LANE PARTNERS | SRI INTERNATIONAL

PARKLINE MASTER PLAN

MENLO PARK, CA

PROJECT NARRATIVE

PLANNING SUBMITTAL: RESPONSE #1

JANUARY 7, 2022

PARKLINE

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1. Introduction

Parkline represents a once-in-a-generation opportunity to reimagine an outdated research campus and create a new transit-oriented, mixed-use district adjacent to the City's Downtown Area and Caltrain Station. Parkline will transform the aging SRI International (SRI) campus into an open and inviting mixed-use neighborhood with new housing units at a range of affordability levels, new bicycle and pedestrian connections, 25 acres of public open space, and a new highly sustainable research and development campus with no net increase in commercial square footage. The Project will attract leading R&D and life science companies and generate significant tax revenue for Menlo Park and other public agencies, while also enabling SRI to consolidate its operations into three existing buildings that will remain on-site.

Parkline's Vision

Parkline's Vision for the approximately 63.2-acre site includes:

- **Residential**: Creating 400 new rental housing units (apartment units and townhouses), including a mix of affordable and market-rate rental housing;
- **Open Space**: Opening up the campus to the public by providing 25 acres of landscaped publicly accessible open space in a parkland setting, which will include the conversion of more than 10 acres of paved surface parking and the preservation of hundreds of heritage trees;
- **Office/R&D**: Replacing nearly 1.1 million square feet of outdated and inefficient commercial buildings with five thoughtfully-designed, highly sustainable office/R&D buildings and a new office amenity building, while retaining three existing buildings for SRI's continued operations in Menlo Park;
- **Connectivity**: Establishing a network of new bike and pedestrian pathways and related mobility improvements that enhance accessibility and connectivity through Menlo Park, including creating safer routes for students;
- **Community Serving Spaces**: Providing new community-oriented facilities, including a community playing field for soccer games and other sporting events, a children's playground area, and a community building that accommodates retail uses, such as a juice bar and bike repair station, and publicly accessible restrooms; and
- **Sustainability:** Creating a project that is a leader in sustainability, with all-electric buildings that will reduce greenhouse emissions and operational and embodied carbon, and maximize health and wellness through Fitwel certification.

Parkline's Project Objectives

Parkline seeks to achieve the following project objectives:

- Redevelop an aging research campus into a financially viable, mixed-use neighborhood that achieves a cohesive balance between multi-family residential, public open space, office/R&D space, and community-serving uses, with no net increase in office/R&D square footage.

- Increase Menlo Park's housing supply by providing 400 new housing units with a mix of unit types and sizes, including 60 units (15%) made available for low and moderate income households.

- Replace 35 obsolete and unsustainable buildings with five state-of-the-art, highly sustainable buildings with flexible floor plates that can accommodate a variety of office or R&D tenants.

- Utilize high-quality architectural, landscape design and site planning practices to create a distinctive design character and a strong sense of place that complements adjacent neighborhoods.

- Improve bicycle and pedestrian connectivity between the site and adjacent neighborhoods in order to promote an active public realm and interconnected neighborhoods.

- Provide 25 acres of publicly accessible open space to create a vibrant park-like setting that encourages passive and active recreational activities, and promotes health and wellness.

- Incorporate complementary community uses that encourage an active and healthy lifestyle for residents and visitors.

- Create a thriving transit-oriented project that facilitates efforts to reduce vehicle miles traveled by intensifying commercial and residential uses near existing transit corridors and public transportation facilities.

- Support local and regional efforts to reduce greenhouse gas emissions, respond to climate change, and promote energy and water efficiency and resource conservation, by incorporating sustainable design features and resource conservation measures that align with Menlo Park's goals.

- Generate revenue for the City's general fund and other public agencies by enhancing property values and increasing property tax, and through the payment of development fees.

- Establish the flexibility to phase construction of the Project in response to market conditions.

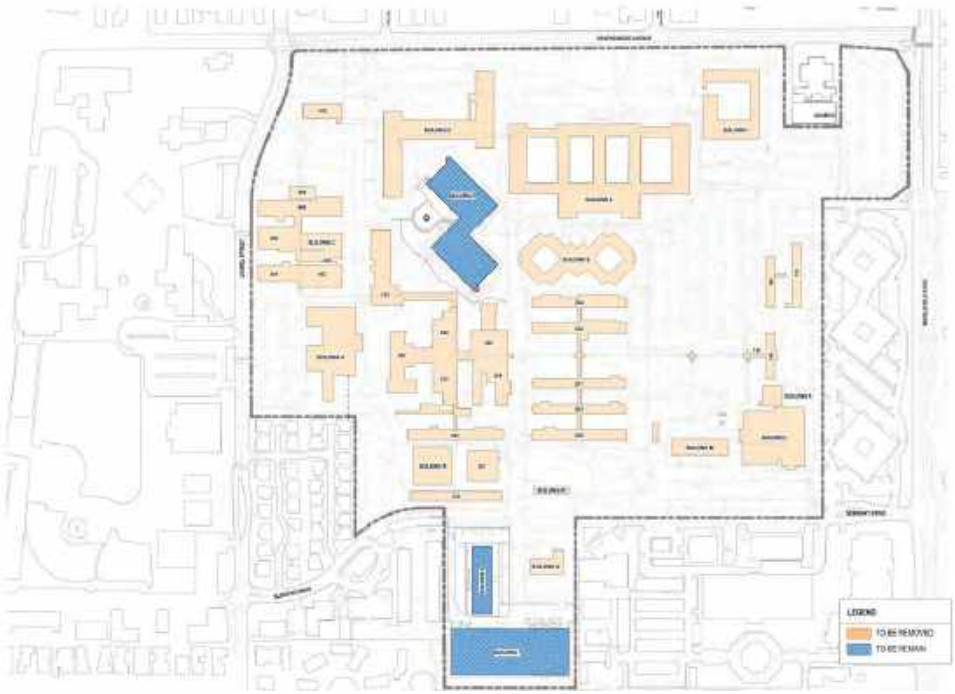
- Reinforce Menlo Park's reputation as a hub for technological advancement and innovation.

- Retain facilities for SRI that are essential to its current and future research projects and SRI's continued long-term operations in Menlo Park, and commemorate SRI's contributions to society and the growth of Silicon Valley.

2. Site Context and History

Existing Conditions

The Project site consists of five parcels (Assessor's Parcel Numbers 062-390-660; 062-390- 670; 062-390-730; 062-390-760; 062-390-780) located at 333 Ravenswood Avenue. The site is improved with 38 existing buildings, totaling approximately 1.38 million gross square feet, which include a mix of amenity, office, R&D, and support uses. The existing campus is closed to the public, and mostly surrounded by a security fence with limited access points. In addition to the many existing mature trees, the campus also includes a significant amount of impervious hardscape, such as building roof areas, surface parking, streets, and paths, which covers over 70% of the total site area.



Site Context

The surrounding area consists of residential neighborhoods and public facilities. Across Laurel Street to the west are City Hall, Burgess Park, and a childcare facility. To the north are single-family residences, multi-family residential units, and a church along Ravenswood Avenue. To the east are Menlo-Atherton High School, single-family residences, and office buildings along Middlefield Road. To the south of the site are a mix of offices, single-family residences, and multi-family residential units in the Linfield Oaks neighborhood.

The site is located within a short walking distance of the Menlo Park Caltrain station, which is located off of Ravenswood Avenue, between Alma Street and El Camino Real. The site is accessible by car from US 101, approximately 1.4 miles to the east, and SR 82 (El Camino Real), approximately 0.4 miles to the west.

Site History

The site first served as a residential estate starting around 1864. For part of World War II, it was occupied by Dibble General Hospital and operated by the United States military. Subsequently, the site served as off campus housing for Stanford students from 1946 – 1969. SRI first relocated from Stanford to the site in 1947. Of the site's existing 38 buildings, 20 were built by the U.S. military for Dibble Hospital and since been adaptively used and occupied by SRI, and 18 were purpose-built by SRI generally between the 1960's and 1980's.

Due to their age, some of the older buildings do not incorporate modern seismic safety features, ventilation systems, utility infrastructure, or energy/water efficient features. Typical of the time they were built, the buildings are sited on a grid, and not oriented around seasonal daylight patterns. Many of the buildings lack features required for modern office and R&D uses, and are therefore outmoded given the standards and expectations of the current and anticipated business environment.

A Historic Resource Evaluation was prepared by Page & Turnbull that documents the site's history and evaluates the historic significance of the campus and its 38 existing buildings. Page & Turnbull's report summarizes the eras of development that preceded SRI's use of the site and provides historic context to inform their assessment of the various architectural styles that are represented throughout the site. None of the structures are currently listed in the National Register of Historic Places or in the California Register of Historic Resources; however, Page & Turnbull found that Building A, Building E, and Building 100 are individually eligible for listing in the California Register due to their association with SRI's advancements in computing, business and economics, health and medicine, and physical sciences. Building A is also individually significant from an architectural standpoint because it was designed by master architects Stanton & Stockwell and exemplifies the Midcentury Modern style. In addition, Page & Turnbull found that SRI's campus may be eligible for listing as an Historic District for its association with SRI's contributions to society. There are 26 buildings and two landscape features that are considered contributors to the Historic District.

As part of the Project, all of the existing buildings, except for P, S, and T will be demolished, the impact of which will be evaluated pursuant to the environmental review process which is expected to include the evaluation of alternatives to the demolition of Buildings A, E, 100, and contributors to the Historic District, if any such alternatives are determined to be feasible.

3. Proposed Master Plan and Development Program

Parkline seeks to balance built and natural elements to create a unique sense of "place" which will facilitate healthy and productive lifestyles for community members, create new connections, and enhance Menlo Park's civic infrastructure. A significant number of the existing heritage trees on the site, some of which were planted more than 80 years ago, will be retained and integrated into both the new residential district as well as the R&D campus.

Proposed Master Plan

Master Plan Description

Site Program: The new neighborhood center will be open and accessible to the community and include a series of new bicycle and pedestrian paths and areas for passive and active outdoor activities. These pathways will meander throughout the site and create safe and inviting East-West bicycle and pedestrian linkages in order to connect the neighborhood to Burgess Park, the future Caltrain undercrossing, and the Downtown area.

A multi-use recreational field, children's playground, community building, and parking area are proposed on the northeastern portion of the site, near the existing church, across from Menlo-Atherton High School. Along the western side of the site, another bike and pedestrian pathway will provide an on-site connection along Ravenswood Ave between the Caltrain station and Menlo-Atherton High School and Ringwood Avenue.

Building Program

Residential: A total of 400 new rental units will be provided, including 381 units located in three multifamily buildings ranging between three and five stories in height and 19 rental townhouses located adjacent to the Classics of Burgess neighborhood, all on approximately 10 acres at the northwestern corner of the site.

Office/R&D: 1.1 million square feet of replacement office and R&D uses will be housed in five new state-of-the-art buildings ranging from 166,000 to 245,000 square feet in size. SRI will continue to occupy approximately 284,000 square feet of R&D space in Buildings P, S and T, which will be retained as part of the Project. An approximately 45,000 square foot office amenity building, which could include a full-service café and other amenities for SRI and commercial tenants, is located in the center of the site, west of the primary open space area and south of Building P. An approximately 2,000 square foot community-serving building with public restrooms and potential retail facilities will also be provided adjacent to the new recreational field and children's playground.

Parking: Parking for the office/R&D uses will be provided in three parking garages and surface parking areas strategically located throughout the site. Two of the garages are located along the eastern property line and one is centrally located near the main office amenity building. Parking for the multi-family buildings will be provided within the building podiums, which will be wrapped by the units. The townhouses will have individual garages, as well as limited surface parking for guests.

Proposed Master Plan: Site Data Summary

Site Area per District	
• **Office/R&D District**	2,318,435 sf (approx. 53.22 acres)
• **Residential District**	435,600 sf (approx. 10.00 acres)
Total Site Area	**2,754,035 sf (approx. 63.22 acres)**
Building FAR	
• Office/R&D District FAR:	Approx. 0.60
• Residential District FAR	Approx. 1.16
Total Site-Wide FAR:	Approx. 0.68

Building Area Summary	
Proposed Office/R&D Buildings	
• Building 1 (3-story)	165,000 sf
• Building 2 (5-story)	244,000 sf
• Building 3 (5-story)	244,000 sf
• Building 4 (4-story)	198,000 sf
• Building 5 (4-story)	198,000 sf
• Office Amenity Building	44,719 sf
• Community Building	2,000 sf
Subtotal Proposed Buildings	**1,095,719 sf**
Existing Office/R&D Buildings (to be retained)	
• Building P	180,519 sf
• Building S	21,241 sf
• Building T	82,066 sf
Subtotal Existing Buildings	**283,826 sf**
Total Proposed and Existing Office/R&D Buildings	**1,379,545 sf**
Residential Buildings	
• Site Area	10.00 Acres
• Total Dwelling Unit (DU) Count	400 DU's
• Density	40 DU/Acre
Residential Building Summary (Dwelling Units)	
• Building 1	85 DU
• Building 2	151 DU
• Building 3	145 DU
• Townhouses	19 DU
Total Number Dwelling Units	400 DU
Site Parking Summary	
Office/R&D Building Parking (@ 2.0 spaces/1,000 sf)	
• Surface Parking	500 Spaces
• Parking Garages	
PG-1	700
PG-2	670
PG-3	660
• Underground Parking	
Building 1	135
Building 5	135
Total Office/R&D Parking Provided	**2,800 Spaces**
Residential Parking (@ approximately 1.0 spaces/DU) for apartment units and 2.0 spaces per townhouse + visitor parking)	
• Podium Parking Structures and Surface Parking Areas for multifamily buildings, and garage and surface parking for townhouses.	430 Spaces
• Note: Shared parking available for residential visitors on evenings and weekends at office/R&D surface lots and structures.	

* Note: Some figures above may be revised during subsequent design phases.

Residential District

Parkline will create much-needed housing on 10-acres across from City Hall and the City's Downtown area along the western edge of the site. Along Laurel Street, the residential district extends from the Classics of Burgess neighborhood north to Ravenswood Avenue and east, partially along Ravenswood. The residential buildings will be accessible by car from either Laurel Avenue or Ravenswood, with the primary entrance located on Laurel Street. Access or residential tenants and guests will also be kept distinct from the entrances serving the commercial campus in order to limit the amount of trips along Laurel Street.

The 400 rental units will consist of a thoughtful mix of unit types to meet the needs of a diverse population of future residents. The three apartment buildings will be appropriately scaled in 3 and 5-story buildings with plentiful private and public open space.

Approximately 19 rental townhouses are located between the residential buildings and the Classics of Burgess neighborhood to further diversify the housing mix and provide a scaled transition from the higher-intensity multi-family buildings to the single-family residences. A separate driveway accessible from Laurel Street will provide access to the townhouses.

15% of these new units will be deed restricted affordable and distributed throughout each building, consistent with Menlo Park's Below Market Rate housing program.

Dwelling Unit Type and Unit Mix

The dwelling units will consist of studio, 1, 2, and 3 bedrooms, distributed throughout the three residential buildings and townhouses. Below is a table describing the dwelling units, their type, size, and number.

Summary Dwelling Units			
Type	**Square Foot Range**	**Number DU's & % of Total**	
Studio/1Bath	450 to 530 sf	70	(17.5%)
1 Bedroom/1 Bath	780 to 850 sf	175	(43.8%)
2 Bedroom/2 Bath	980 to 1,150 sf	125	(31.2%)
3 Bedroom/2 Bath	1,300 to 1,350 sf	11	(2.8%)
3 Bedroom/2 Bath (Townhouse)	1,400 to 1,500 sf	19	(4.7%)
Totals		**400**	**(100.0%)**

Future residents of Parkline will have numerous opportunities to connect with the natural environment on the new campus and engage in outdoor activities. The placement of residential units near the Caltrain station and the City's downtown area is also intended to encourage the use of public transit, and provide convenient access to retail, restaurants, and services along nearby El Camino Real and Santa Cruz Avenue. The new units are also close to existing public facilities, including Burgess Park and the Arrillaga Family Recreation Center.

Residential Planning and Design Concepts

The design intent for the residential buildings will reflect a 'village' concept that draws upon the Mission style of Northern California. Colors and materials will consist of white stucco walls, heavy timber brackets and details, and clay tile roofs.

Similar to the adjacent Laurel Court residential development, the three residential buildings will be designed to foster community connections, activate the public realm, and complement the surrounding residential neighborhoods. The new buildings will be located along Laurel Street and Ravenswood Avenue with adequate setbacks to preserve a number of existing heritage trees and encourage street-level activity. Building frontages along these streets will not exceed three-stories in height. Building massing will echo and complement the scale of other residential buildings in this area. Peaked, sloped roofs, windows, balconies, and other architectural features will add articulation and scale along the streets. Main building entrances will be highlighted along the street with landscaping, human-scaled plazas, lighting, and trellis structures. Entrances to first floor units will contain intimate spaces, porch stoops, and patios to transition from the public to private realm.

The two-story townhouses will serve as a transition between the Classics of Burgess and the main residential buildings, and are designed to form an open space/parking court.

Private Open Space for Residential Development

The first floors will open to private patios and the above-grade units will contain private balconies that serve as extensions of indoor living space. The patios will be defined with landscaping, low walls and trellis structures. In addition, occupants of the three residential buildings will have access to a large second floor private open space which will be improved with landscaping, special paving, and trellises.

Parking Garages: Parking will be provided in above-grade parking garages with podiums attached to each of the three residential buildings. The townhouses have individual garages. Dwelling units will flank the sides of these garages which will be screened from view. Refer to the 'Off Street Parking' section below for additional information.

Office / R&D District

The replacement office/R&D buildings will be highly sustainable and designed for established and emerging enterprises. The new buildings will provide significant indoor-outdoor space to encourage social interactions and healthy lifestyles through access to natural spaces. The program will consist of:

- 1.1 million square feet of office/R&D space in five new buildings, an office amenity building, and a new community building, which will replace 1.1 million square feet of existing office/R&D space on the site, with no net increase in commercial square footage.

- 284,000 square feet of existing buildings (Buildings P, S & T) that will remain on the site and continue to be utilized by SRI for its continued operations in Menlo Park.

- 1.38M total square feet of existing and new buildings, which represents no net new floor area relative to existing conditions.

The office/R&D district will be located along Ravenswood Avenue and extend west to Third Street, east to the property line behind the existing Menlo McCandless Office Center Development, and south along the extension from Burgess Drive.

Program: Potential Office/R&D Users

SRI's campus has long fostered discovery and innovation, reinforcing Menlo Park's reputation as a hub for research and development. The proposed office/R&D buildings will continue that legacy with state-of-the-art design features and facilities. These "spec" buildings are intended to be

flexibly designed to accommodate office and R&D facilities, as well as life science uses depending on future tenant needs. As a result, environmental review for the Project is anticipated to evaluate at least two variants (one focused on office occupancies and a second focused on life science occupancies), with different occupancy projections.

Tenant occupancy levels consistent with current market demands are estimated as follows:

- Office: Approx. 1 occupant / 250 sf
- R&D: Approx. 1 occupant / 350 sf
- Life Science: Approx. 1 occupant / 400 sf

Office/R&D Planning and Design Concepts

The architectural character of the Office/ R&D buildings will be modern and technologically sophisticated to reflect the nature of the uses they will support. Building masses will be defined by main entrances, first floor articulations such as loggias, elevated exterior balconies, and use of natural materials. High performance building enclosures, including innovative glazing and wall systems, will align with sustainability goals.

The five buildings will be accessible to vehicles from entrances along Ravenswood Ave and two entrances along Middlefield Road. Access to the office/R&D district will not be accessible from Laurel Street.

To promote pedestrian circulation to the site, there will be multiple entrances along Laurel, Ravenswood, Middlefield, and Burgess. The proposed buildings are arranged to form a central major open space, or a "Green," on the site. This generous usable outdoor space, the majority of which will also be accessible to the public, will provide opportunities for outdoor meetings, as well as passive and active recreation for campus employees.

Office/R&D Buildings: Attributes will include:

- Flexible Floor Plates: Larger floor plates to promote flexibility and accommodate various tenants in the market.
- Articulated Building Massing: Main entrances will be clearly defined. First floor tenant open spaces for informal meetings and above grade balconies will be integrated in the building design to create human-scale elements, reduce massing, and extend indoor space to engage the site's attributes, such as heritage trees and innovative landscaping.
- Smart Enclosure Design: The building exteriors will contain elements such as roof extensions to provide shading, energy efficient wall and glazing systems, and sustainable materials.
- Designated Loading Areas: All buildings will contain loading areas that will be screened from view.

Office Amenity Building: This building will act as a social hub for campus workers and include the following features:

- Two-story building in the middle of the campus 'Green' for use by tenants.
- Proposed Functions: Full-service café with kitchen, servery, and dining areas. Other possible amenities may include a fitness center.
- Adjacent open space decks and balconies to create positive indoor-outdoor relationships.
- Loading and service area that is screened from public view.

Historic Recognition: The office/R&D district is also envisioned to include an historic exhibit highlighting SRI's significant contributions to the development of products and companies within Menlo Park, Silicon Valley, and beyond. The exhibit will be located in the office amenity building.

Community Building: A new one-story building located on the northeast corner of the site, adjacent to the proposed recreational field. It will include public amenities, community-serving retail uses (which could include a bicycle repair shop and juice bar), and publicly accessible restrooms.

Parking Garages: The office/R&D district will include three parking garages on the east and west sides of the site, in addition to surface parking. The garages will be sited to maximize the retention of existing heritage trees and provide convenient access to the buildings. Landscaping and other treatments will be incorporated to screen them from view. The garage facades will be comprised of materials that are compatible with the overall architectural language of the district. Refer to the 'Off Street Parking' section below for additional information.

Master Plan Concepts

Landscape Concept

Parkline's landscape concept is to create a verdant network of publicly accessible pedestrian and bicycle trails, parks, open spaces, and active/passive recreational areas which offer tenants and the public a variety of experiences and opportunities to connect with nature and each other. Many existing and new trees will be woven into the landscape and the open space design to create a unique network of usable spaces, while presenting welcoming edges along Ravenswood Avenue, Laurel Street and Middlefield Avenue for convenient neighbor access.

On the northerly edge of the site along Ravenswood Avenue, a generous landscaped setback protects the existing heritage trees and preserves the frontage experience. A shared-use path will weave through the existing trees in the setback area to support both pedestrian and bicycle circulation throughout the site. This shared-use path provides a safe path of travel and separates pedestrians from automotive traffic. Small scale and intimate public spaces directly connect to the shared-use path, offering residents and neighbors a unique opportunity to explore the mature trees and natural landscape.

Connected to the Ravenswood shared-use path is a community open space area located on the northeast corner of the site at the intersection of Ravenswood and Middlefield Avenues. This open space will provide publicly accessible community functions, such as a recreational field, a community building, public parking, a children's play area, and other activity areas. Specific programming functions for these facilities will be determined in coordination with Menlo Park and the community.

The central "Green" open space located between the office/R&D buildings offers a variety of large open spaces, flexible lawns and plaza spaces which can accommodate small and large gatherings. Smaller, more intimate landscaped spaces are located adjacent to the buildings, which will provide outdoor seating and shaded groves intended for tenants. Primary pedestrian circulation paths connect all the edges of the site to the central open space area.

Site Lighting Concept

Lighting will comply with Title 24 and Menlo Park's lighting guidelines for the commercial zoning districts. All fixtures will be energy-efficient, and reduce glare and unnecessary light spillage, while providing safe routes of travel for vehicles and pedestrians.

Bicycle and Pedestrian Access

The site's existing bicycle and pedestrian facilities are limited to on-street bicycle lanes and narrow sidewalks along the edge of the roadway frontages. The project will eliminate the existing security perimeter and create new, clear, accessible and safe pathways for bicycles and pedestrians to circulate through the site. The primary pathways include:

- North, along Ravenswood Ave: As described above, a multi-use bicycle and pedestrian path will be located on the north side of the site, along Ravenswood Ave., separated from vehicular traffic for the width of the site. This on-site path will be an attractive alternative option for riders currently using Ravenswood Ave. It will loop south into the site toward the east and provide a crossing at Ringwood Ave. and Middlefield Road. This will provide safe access to Menlo Atherton High School and connect to the existing bicycle path on Middlefield Road.

- Internal Loop Road: The proposed Loop Road will incorporate Class 2 and Class 3 bicycle lanes and pedestrian walkways into the overall design to accommodate and promote safe and convenient circulation and access to Menlo Park's existing bicycle paths on west, north, and east sides of the site.

- South, Along Burgess Drive: A bicycle and pedestrian path will extend from Laurel Street at Burgess Drive along Burgess and the south side of the site to connect to Middlefield Road at Seminary Drive. On the west, this path is situated at Laurel Street to connect to the city's proposed Caltrain undercrossing at El Camino Real.

- Multiple Pedestrian Access Points: The site will be designed to promote pedestrian access from the northwest (to and from the Caltrain station), provide multiple entrance points on the west, north, east, and south sides of the site.

Existing Tree Management and Retention

Existing Trees: The site currently contains 1,375 existing trees. Of these, 565 are designated heritage trees according to the City's Heritage Tree Ordinance. Due to the age of the existing campus, there are a variety of tree species in a wide range of health conditions. A complete tree survey and disposition plan were prepared to document the location, species, size, and condition of each tree.

Planning Approach: The tree management and retention plan is informed by the following considerations:

- Preserve and protect healthy heritage trees that are of a desirable tree species, consistent with the City's regulations.

- Incorporate existing heritage trees into the overall design by studying master plan options that include alternative locations for roads, parking areas, and buildings.

- Trees that need to be removed due to poor health or to accommodate the project will be replaced in compliance with the City of Menlo Park's tree replacement ordinance, resulting in an increase in the number of trees on the site.

- Suitable removed trees will be considered for adaptive re-use such as landscape mulch for project site, site wide seating elements and children playground features.

The project design team will coordinate with City staff to review and evaluate which individual heritage trees to preserve and remove consistent with the City's regulations. This evaluation will include consideration of tree health, invasive species, fire hazards, and water use. The project design team has made a significant effort to preserve and protect the following species based on their native habitat and ecological significance: Coastal Live Oak (*Quercus Agrifolia*), Valley Oak (*Quercus Lobata*), and Coast Redwoods (*Sequoia Sempervirens*).

Included as an Appendix to the submittal drawings are the following documents:

- Complete Tree Survey: Documents each tree (with reference number), its location, species, size, and condition. A spreadsheet of all trees is included.

- Overall and Detailed Tree Disposition Plans: Indicates existing trees, heritage trees and their locations, trees to be removed, and proposed master landscape plan indicating existing and proposed new trees to be added.

Sustainability

Parkline's commitment to sustainability as one of the Project's most important values is reflected throughout the site. The existing outdated and inefficient buildings will be replaced with improvements that reflect the latest green and sustainability requirements, including the City's all-electric reach code and green building program as well as Title 24's new renewable energy mandates. Sustainability measures will complement the Project's emphasis on healthy lifestyles both in the workplace and at home, and will exemplify what is possible as our communities evolve and adapt to ensure a more sustainable and resilient future.

Existing Site and Buildings: The existing site is an eclectic mix of buildings built over decades that reflect the needs of various uses and occupants at different periods of history. Many of the older buildings were built for the military hospital and have been adapted and reused over time, and therefore do not incorporate the latest advancements in sustainable design.

Sustainability Approach: The Project incorporates the following sustainability measures:

- Minimum LEED Gold certification by the USGBC or equivalency verified through the City of Menlo Park's LEED Performance Program.

- Utilize a LEED master site approach for office buildings pursuing LEED Core Shell, multi-family residential buildings pursuing LEED New Construction, and office amenity building and community building pursuing LEED New Construction.

- LEED for Homes certification for the townhouses.

- Minimize construction and operational carbon.

- Fitwel certification.

Proposed New Building Design: The new office/R&D, amenity, and residential buildings are anticipated to utilize an all-electric system per the City's Reach Code, reducing overall greenhouse gas emissions relative to a typical building using natural gas. It is possible that limited exceptions may be requested to accommodate life science uses. Photovoltaic panels will be installed to generate power on-site, which will power electric vehicle charging stations and offset energy use from each building.

The building design approach will also target reduced carbon emissions, including operational carbon, embodied carbon, and transportation related carbon in building design. The sustainability program will investigate embodied carbon within building materials and give preference to materials from sustainable sources.

Throughout construction, waste will be source-separated and tracked to divert waste away from landfills, with a target of recycling over 80% of construction and demolition.

Water Use Management: To responsibly manage and reduce potable water use, the Project will comply with codes and regulations and evaluate and incorporate, where feasible, certain features, such as low-flow fixtures, options for greywater use, and recycled water for landscape irrigation, among others.

Site Design Measures: Permeable surface areas will be increased significantly to reduce stormwater runoff, which instead can be captured in a water collection system to reduce use of potable water for irrigation and other building needs. Native drought tolerant plants and low-flow drip irrigation systems will be installed to further minimize potable water consumption.

Stormwater Treatment: The Project will conform to San Mateo County C3 requirements and will utilize LID stormwater treatment measures. The Project will primarily feature bioretention ponds, and may incorporate larger centralized treatment areas that can also serve as open space. The owner will enter into a Stormwater Operations & Maintenance agreement with the City to ensure that these stormwater facilities are properly maintained. Due to the reduction in impervious area across the site, the expected flow rate leaving the Project will be less than existing conditions, meaning that no additional hydromodification measures will be required.

Fitwel: The buildings will be designed to promote occupants' health and wellness through Fitwel certification, a program developed by the CDC to address health as an interconnected system, incorporating various design factors and operational policies to create a healthy workplace and encourage occupants to make small shifts in their everyday lives.

Vehicular Access

Existing Conditions: The Project site fronts onto four existing roadways: Ravenswood Avenue, Middlefield Road, Laurel Street, and partially along Burgess Drive. Ravenswood Avenue and Middlefield Road are key arterials within the City that provide local access and crosstown circulation. Laurel Street provides access to the Menlo Park Civic Center near Ravenswood Avenue and is a residential collector street to the south of the Civic Center. Burgess Drive provides access to the Classics at Burgess neighborhood and the West Bay Sanitary District facility, as well as limited access to the SRI's existing buildings.

Access Approach: The Project is designed to achieve the following objectives:

- Separate office/R&D from residential access and circulation
- Create on-site roads to manage internal vehicular circulation and access to office/R&D and residential buildings
- Minimize additional vehicular circulation to and from Laurel Street

Residential District Circulation Concept: There will be three access points to the residential portion of the site. These will either be existing or relocated driveways.

- One along Ravenswood Ave, toward the west side of the site
- Two along Laurel Street: One for the multi-family residential building and one separate driveway entrance for the proposed townhouse development.

An internal road will link the three main residential buildings to provide vehicular access to parking garages and loading areas as well as required emergency vehicle access.

Office/R&D District Circulation Concept: There will be four access points to this portion of the site, designed to provide efficient and dispersed access along the north and east sides of the site. These will either be existing or relocated driveways.

- Two along Ravenswood Ave: One near the west, and one near the east side of the site.
- Two along Middlefield Road: One at Ringwood Avenue and One at Seminary Drive. The latter will be a new driveway that will utilize an existing easement on the south side of the site.

The goal is to separate these access points from residential access which primarily occurs on the northwest and west sides of the site and minimize office/R&D vehicular access onto Laurel Street, especially during peak hours. All of the driveway access points will be evaluated to determine if they warrant new signals.

An internal loop road will provide access to all of the office/R&D buildings, office amenity building, community building, parking garages, surface parking areas, loading areas, as well as emergency vehicle access.

Internal Street/Road Design: All internal streets and roads will be private and designed to emphasize safety. They will also accommodate emergency vehicle access as required. Proposed driveways along public streets will be designed per City standards.

Included with this submittal are diagrams illustrating proposed private street/road sections. As applicable, the diagrams indicate road widths, bicycle and pedestrian paths, trees with dimensions. Some diagrams also illustrate setback conditions from Ravenswood Ave. and Laurel Street.

Off-Street Parking

Existing Site Parking: Parking for the existing SRI campus is primarily contained on large surface parking areas that reduce opportunities for landscaped, accessible open space.

Approach: The master plan proposes the following:

- Provide parking for all of the proposed uses that is consistent with the demand for transit-oriented projects.
- Situate the majority of parking in above-grade parking garages that are screened from public view and in areas which afford convenient access.
- Minimize surface parking areas and increase the amount of landscaped open space.
- Incorporate shared parking principles to further reduce the space dedicated to parking.

Off-street parking throughout the site will be provided as follows:

Residential District: For each of the three residential buildings, resident parking will be provided in above-grade, one-story garages, creating a podium on the second floor for private open space with adjacent amenities for residents. All garages will be provided with code-required electric vehicle charging stations.

The garages will be flanked with residential units, thus, hiding the majority of the garages from view. There will be some minimal surface parking along the private street adjacent to these buildings. These spaces will be used for short-term or visitor parking.

Each of the townhouses will have parking spaces within private garages located in each unit, organized around a driving court. Visitor parking will be provided in an adjacent surface parking area.

Residential parking ratios and total parking count will be provided per the 'Site Data Summary' above.

Office/R&D District: Off-street parking will be provided in a combination of surface lots, in above-ground structures, and two, one-level underground garages below two of the new buildings. The three office/R&D parking garages are located on the east and west portions of the district to provide convenient access to the new and existing buildings. Parking garages ("PG") 1 and 2 will be five-stories tall with six levels of parking. PG-3 will be three-stories with four levels of parking. The underground parking garages below buildings B1 and B5 will consist of a single-level below grade and will not be visible. All garages will be provided with code-required electric vehicle charging stations and security systems.

A 20% TDM (Transportation Demand Management) reduction target will reduce the parking demand as will the site's proximity to the downtown Menlo Park Caltrain Station.

Public Parking Areas and Shared Parking: Public parking will be available on the northeast parking lot adjacent to the recreational field and community building on evenings and weekends. Some

parking spaces in the surface parking lots and garages for the office buildings will be designated for the residential district's guest parking. Access to these will be via clearly-marked limited access roads.

Off-Street Loading

Within the office/R&D and residential districts, designated off-street loading areas will be identified at each building. The loading areas will be tested using truck turning templates to ensure that trucks and other large vehicles can easily access these locations. A list will be compiled of the types of trucks that will service the site and the frequency at which these trucks will visit the site.

Emergency Vehicle Access

Interior streets in the office/R&D and residential districts will be privately owned. An Emergency Vehicle Access Easement (EVAE) will be designated to provide emergency vehicle access to the existing and proposed buildings. Access to this internal circulation route will be provided from Ravenswood Avenue, Middlefield Road and Laurel Street. The final locations of the EVAEs will be subject to review and approval by the Menlo Park Fire Protection District and the City of Menlo Park.

Transit Proximity

The Project site is in close proximity to and has direct access to SamTrans and Menlo Park Community Shuttle bus stops located on Middlefield Road and Ravenswood Avenue. The site is served by SamTrans routes 81, 82, 296, and 397, and the M1 and M4 Menlo Park shuttles. In addition, a significant portion of the Project site is located within a ¼ mile of the downtown Menlo Park Caltrain Station. The Project will provide electric-powered shuttles for use by employees and residents for access to and from the Caltrain station.

Transportation Demand Management (TDM) Commitments

As a new development within the City of Menlo Park, the applicant will be required to prepare Transportation Demand Management (TDM) plans for the residential and commercial uses to reduce the total number of vehicle trips produced by the Project. The City's TDM ordinance requires that the project achieve a 20% reduction in peak hour trips using a baseline of the Institute of Transportation Engineer's (ITE) trip generation rates. The TDM plan will include design features and programs that will reduce the number of trips made by the office workers and residents. The project site's proximity to the downtown Menlo Park Caltrain station and the Sam Trans and Menlo Park Community Shuttle will be key to encourage the use of public transit.

The TDM plan will be prepared during the entitlements process and will include a list of the planned features and programs, an estimate of the potential trip reductions, and a recommended monitoring program. The TDM plan will be reviewed and approved by the City prior to completing the entitlements process.

Site Parcelization Strategy

The Project site is currently comprised of five parcels of varying sizes. As part of the Project, the existing parcels will be merged and resubdivided in a manner that is consistent with the new improvements, as well as to provide flexibility for phased construction based on market demand. Multiple final maps may be prepared to match project phasing.

It is contemplated that each new building will be located on its own parcel, with the balance of open space, private streets, and other common areas being located on a separate parcel (or parcels). In addition, the size and location of the residential parcels are intended to provide a 10-acre site in order to accommodate the proposed residential density at 40 units per acre. All of the residential units will be rentals.

Site and Infrastructure Improvements

Grading Design

Site grading will be designed to protect existing trees while balancing earthwork quantities to limit the need for import or off-haul to/from the site. The finished floor elevations have been set to minimize potential impacts to existing trees around the proposed buildings, which will limit the amount of earthwork required. The site's natural drainage pattern provides overland release at the northern corner of the site. With no dramatic changes in grade within the project boundary, all proposed grading will conform to the existing grades where the site meets adjacent properties.

Utility Design

New utility infrastructure is required to support the Project. A utility corridor beneath the new streets will include water, sewer, and storm drain mains, as well as a new recycled water line for future use. A joint trench conduit will provide electric and telecommunication conduit. No natural gas will be provided, except as may be required to support existing ongoing activities by SRI within Buildings P, S, and T. All residential utilities will connect to existing mains in Laurel Street or Ravenswood Ave. The commercial utilities will connect to existing mains in Ravenswood Ave. and Middlefield Ave. (via existing utility easements). Two existing buildings (S and T) at the southeast portion of the site will continue to receive water and sewer service from existing connections on Laurel Street via existing utility easements. Storm, joint trench, and recycled water connections for these buildings will be provided by the proposed utility corridor.

Off-Site Improvements

Improvements in the public right-of-way are anticipated to be included as part of the Project, the scope of which will be determined based on environmental review and City requirements. At the current time, the scope of these improvements is not well defined. At a minimum, new curbs, gutters, and sidewalks along the Project's frontage as well as a full-street 3" grind and overlay of Laurel Street and Ravenswood Ave., consistent with the City's standard requirements. Trench restoration will also be required wherever there are new utility connections. The final

improvements will be determined in conjunction with the City's Public Works Department during the entitlement process.

Construction and Project Phasing

The Project is anticipated to be constructed in one single phase, with site preparation occurring over the course of 12 to 15 months and buildout of site infrastructure and vertical improvements occurring afterwards over the course of 30 to 36 months.

However, because phasing may change based on market conditions, it is also possible that the Project will be constructed in phases generally as follows, with the initial phases focused on reconfiguring the utilities and infrastructure to accommodate the entire residential component and the first office/R&D building.

- Site Preparation (Approx. 12 to 15 months):
    - Provide temporary utilities and power to existing Buildings P, S, & T
    - Remove existing electrical substation
    - Site grading
    - Demolish the existing buildings and site components
    - Install utilities and infrastructure required to support Phase 1 and the existing buildings
- Phase 1 (Approx. 30 to 36 months):
    - Construct all three residential buildings and townhouses
    - Construct one or two office/R&D buildings and associated surface parking areas
    - Construct the office amenity building, community building, recreational field and related community-serving facilities
    - Install roads, infrastructure, landscaping, and associated site improvements
- Phase 2 (Approx. 30 to 36 months)
    - Construct the remaining office/R&D buildings, parking garages, and site improvements.

4. Entitlements

Entitlements Process: The current General Plan Land Use Element designates the site as "Commercial" and more specifically as "Professional and Administrative Offices." A range of uses, including professional, executive, general, and administrative offices, R&D facilities, low-density residential uses, public and quasi-public uses, and similar uses are permitted. The maximum residential density is 18.5 units per acre and non-residential uses are limited to a total FAR of 0.40.

The site is currently zoned "C-1(X)" (Administrative and Professional District, Restrictive). There are no principally permitted uses in the C-1 district. Conditional uses include professional,

executive, and administrative offices, research facilities, public utilities, and "special uses." The maximum building coverage is 40%. Height is limited to 35 feet, and the maximum FAR is 30%. Notwithstanding these standards, the current site is governed by a Conditional Development Permit that is grandfathered and allows up to 1,494,774 square feet of gross floor area, a maximum building coverage of 40% of the total site, a 50 foot height limit, and a maximum employee count of 3,308, among other requirements.

The applicable land use and zoning designations would not accommodate the Project's desired range of densities and intensities appropriate for a mixed-use transit oriented development. The approvals listed below are therefore required.

The Project is being designed as an integrated "master plan" with all parcels held in common ownership and therefore the proposed General Plan and Zoning Amendments will be tailored to reflect the master plan's specific parameters and development objectives. The development standards would consist of typical limitations on density, FAR, and height, etc. reflected in a new General Plan land use designation that would apply to the entire site, and separate zoning districts applicable to the commercial and residential portions of the site, as generally outlined below. The proposed zoning districts would be adapted from and build off of existing rules and precedent to ensure that the development standards are consistent and compatible with the City's existing zoning framework. The districts would then be combined with a CDP that addresses site-specific issues (i.e., Public Works' requirements, open space improvements, rules for modifications, etc.), design controls (that effectively codify the master plan), phasing, mitigation measures, and operational requirements, among other conditions of approval. The specific regulations for each district and site-specific conditions set forth in the CDP will be developed as the design is refined.

- General Plan Amendment – (Text and Map) – A new land use designation (e.g., "High Density Transit Oriented Development") that provides for multi-family apartments, condominiums, public and quasi-public, office, R&D, and compatible uses. The designation would apply to the entire site and establish a maximum residential density at 40 du/acre (to allow for 400 units on 10 acres) and a maximum commercial FAR of 0.6 (based on the amount of existing commercial square footage on-site to allow approximately 1.4M of commercial uses on 53.2 acres). Further details related to the requested General Plan Amendment will be developed through a collaborative process with the City of Menlo Park.

- Zoning Amendment – A Zoning Ordinance text amendment that would create two new zoning districts – one specific to the 10-acre residential district, and one specific to the approximately 53.2-acre commercial district – that establish discrete development standards in accordance with the Project's proposed uses and features. The development standards would be limited to permitted uses, FAR, height, open space, and setbacks, including a maximum residential density of 40 units per acre for the residential district and 0.6 FAR for the commercial district.

- **Rezoning**—An amendment to the zoning map to apply the new districts to the site, which is anticipated to include a conditional development "X" overlay in order to facilitate greater flexibility in design.

- **Conditional Development Permit**—A CDP that addresses discrete construction, design, phasing and operation requirements is anticipated.

- **Development Agreement**—To provide vested rights in exchange for community benefits and allow for phased construction.

- **Architectural Control**—To review Parkline's architectural elements either concurrently with the other entitlements, or limited to the first Phase.

- **Heritage Tree Removal Permit**—To remove Heritage Trees in accordance with Chapter 13.24 of the City's Municipal Code.

- **Vesting Tentative Map**—To merge the existing lots and subdivide the site in a manner that reflects the new site plan and infrastructure improvements.

Responsible Agencies: Below is an initial list of responsible agencies.

- Pacific Gas & Electric
- California Regional Water Quality Control Board/San Mateo Countywide Water Pollution Prevention Program
- Native American Heritage Commission
- City/County Association of Governments
- Bay Area Air Quality Management District
- San Mateo County Transportation Authority
- San Mateo County Environmental Health Division
- Menlo Park Fire Protection District
- West Bay Sanitary District

Community Outreach

Both Lane Partners and SRI are proud to call Menlo Park home. Both SRI and Lane Partners recognize the need for the community's valuable input to help determine how to design a new neighborhood that integrates with the City's existing fabric. To obtain initial feedback that was used to inform the initial site plan, SRI and Lane Partners hosted a series of community meetings in July and August 2021. These meetings were attended by more than 130 community members and stakeholders. As the Project moves forward, further outreach meetings will be calendared with a variety of community stakeholders and members of the public.

Project Team

Parkline's project team is comprised of the following:

- SRI International, Owner
- Lane Partners, Development Manager
- STUDIOS Architecture, Master Planner/Architect
- OJB, Landscape Architect
- Kier & Wright, Civil Engineer
- Ramboll, Environmental Consultant
- Brightworks, Sustainability Consultant
- PAE Engineers, Mechanical-Electrical Engineer
- Page & Turnbull, Historic Architectural Consultant
- IMEG, Structural Engineer
- Watry Design, Parking Consultant
- Fehr & Peers, Traffic Consultant
- HortScience/Bartlett Consulting, Arborist
- Coblentz Patch Duffy & Bass LLP, Legal Counsel