay Area and is listed on the National Registry of Historic Places.

REPRESENTATIVE EXAMPLES OF ARCHITECTURAL CHARACTER

- A mix of single- and multi-family dwellings that are consistent in size and date than many neighborhoods (1950s) give the neighborhood a cohesive appearance.
- Ranch-style (far left) and Mid-Century Modern (left) are the prevailing architectural styles.

CENTRAL MENLO

URBAN FORM

Central Menlo is a residential neighborhood generally bounded by Ravenswood Avenue, Glenwood Avenue, Marcussen Drive, and the Caltrain tracks. As one of the city's older neighborhoods with examples of buildings built at the turn of the century, Central Menlo exhibits traditional development patterns and urban forms, consisting of compact, urban lots filled with dense single-family and multi-family buildings, and benefits from its proximity to Caltrain, parks, and other amenities.

BLOCK STRUCTURE

- Mid- to large-sized blocks developed in a rectilinear pattern; some blocks are defined by the Caltrain tracks which disrupt the grid at an angle.
- Walkable blocks dimensions range widely between 200 to 1,000 feet.
- Overall good connectivity,
- Good pedestrian amenities including ample sidewalks, curbs, street trees, and clear pedestrian crossings over railroad tracks (bottom left).

TYPICAL SITE DESIGN

- Mixture of medium-sized lots, compact single-family residential and multi-family buildings (bottom middle).
- Long and narrow parcelization patterns result in adjacent residences close together, leaving small side and front yard areas (bottom right).
- Like some of the city's other older neighborhoods, the buildings in Central Menlo vary considerably in type, size, and character.

REPRESENTATIVE EXAMPLES OF BUILT FORM AND CHARACTER

DEVELOPMENT HISTORY

There was a steady increase of homes built to the1950s with 231 units built and a similar steady decline in housing construction to 1990. The most active decade for construction in Central Menlo was the 1990s, with more than 250 units built or remodeled. Central Menlo is one of the most visually eclectic neighborhoods, characterized by juxtapositions of single- and multi-family dwellings of varied size, date, and style.

EARLY BUILDINGS

- Caltrain Station, 1120 Merrill St (Victorian Style)
- 558 Santa Cruz Ave, 570 Derry Ln (commercial buildings)
- 417 Glenwood Avenue (Stick style)
- 1249 Mills Street (Vernacular-Craftsman style)
- 424 Oak Grove Ave, 1320 Mills St (Folk Victorian style)
- 210, 215 Oak Grove Ave (Late Gothic Revival)
- 250 Oak Grove Ave (Classical Revival style)
- 501 Oak Grove Ave (Italianate style)
- 1040 Noel Dr (Italianate style), Edgar Mills Estate/Bright Eagle, eligible for National Register
- 1261 Laurel Street (Craftsman Bungalow style)
- 1257 Mills St, 1145 Merrill St, 1257 Laurel St, 1108 Pine St (Colonial Revival styles)
- 330 Ravenswood (undetermined style)

EXAMPLES OF EARLY BUILDINGS

- 1108 Pine Street (far left) and 1257 Laurel Street (left) are one-story wood-frame examples of the Colonial Revival style. Both date to 1907 and share, asymmetrical elevations with inset porches balanced by bay windows, classical details and hip roofs with central dormers. They vary somewhat in size and scale.

REPRESENTATIVE EXAMPLES OF ARCHITECTURAL CHARACTER

- The majority of dwellings are single- and multi-family that vary widely in size and style, giving the neighborhood an eclectic character.
- The styles of construction vary from historic styles of the early 20th century (far left) to Mid-Century Modern (left).

FELTON GABLES

URBAN FORM

Felton Gables is a small, enclosed neighborhood, bounded by Encinal Avenue, the Caltrain tracks, and the Town of Atherton. The unique neighborhood consists of well-maintained homes on relatively large lots and has its own zoning district. Although secluded, Felton Gables benefits from its proximity to schools, El Camino Real, and Caltrain.

BLOCK STRUCTURE

- Enclave of slightly winding blocks oriented in a rectilinear pattern.
- Block dimensions range between 250 and 1,100 feet.
- Connectivity within the neighborhood is good, however, connectivity to surrounding neighborhoods and Atherton is limited to Encinal Avenue.
- Limited pedestrian amenities due to a lack of consistent sidewalks and curbs; most streets have valley gutters adjacent to front lawns or parking areas (bottom left).

TYPICAL SITE DESIGN

- Generally larger one- to two-story residential buildings set back from the street (bottom middle).
- Larger parcels than the city's other neighborhoods provide large yard areas in the front and sides.
- Well-maintained residences of various ages and architectural styles.
- Winding roads and valley gutters add to a rural-suburban ambience.
- Front yard landscaping varies by property, ranging from manicured to naturalistic (bottom right).

REPRESENTATIVE EXAMPLES OF BUILT FORM AND CHARACTER

DEVELOPMENT HISTORY

Felton Gables developed over many decades. Nine houses were built before 1939, 15 in the 1940s, 27 in the 1950s, 36 in the 1960s, 26 in the 1970s, and 20 in the 1980s. Construction activity in the neighborhood peaked again during the 1990s, tapered off significantly during the first half of the 2000s and rose again after 2005. Large-scale additions or remodels account for much of the construction activity from the 1960s on.

EARLY BUILDINGS

- 207 Felton Drive (Ranch style)
- 239 Felton Drive (Ranch style)
- 300 Felton Drive (Monterey Revival style)
- 466 Felton Drive (Ranch style)
- 204, 217 Lennox Avenue (Monterey Revival style
- 300 Lennox Avenue (Tudor Revival style)

EXAMPLES OF EARLY BUILDINGS

- 300 Felton Drive (far left), illustrates the Monterey Revival style, characterized by gently sloped gable roofs, wood-frame construction, wrap-around veranda and multi-light window sash.
- 300 Lennox Avenue (left) is a Tudor Revival dwelling that occupies one of the larger lots in the neighborhood. It is characterized by gable-roofed forms with pronounced chimneys, a central tower, half-timbering, and multi-light sash.

REPRESENTATIVE EXAMPLES OF ARCHITECTURAL CHARACTER

- Period revival styles, including Tudor, Mediterranean, Monterey, Colonial, and ranch (far left).
- Single-family dwellings that are more consistent in size and date than other Menlo Park neighborhoods (1930s-1950s), give the neighborhood a cohesive visual appearance
- The houses are typically large, rambling, one-story dwellings, designed in period revival styles of the 1930s and 1940s to mid-century modern (left).

PARK FOREST

URBAN FORM

Park Forest is a small cluster of townhomes bounded by Stone Pine Lane, Forest Lane, and Buckthorn Way. This unique area is distinct from the rest of the city due to its urban residential scale and building typology.

BLOCK STRUCTURE

- Small, walkable, rectilinear blocks.
- Block dimensions average between 300 and 500 feet.
- Excellent pedestrian environment, including tree-lined sidewalks and street connections (bottom left).
- Connectivity to other parts of Menlo Park and other cities is limited to El Camino Real; Caltrain tracks inhibit connections to the northeast.

TYPICAL SITE DESIGN

- Compact and urban parcelization with long, narrow dimensions.
- Two- to three-story townhome style units at the front parcel line with no side yards and attached units (bottom middle).
- Tuck-under garages on the first floor are featured prominently and front the street on many lots, with two stories of residential space on top (bottom right).
- Vertical-oriented building components and rhythm.
- Well-kept buildings with modern, contemporary architectural styles.

REPRESENTATIVE EXAMPLES OF BUILT FORM AND CHARACTER

SPRUCE

URBAN FORM

Spruce is a small single-family neighborhood, roughly consisting of parcels between Spruce Avenue and Buckthorn Way.

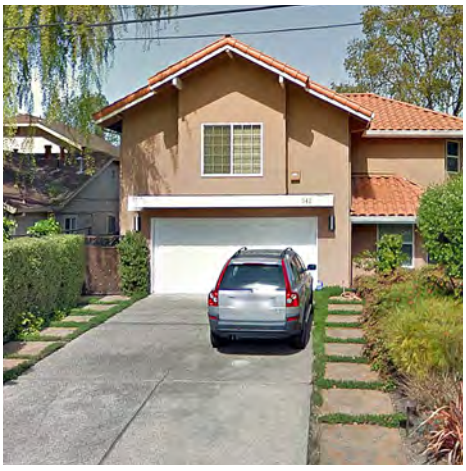
BLOCK STRUCTURE

- Small, rectilinear blocks.
- Block dimensions average between 300 and 800 feet.
- Lack of sidewalks or curbs.
- Connectivity to other parts of Menlo Park and other cities is limited to El Camino Real; Caltrain tracks inhibit connections to the northeast.

TYPICAL SITE DESIGN

- Medium-sized, consistently rectangular, and long and narrow parcels.
- One- to two-story, single-family residences with ample front and back yards, and narrow side yards (bottom left).
- Homes exhibit a variety of architectural styles and degrees of maintenance.
- Absence of sidewalks and curbs, combined with unpaved, dirt and gravel on-street parking areas contribute to a rural/suburban visual character (bottom right).

REPRESENTATIVE EXAMPLES OF BUILT FORM AND CHARACTER



SAN ANTONIO

URBAN FORM

San Antonio is a small block of apartment complexes, bounded by Encinal Avenue, Garwood Way, San Antonio Street, and Glenwood Avenue. New townhomes have recently been constructed in the neighborhood.

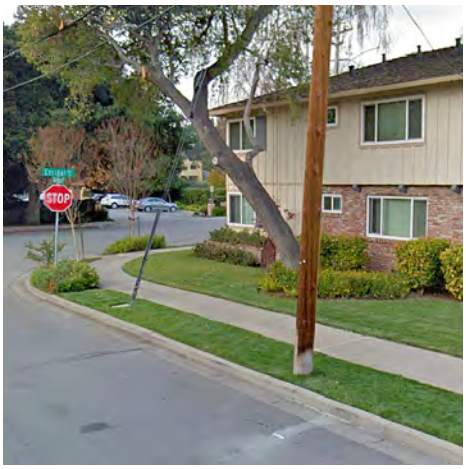
BLOCK STRUCTURE

- Small, walkable rectangular block.
- Block measures 300 by 1,100 feet.
- Well-connected to surrounding streets.
- Pedestrian amenities include consistent sidewalks and curbs (bottom left).

TYPICAL SITE DESIGN

- Long and narrow parcels, with some parcels spanning the entire block width.
- Typical siting is a two- to three-story apartment building set back from the street, accessed by a paved driveway for vehicles on the ground floor (bottom middle).
- Tuck-under garages and carports on the first floor are featured prominently and front the street on many lots, with two stories of residential space above.
- Buildings generally typify 1960s and 1970s style apartment design, with side entrances, private and blank frontages, and bulky, unrefined massing that emphasizes horizontality rather than verticality (bottom right).

REPRESENTATIVE EXAMPLES OF BUILT FORM AND CHARACTER



DEVELOPMENT HISTORY PARK FOREST, SPRUCE, AND SAN ANTONIO

Residential development rose steadily in these neighborhoods and peaked in the 1960s with the construction of 38 dwellings. Approximately 24 dwellings were built or remodeled annually during the three subsequent decades.

REPRESENTATIVE EXAMPLES OF ARCHITECTURAL CHARACTER

- Two dwelling types predominate: small single-family dwellings of vernacular architecture (left), sometimes with driveways, and single-family townhouses with two floors of living space over garages and vestibules.

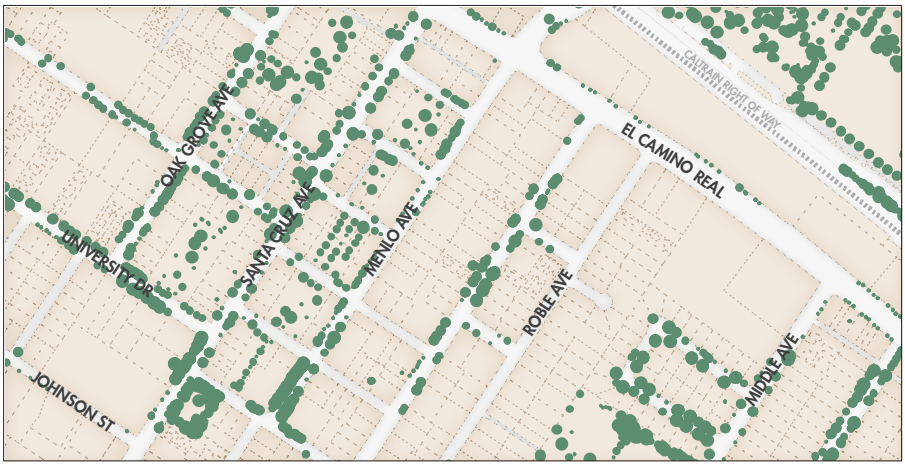
- Park Forest's modern townhouses have a uniform appearance, unique in Menlo Park.

DOWNTOWN

URBAN FORM

Downtown is a walkable neighborhood of businesses, small lots, and densely-built homes and apartments, south of El Camino Real. One of the city's oldest neighborhoods, it is characterized by streets lined with mature trees, organized in a grid with numerous street connections. Downtown is conveniently located near El Camino Real and the Caltrain station.

BLOCK STRUCTURE



- Blocks of various sizes on a rectilinear grid system, oriented to El Camino Real and Santa Cruz Avenue.
- Block dimensions range widely between 250 and 1,000 feet.
- Neighborhood walkability and interconnectivity is excellent; however, connectivity to Menlo Park on the Bayside of El Camino Real is limited to Oak Grove Avenue, Menlo Avenue, and Valparaiso Avenue.
- Pedestrian amenities include consistent sidewalks and curbs, crosswalks, and mature street trees.
- Santa Cruz Avenue, Downtown's main retail street, is pedestrian-oriented and a citywide destination (bottom left).

TYPICAL SITE DESIGN

- A variety of parcel sizes generally rectangularly shaped; larger commercial parcels are in the Downtown core, while some smaller, narrow parcels can be found in the residential areas.
- Commercial and residential development have little to no front setback; residential units have shallow front yards and narrow side yards.
- A mixture of small, single-family dwellings and larger blocky multi-family units.
- Varied building frontages range from ground-floor porches of single-family homes, to side entrances to apartments, to carports and tuck-under parking areas facing the street.

REPRESENTATIVE EXAMPLES OF BUILT FORM AND CHARACTER

DEVELOPMENT HISTORY

Downtown experienced a steady increase in construction before 1959; 173 homes were built before 1939, 240 between 1940 and 1949, and 364 between 1950 to 1959. Construction tapered off to 213 homes during the 1960s, 276 during the 1970s, and fewer in the later decades. There are a number of ranch houses and other dwelling types with Moderne and Colonial Revival influences and a scattering of period revival dwellings built before 1940.

EARLY BUILDINGS

- 957 University Drive (Mediterranean Revival style)
- The Nativity of the Holy Virgin Church at 1220 Crane Street (Gothic Revival style)

EXAMPLES OF EARLY BUILDINGS

- The Nativity of the Holy Virgin Church (Holy Trinity Episcopal Church/Russian Orthodox Church, far left) was moved from its original location to 1220 Crane Street in 1957. It is a one-story, wood-frame Gothic Revival church with a steeply pitched mass containing the nave and projecting bay containing a vestibule. It is eligible for the National Registry. The rustic siding and shingles, stickwork eave details, stained glass windows and cross at the ridge characterize the style and nature of the building.
- 957 University Avenue (left) exhibits stucco, red clay roof tiles and large, arched window opening below a central gable, an example of Spanish colonial or Mediterranean Revival style.

REPRESENTATIVE EXAMPLES OF ARCHITECTURAL CHARACTER

- Variety of single- and multi-family dwellings that differ widely in scale and design—a characteristic of the second quarter of the 20th century.
- Building mass varies from small dwellings with porches or projecting wings, to large blocky buildings containing multiple dwelling units.
- Styles of the buildings vary from historic styles of the 1930s to mid-century modern.

ALLIED ARTS/STANFORD PARK

URBAN FORM

Allied Arts/Stanford Park is one of Menlo Park's older neighborhoods, characterized by a grid of blocks, streets lined with mature trees, and small, older residences. It is generally bounded by El Camino Real, Middle Avenue, and Creek Drive, and is close to San Francisquito Creek, which lends a natural aesthetic to the neighborhood.

BLOCK STRUCTURE

- Medium and large blocks on a rectilinear grid system, with some unique block shapes defined by San Francisquito Creek.
- Block dimensions range between 300 and 1,600 feet.
- Neighborhood walkability and interconnectivity is excellent; however, connectivity to Menlo Park on the Bayside of El Camino Real is limited to crossings at Middle Avenue and Cambridge Street.
- Generally good pedestrian amenities, including consistent sidewalks and curbs on most streets, crosswalks, and mature street trees with patches of amenity gaps (bottom right).
- Home to the Allied Arts Guild, which is a citywide and regional destination and venue (bottom left).

TYPICAL SITE DESIGN

- Consistent long and narrow parcels, generally medium-sized.
- Primarily one- to two-story, single-family buildings with front yards and narrow side yards, generally small residences, with some larger two-story buildings (bottom middle).
- Densely landscaped and tree-lined streets and front yards, usually in a naturalilstic and unmanicured style (bottom right).

REPRESENTATIVE EXAMPLES OF BUILT FORM AND CHARACTER

DEVELOPMENT HISTORY

The character of the Allied Arts/Stanford Park Neighborhood derives in large part from similarities in the character of the houses built between 1926 and 1940, the peak years of construction of this neighborhood. These similarities result from commonalities in scale, massing, materials, and details that characterize the period revival styles of the 1920s and 1930s, including Colonial, Tudor and Mediterranean Revival Styles.

EARLY BUILDINGS

- 649 Harvard Avenue (Bungalow style)
- 700 Harvard Avenue (Colonial Revival-Prairie style)
- 727 Harvard Avenue (Western Stick style)
- 80 Yale Road (Tudor Revival style)
- Allied Arts Guild, 75 Arbor Road (Spanish Colonial Revival style)
- Allied Arts Guild, Creek and Arbor Roads (utilitarian outbuilding)
- California Historical Landmark, Capidro, 262 Princeton Road

EXAMPLES OF EARLY BUILDINGS

- 75 Arbor Road (far left) , the Allied Arts Guild, is a Spanish Colonial Revival site, characterized by Mission-inspired massing consisting of a main, two-story wing, one-story wings surrounding a courtyard, stucco cladding and red clay tile roofs. The 1990 Historic Building Survey identifies the Allied Arts Guild as a significant structure in the building type, "Art and Art-Related Properties, 1850-1940."
- 727 Harvard Avenue (left), a Western Stick style house, is characterized by its asymmetrical boxy form, visible stickwork brackets supporting deep eaves, a bay window, and a recessed, arched porch on the second floor.

REPRESENTATIVE EXAMPLES OF ARCHITECTURAL CHARACTER

- Predominantly single-family dwellings that are largely small in scale and one- or two-stories.
- The predominant styles of construction vary from period revival styles popular through the 1930s to combinations of Moderne, Colonial Revival styles and ranch house (left) forms, popular during the late 1930s and after.

WEST MENLO

URBAN FORM

West Menlo is bounded by Valparaiso Avenue, Arbor Road, Vine Street, and San Francisquito Creek. Due to its large area and history of development, West Menlo contains a variety of residential sizes, styles, and scales. Generally, West Menlo is tree-lined with rural sidewalk treatments.

BLOCK STRUCTURE

- Blocks are a variety of shapes and sizes due to the neighborhood's large area and numerous historical subdivisions; generally a grid-system with pockets of interior curvilinear streets and cul-de-sacs.
- A wide range of block dimensions.
- Generally, West Menlo is auto-oriented; pedestrian walkability and connectivity is affected by cul-de-sac patterns, proximity of street connections, and inconsistent sidewalks.
- Pedestrian amenities include inconsistent sidewalks and curbs; some sidewalks are built within property edges (below left).

TYPICAL SITE DESIGN

- A variety of parcel sizes generally rectangularly shaped, depending on location and subdivision.
- Blocks along San Mateo Drive, Robert S. Drive, Corinne Lane, and within The Hermosa Tract, centered around Hermosa Way, contains Menlo Park's larger residential parcels, where larger stately homes are set back from streets without sidewalks (below middle).
- In general, West Menlo contains some of the city's bigger residential parcels, although residences range from small to large.
- Parcels and home design follow the curving nature of San Francisquito Creek along tree-lined Bay Laurel Drive (below right).
- Due to the large area, architectural styles vary greatly.

REPRESENTATIVE EXAMPLES OF BUILT FORM AND CHARACTER

DEVELOPMENT HISTORY

West Menlo developed largely prior to 1960, with a steadily increasing number of dwellings built by then. 205 before 1939, 360 during the 1940s, and 833 during the 1950s. Construction dropped after 1959, with only 50 to 130 dwellings built per decade from 1960 to 2000. Mid-Century Modern dwellings predominate among the older housing stock in West Menlo, with a significant number of Period Revival style dwellings in evidence.

EARLY BUILDINGS

- 1241 Arbor Road (Mediterranean Revival style)
- 10 Maywood Lane (Stick style)
- 1060 Santa Cruz Avenue (Bungalow style)
- 1812 Santa Cruz Avenue (Tudor Revival style)
- 925 Valparaiso Avenue (Bungalow style)
- 1109 Valparaiso Avenue (Shingle-Craftsmant style)

EXAMPLES OF EARLY BUILDINGS

- 1060 Santa Cruz (far left) and 925 Valparaiso (left) are bungalow building types. Common to the two examples are their characteristic low-pitched roofs that emphasize the horizontality of the buildings' boxy masses, deep eaves, projecting porches with battered pillars, and multi-light over single-light window sashes.
- 925 Valparaiso Avenue (left) exhibits strong horizontal bands used as linear surface ornamentation and exhibits Secessionist or Prairie School influences.

REPRESENTATIVE EXAMPLES OF ARCHITECTURAL CHARACTER

Source: Estately.com.

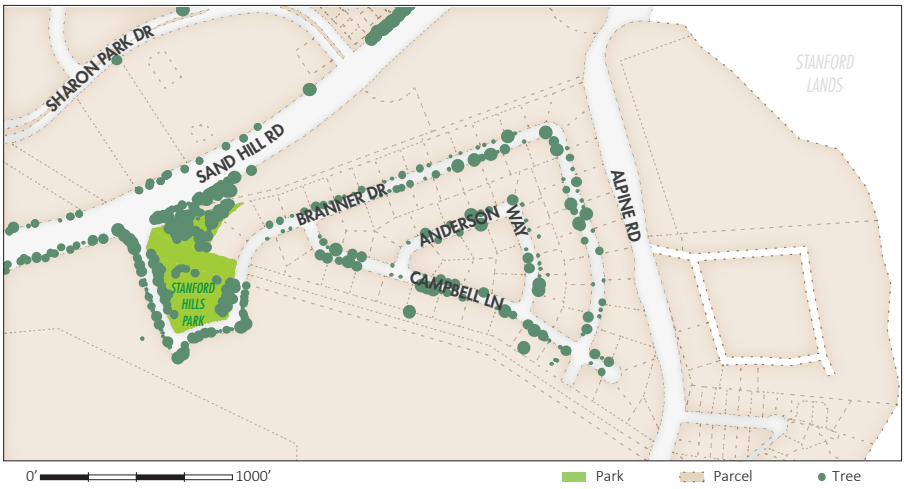
- Dwellings are typically single-family houses, one-and two-stories in height.
- Many houses are designed in Period Revival styles of the 1920s -1940s or as ranch houses of the 1940s-1950s (left).

STANFORD HILLS

URBAN FORM

Stanford Hills is a small enclave of homes near the southern tip of the city, bounded by Sand Hill Road, Alpine Road, and Campbell Lane. As with other neighborhoods near Highway 280 and away from the city center, Stanford Hills is a relatively recent neighborhood in Menlo Park, and as such, exhibits larger than usual parcels and residences.

BLOCK STRUCTURE

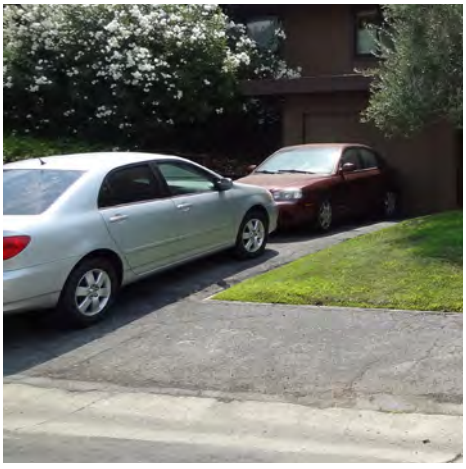


- Medium-sized blocks oriented in a triangular loop.
- Block dimensions range between 300 and 2,000 feet.
- Poor connectivity to other parts of Menlo Park; access is limited to one connection at Sand Hill Road.
- Limited pedestrian amenities, such as inconsistent sidewalk and curbs, crosswalks, gaps in facilities; some areas have valley gutters.
- Adjacent to Stanford Hills Park, a neighborhood amenity.

TYPICAL SITE DESIGN

- Large parcels with deep frontages compared to other Menlo Park neighborhoods (bottom middle).
- Larger, single-story homes with long front yards, narrow side setbacks and driveways leading to attached garages.
- Less tree and landscaping coverage compared to other parts of Menlo Park; front lawn landscaping generally more manicured and many are partially paved (bottom right).
- Many lots have long, paved driveways (bottom left).

REPRESENTATIVE EXAMPLES OF BUILT FORM AND CHARACTER



DEVELOPMENT HISTORY

Records indicate few buildings were built in the neighborhood before 1950, with nine built before 1939 and four during the 1940s. In the three decades leading up to 1980, 11, 32 and 45 houses were built, respectively. Construction activity during the next three decades dropped to 1940s levels.

REPRESENTATIVE EXAMPLES OF ARCHITECTURAL CHARACTER

- The neighborhood is composed of single-family ranch houses that are more consistent in size and date than most neighborhoods (1960s-1970s), giving the area a cohesive appearance.

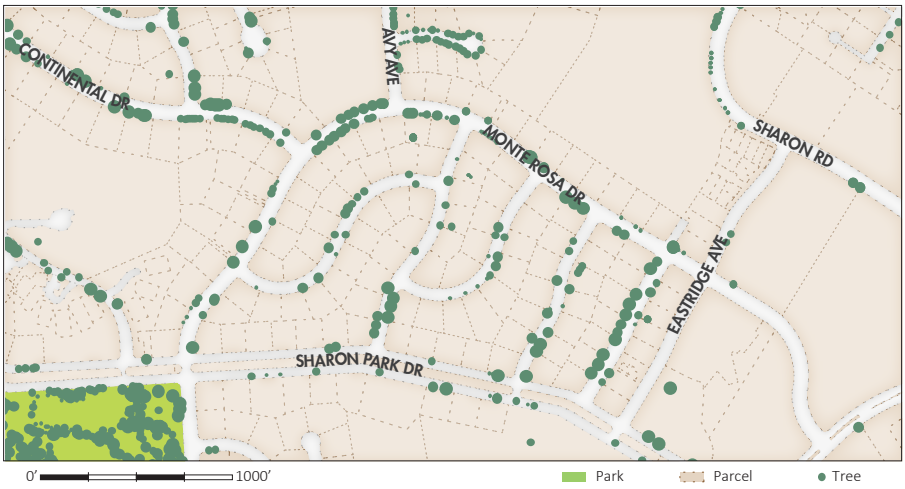
- The houses are typically long, narrow and rambling with integral garages. Their overall character is achieved by massing that is broken up into advancing and receding planes for effect under dominant, horizontally-oriented roofs.

SHARON HEIGHTS

URBAN FORM

Sharon Heights is one of Menlo Park's younger neighborhoods, which is typical of neighborhoods distant from the city center. It is foucsed around Sharon Park Drive. The large area consists of a variety of development types, including strip commercial, apartments and condos, and single-family residences. It is in close proximity to neighborhood parks and schools.

BLOCK STRUCTURE

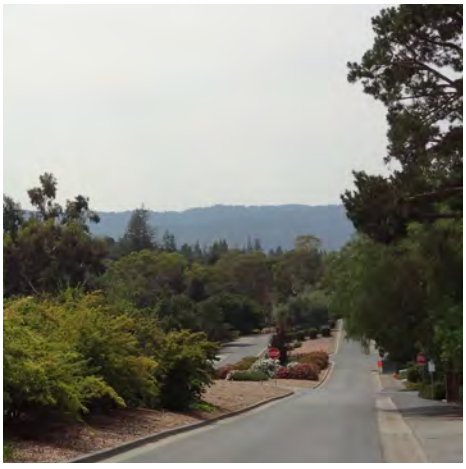


- Large and winding curvilinear blocks of a variety of shapes respond to the hilly topography.
- Block dimensions range between 300 and 1,500 feet.
- Auto-oriented circulation emphasis and limited pedestrian amenities, such as a lack of consistent sidewalks, curbs, and street connectivity; cul-de-sacs further prevent connectivity.
- Sharon Heights Golf and Country Club defines the block pattern and landscaping style of the southwest end of Sharon Heights.

TYPICAL SITE DESIGN

- Large parcels with deep and wide dimensions compared to other Menlo Park neighborhoods.
- Pockets of hilly terrain.
- Residences have deep front yards, narrow side setbacks, and driveways leading to garages that are integral to the residential construction (bottom left).
- Primarily one- to two-story single-family units with pockets of planned developments, multi-family buildings, and condos closer to Sand Hill Road (bottom middle).
- Mature trees and landscaping are usually present, most often within front yards and setbacks.
- Sharon Park Drive offers scenic views to hills to the southwest (bottom right).

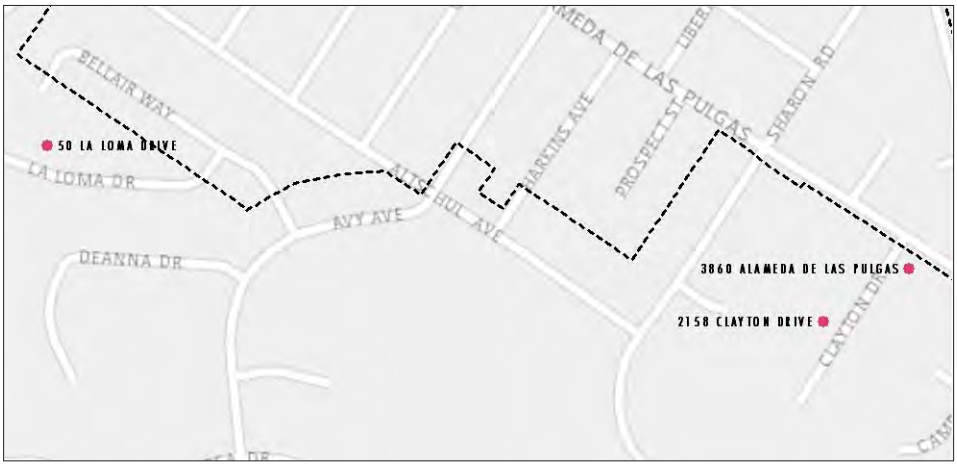
REPRESENTATIVE EXAMPLES OF BUILT FORM AND CHARACTER



DEVELOPMENT HISTORY

In contrast to the rest of Menlo Park, which experienced a steady increase in dwelling units peaking during the 1950s, Sharon Heights experienced later growth. Few dwelling units were built in Sharon Heights before 1950. Like other neighborhoods distant from the city's center, Sharon Heights developed during the post-war era, with the construction of 342, 488, and 644 dwellings during the 1950s, 1960s, and 1970s, respectively.

EARLY BUILDINGS



- 3860 Alameda de la Pulgas (Tudor Revival style)
- 2158 Clayton Drive (Tudor Revival style)
- 50 La Loma Drive (Streamlined Moderne style)

EXAMPLES OF EARLY BUILDINGS

- 50 La Loma Drive (far left) is a rambling 6,000 square foot, two-story, single-family house, sited on a rise above the street. It exhibits spare details characteristic of the Streamlined Moderne style.

REPRESENTATIVE EXAMPLES OF ARCHITECTURAL CHARACTER

- The neighborhood is composed of single-family ranch houses with attached garages (1960s) that are more consistent in size and date than most neighborhoods, giving the area a cohesive appearance.
- The houses are typically long, narrow and rambling with massing broken up into advancing and receding planes for effect. Architectural details depicting architectural historic styles were rarely used in the original construction, but have been introduced in recent alterations.


PLACEWORKS