



**REGULAR MEETING MINUTES**

**Date:** 7/22/2024  
**Time:** 7:00 p.m.  
**Location:** Zoom.us/join – ID# 858 7073 1001 and  
City Council Chambers  
751 Laurel St., Menlo Park, CA 94025

**A. Call To Order**

Chair Jennifer Schindler called the meeting to order at 7:00 p.m.

**B. Roll Call**

Present: Katie Behroozi, Andrew Ehrich (Vice Chair), Katie Ferrick, Ross Silverstein

Absent: Linh Dan Do, Jennifer Schindler (Chair), Misha Silin

Staff: Christine Begin, Planning Technician; Michael Biddle, City Attorney’s Office; Kristiann Choy, Senior Transportation Engineer; Kyle Perata, Assistant Community Development Director, Corinna Sandmeier, Principal Planner

**C. Reports and Announcements**

Assistant Community Development Director Kyle Perata said the Planning Commission on July 8, 2024 adopted resolutions to approve the architectural control and use permit for the Chevron reconstruction at 1399 Willow Road. He said those approvals were called up by the City Mayor for the City Council’s review with an expected hearing date in August.

**D. Public Comment**

None

**E. Consent Calendar**

**E.1 Approval of minutes from the ~~June 24~~ **July 8**, 2024 Planning Commission meeting (Attachment)**

Mr. Perata said that the agenda title had a clerical error in the date and the minutes were for the July 8, 2024 Planning Commission meeting, but the attachment was the correct meeting minutes.

Chair Schindler opened the item for public comment and closed it as no persons requested to speak.

**ACTION:** Motion and second (Erich/Silverstein) to approve the Consent Calendar consisting of the minutes from the July 8, 2024 Planning Commission meeting; passes 5-0 with Commissioners Behroozi and Ferrick absent.



## F. Public Hearing

F1 and G1 are associated items with a single staff report

- F1. Draft Environmental Impact Report (Draft EIR) Public Hearing/Lane Partners, LLC/333 Ravenswood Avenue (includes 201 and 301 Ravenswood Avenue, and 555 and 565 Middlefield Road) (referred to as the Parkline Master Plan Project). (Staff Report #24-031-PC)

Public hearing on the Draft EIR to comprehensively redevelop the SRI campus with a mix of residential and office/research and development (R&D) uses with limited restaurant and retail components. The project site is zoned "C-1(X)" (Administrative and Professional District, Restrictive, conditional development) and governed by a Conditional Development Permit (CDP) approved in 1975, and most recently amended in 2004. The City is evaluating a proposed project and project variant. Primary development program elements include:

- Demolition and reconstruction of approximately 1.1 million square feet of new office/R&D space in five buildings and a smaller amenity building;
- Retention of approximately 287,000 square feet of office/R&D space (Buildings P, S and T) for SRI's continued operations;
- Approximately 450 residential dwelling units (19 townhomes and 431 apartments) which would be subject to the City's inclusionary requirement resulting in 68 units affordable to low income households;
- An approximately one-acre portion of land, proposed to be dedicated to an affordable housing developer for the future construction of a 100% affordable housing and/or special needs project of up to 100 dwelling units, resulting in a total of 168 BMR units; and
- Approximately 25 acres of publicly accessible open space.

The project variant includes the following modifications to the proposed project:

- An additional parcel located at 201 Ravenswood Avenue to create a continuous project frontage along Ravenswood Avenue;
- An increase in up to 250 residential units, for a total of 800 units (including 46 townhomes and 600 apartments, which would be subject to the City's inclusionary housing requirement resulting in 97 units affordable to low income households; and up to 154 apartments in the 100% affordable housing and/or special needs project, for a total of 251 BMR units);
- Modifications to the site layout including building locations and open space; and
- An approximately 2- to 3-million-gallon below-grade emergency water reservoir and related facilities to be built and operated by the city of Menlo Park.

The Draft EIR was prepared to address potential physical environmental effects of the proposed project and project variant in the following areas: air quality, biological resources, cultural resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, public services and recreation, transportation, tribal cultural resources, utilities and service systems. The Draft EIR finds significant and unavoidable impacts from the proposed project and project variant in the following topic areas: construction noise, construction vibration, cumulative construction noise, and historical resources. The proposed project and the project variant would result in potentially significant impacts

related to air quality, cultural resources, tribal cultural resources, biological resources, geology and soils, hydrology and water quality, and hazards and hazardous materials, but these impacts would be reduced to a less-than-significant level with implementation of identified mitigation measures. Impacts related to land use and planning, transportation, energy, greenhouse gas emissions, population and housing, public services and recreation, and utilities and service systems would be less than significant. The City is requesting comments on the content of this Draft EIR. The project site contains a toxic release site, per Section 6596.2 ("Cortese List") of the California Government Code. Written comments on the Draft EIR may be also submitted to the Community Development Department (701 Laurel Street, Menlo Park) no later than 5:30 p.m. on August 5, 2024.

A court reporter prepared a transcript for Agenda Item F1.

## **G. Study Session**

- G1. Study session/Lane Partners, LLC/333 Ravenswood Avenue (includes 301 Ravenswood Avenue and 555 and 565 Middlefield Road) and 201 Ravenswood Avenue for the project variant (Parkline Master Plan Project). (Staff Report #24-031-PC)

Request for a study session for a masterplan to comprehensively redevelop the SRI campus with a mix of residential and office/research and development (R&D) uses with limited restaurant and retail components. The project site is zoned "C-1(X)" (Administrative and Professional District, Restrictive, conditional development) and governed by a Conditional Development Permit (CDP) approved in 1975, and most recently amended in 2004. The City is evaluating a proposed project and project variant. Primary development program elements include:

- Demolition and reconstruction of approximately 1.1 million square feet of new office/R&D space in five buildings and a smaller amenity building;
- Retention of approximately 287,000 square feet of office/R&D space (Buildings P, S and T) for SRI's continued operations;
- Approximately 450 residential dwelling units (19 townhomes and 431 apartments) which would be subject to the City's inclusionary requirement resulting in 68 units affordable to low income households;
- An approximately one-acre portion of land, proposed to be dedicated to an affordable housing developer for the future construction of a 100% affordable housing and/or special needs project of up to 100 dwelling units, resulting in a total of 168 BMR units; and
- Approximately 25 acres of publicly accessible open space.

The project variant includes the following modifications to the proposed project:

- An additional parcel located at 201 Ravenswood Avenue to create a continuous project frontage along Ravenswood Avenue;
- An increase in up to 250 residential units, for a total of 800 units (including 46 townhomes and 600 apartments, which would be subject to the City's inclusionary housing requirement resulting in 97 units affordable to low income households; and up to 154 apartments in the 100% affordable housing and/or special needs project, for a total of 251 BMR units);
- Modifications to the site layout including building locations and open space; and
- An approximately 2- to 3-million-gallon below-grade emergency water reservoir and related facilities to be built and operated by the city of Menlo Park.

The proposed masterplan (proposed project and project variant) requires general plan and zoning ordinance amendments to create a new zoning district to enable the comprehensive redevelopment of the project site with a mix of residential, office/R&D, and limited retail/restaurant uses. Additionally, the proposed project would include a conditional development permit to implement the masterplan including development regulations (e.g. open space, design standards, diesel generators and hazardous materials), and other project conditions that address site-specific topics, along with a rezoning to apply the X (conditional development) combining district to the proposed new zoning district. The proposed project would comply with the City's BMR Ordinance and Guidelines through the provision of a minimum of 15% of housing units affordable to low income households. In addition to the inclusionary requirement, the applicant would dedicate approximately 1.6 acres of the project site to a non-profit affordable housing developer to construct up to 154 additional BMR units (within the maximum 800 dwelling units at the project site). The masterplan includes a request for a development agreement for vested rights in exchange for the provision of community benefits. The project includes a vesting tentative map for new parcelization, easements, and infrastructure. The proposed project would remove approximately 245 heritage trees and plant heritage tree replacements in compliance with the minimum requirements of the City of Menlo Park Municipal Code.

Commissioner Do said that she lived within a 500-foot radius of the project, but the City Attorney advised that she did not need to recuse as she had a month to month lease. She said she was confident she could participate in consideration of the item in an unbiased way.

Planner Sandmeier said some considerations for the Planning Commission's discussion were:

- Zoning district standards and requirements;
- Transportation demand management (TDM) plan trip reduction percentages;
- Proposed updated site plan layout, including the location of the 100% affordable building;
- Proposed mix of uses;
- Site access, including vehicular, pedestrian, and bicycle;
- Design and height of parking garages;
- Architectural design of residential buildings and nonresidential buildings; and
- Roadway congestion (LOS) intersection improvements

Commissioner Silverstein referred to the renderings of the tree canopy and asked if the height was expected immediately or would occur eventually.

Mr. Vaneer said that the canopy of the replacement trees would take time to grow to such a height but noted that 25 fully grown existing heritage trees were part of the landscape plan.

Commissioner Silverstein referred to the reduced parking alternative in the EIR and noted there was no actual reduced parking alternative. He asked if analysis on what the project might look like with fewer parking spaces had been done, noting the 3,319 parking spaces proposed.

Mr. Perata said there was a difference between the evaluation done from the applicants' side and the City's evaluation that was in the EIR. He said the City as the Commission was aware, had considered a reduced parking alternative but rejected it for the reasons identified in the EIR and that a robust analysis was not done as part of the EIR.

Mr. Murray said for the proposed commercial use the parking ratio was two parking spaces for every 1,000 square feet, noting that was a relatively low ratio compared to previous years' minimums of 3.3 or 3.0 spaces per 1,000 square feet. He said the City was definitely moving toward lower parking ratios. He said they believed that this minimum was needed for the financial success of the project or potentially slightly less if a high proportion of the project became lab use. He noted the need for open space and that they would have minimal surface parking. He said parking would be almost entirely below grade for a minority of the parking and that most of it would be structure parking. He said those type of parking stalls cost about \$55,000 to \$60,000 each to build. He said they welcomed an approval that would allow them to build two spaces per 1,000 square feet for the commercial use.

Commissioner Silverstein asked if there was a distinction between the commercial amenity building that would have a café open to the public and the community amenity building or what would be publicly accessible versus only for office workers. He said the only formal retail space seemed to be the 2,000 square foot community amenity building, which might have a juice station or bicycle repair shop. He referred to mixed use goals and if they had considered having more retail in the project.

Mr. Murray said the office amenity building was two-story and the second story was proposed for a fitness amenity and conference rooms for the office users exclusively. He said the ground floor was a food and beverage operation for the use of everyone on campus and would also be open to the public. He said they were proposing 17,000 to 18,000 square feet and that was the space of three to four full service restaurants. He said that was really the main retail amenity for a member of the public. He said the much smaller area originally proposed as a freestanding building was now proposed to be in the podium. He said they would construct the area within the building and then dedicate it to the affordable developer. He said there was a lot going on in that area with the field, a potential reservoir, and another potential community building there. He said they were not proposing that community building as part of the project but were site planning for and saving space for that. He said regarding more retail in the project that with their proximity to downtown they wanted to be sensitive to and create more demand for the existing downtown retail uses.

Chair Schindler referred to language in the staff report regarding the TDM plan that referenced requirements of the City County Association of San Mateo County (CCAG) for Menlo Park to reduce a minimum of 25% in trips from active TDM measures, but which acknowledged that projects within .5 mile of high quality transit would see a passive reduction of 10%. She asked if that was in addition to the required 25% reduction or as a portion of that.

Planner Sandmeier said the 10% reduction due to proximity to transit was not part of the 25% reduction.

Chair Schindler referred to City Council discussion in May about the 10% reduction and that it was already taken out of the Institute of Transportation Engineers (ITE) math and the then a 25% reduction on that, and asked for clarification.

Mr. Perata said he would have Senior Engineer Choy address the finer points of the Chair's questions but highlighted that the difference between how the City looked at its monitoring component for TDM versus CCAG was the latter looked at a qualitative kind of checklist whether the applicant or business developer provided the TDM measures that would calculate up to that reduction but did not start with an actual baseline number from which the percentage reduction was made.

Ms. Kristiann Choy, Senior Transportation Engineer, said CCAG used a checklist and based on the different TDM measures the applicant provided wanted that to calculate up to 25%. She said when the City typically did their monitoring, they based that on driveway counts, starting with using ITE trip rates. She said in the analysis the 25% and 28% included the 10% kind of passive reduction related to the proximity of the Caltrain station.

Chair Schindler said to clarify understanding that the reduction for proximity of the train station had already been done and then they were looking at 25% and 28% reductions.

Ms. Choy said no, that the 10% was part of the 25% or 28% reductions.

Commissioner Silin referred to the conditional development permit (CDP) and development agreement and asked what each included.

Planner Sandmeier said the CDP would replace the current CDP for the project site and would include additional controls on top of zoning and additional conditions. She said the development agreement would allow the applicant vested rights in exchange for providing amenities to the City. She said that was a negotiated agreement and the staff report had a list of potential topics for that agreement.

Replying further to Commissioner Silin, Mr. Perata said in other zoning districts in other parts of the community, the City had an adopted community amenities list. He said for example in the Bayfront area the City had a process through the zoning that identified how to calculate the community amenity requirement, the minimum requirement and then had a list used as a guide by applicants to propose amenities. He said there were other ways to comply such as payment of an in-lieu or a negotiated development agreement, but that zoning did not apply to this subject site. He said the process was more open ended for this development agreement and that negotiation had not started in earnest. He said they anticipated the start of that now the draft EIR was released. He said the City would be looking at the Council subcommittee for guidance on what community benefits were appropriate for this project in exchange for the vested rights. He said the vested rights were something that were also negotiated. He said certainly the timeline for the development agreement was a negotiation so that kind of overall expiration date was a negotiated item. He said the Planning Commission would see the draft negotiated development agreement alongside the CDP as part of its review and recommendation on the overall suite of entitlements the applicant was requesting to the City Council.

Commissioner Silin asked if there was a minimum parking requirement for the CDP noting the developer expressed a desire to use a lower parking ratio.

Planner Sandmeier said the project would be a new zoning district and a new CDP so any standards could be in it. She said Table 3 in the staff report provided some information on the parking. She said the current parking on the site was about 3,000 spaces for the same amount of commercial that was proposed and the proposed would be 2,800 parking spaces so a small reduction from the existing.

Mr. Perata said Table 3 in addition to the comparison Ms. Sandmeier mentioned also showed for comparison parking for some of the other zoning districts in the City. He said that could be a tool for the Planning Commission discussion. He said staff would look at the General Plan and zoning across the City when considering entitlements for this project and would draft proposed zoning.

Replying to Commissioner Silin's question about state laws on parking requirements, Ms. Sandmeier said she believed the City would not be able to require parking at least for existing uses and it might apply to new uses as well.

Mr. Biddle said there was legislation that imposed limitations on the City's ability to require parking. He said he would need to find that information for them.

Mr. Perata said AB 2097 would apply to the project since the majority of it was located within .5 miles of the Menlo Park Caltrain Station. He said that removed the ability of the City to require a minimum parking but gave the applicant the flexibility to look at reduced or no parking if desired in those areas but also did not preclude them from proposing parking that complied with the City's ordinances.

Chair Schindler opened public comment.

Public Comment:

- Father Mark Doherty, President and Rector of St. Patrick's Seminary at 320 Middlefield Road, and pastor of Nativity Parish at 210 Oak Grove Avenue, said he wanted to voice the Seminary community and the Parish community's strong support for the proposed project. He said as the CEO of the Seminary and Pastor of the Parish, one of the difficult realities he had on a regular basis was hiring and retaining staff in large part because of the tremendous cost of living burdens due in part to the insufficient housing in the area.
- Luke Pinkston, lifelong Menlo Park resident currently residing in the downtown area, said he supported the proposed project and particularly liked the housing and open space. He said commercial space near the downtown was really important. He noted retail struggles downtown and his hope that increasing the daytime population lunchtime demand would support growing downtown restaurants noting several top line restaurants had closed on Santa Cruz Avenue. He said the project would bring significant tax benefits to the City and provide resources to continue to improve the school district.
- Adina Levin, Menlo Park resident, referred to the potential for traffic calming previously mentioned in the evening's discussion as a way to improve safety and indicated that seemed a good idea to consider. She said addressing LOS referred to car delay and would involve changes to allow cars to travel faster whereas traffic calming would enable drivers to go through an area but at a moderate speed. She said regarding the potential for a lower parking option the applicant's comments on flexibility around that seemed a good and practical idea. She suggested having a parking permit program to limit the ability to have long term parking on neighborhood streets. She referred to confusion about the ITE using mode share and said a metric used by a number of cities looked at 100 people and what percentage of them were not driving and suggested the City use that in a complementary fashion as trip reduction was very confusing.
- Kevin Rennie noted discussion about cars and parking spots but nothing about bicycle parking or incentivizing people to use Caltrain. He said to create a thriving transit-oriented development that facilitated reduction in VMT they needed more retail and more restaurants. He said families were important to the community and housing was needed for them but 60% of the housing the project

was proposing was for studio or one-bedroom units. He said to incentivize bicycling he suggested protected bicycle parking. He suggested discounting rents or providing incentives for families that worked and stayed in Menlo Park. He noted flooding in the area especially in the area toward the Bay noting standing water on Ringwood and Coleman Avenues. He said he was concerned with runoff from this project and would like to see walkway sidewalks but also bicycle paths with rain gardens as such paths increased flooding. He said he wanted greater study of runoff and walkways and paths. He expressed concern about traffic and routes people would take to get to work at the project site and did not see any analysis of that.

Chair Schindler closed public comment.

Commissioner Do said she appreciated how the massing and site plan had clearly evolved in response to feedback from City Council Planning Commission, and the community. She said the addition of townhomes by the affordable housing unit lessened the sense of isolation. She noted that the affordable housing had a significantly lower parking ratio, which might be typical, but noted the building was the most distant end away from the train station.

Commissioner Do noted questions about the tree canopy and asked if it were possible for the next meeting on the project to get a quantified canopy cover as to what was existing and what the projected canopy cover would be including expected number of years to reach that projected canopy cover.

Mr. Murray said he would discuss the replacement tree canopy height with their landscape architect but thought they could calculate an estimate. He said they could get canopy statistics for existing trees that would be retained. He said regarding the affordable building that they looked at numerous iterations. He said it might not be clear, but the affordable building would have a certain number of parking stalls in the grade level podium, which was a low ratio, but they also would provide an easement to the affordable developer at no cost for use of the office building parking on nights and weekends. He said the affordable developer who generally would be responsible for the construction of their own site would then not have to spend money on structured parking. He said regarding location of the affordable building that part of the reason was getting to the densities without increasing height and upsetting neighbors. He said in one prior iteration they had the affordable units in the Laurel elevation in four buildings but that was inefficient. He said they changed it to two larger buildings that were four and five stories and the footprints for those were massive. He said they tried to make the area a mixed income district by adding townhomes. He said another consideration that came up for them and the affordable developers involved construction phasing and what was occupied and what was still being constructed. He agreed that it was a real walk from those units to the train station. He said they would have a shuttle service for the entire site as part of their TDM plan. He said they generally did that with the idea of making sure all the commercial workers would not drive and could get to Caltrain efficiently. He said the shuttle would be open to tenants of the affordable housing too.

Commissioner Do noted construction noise and said the project would take about 8.5 years to complete. She said it might be helpful for residents to have a point person to contact. She said they might not be able to mitigate the noise anymore beyond the noise barriers and electric motors. She asked if on the project website they could perhaps warn residents for example that on this day jack hammering on asphalt would occur at this part of the site as that might mitigate the emotional stress of sound for people working from home, people with children and people sensitive to noise.



Commissioner Do said a public comment was sent that day to integrate art into the site and asked if the applicant had a response or thoughts on that. She said site drawings from 2022 showed a garage elevation facing Burgess Classics with vine trellis treatment for a screening element. She asked if that was still proposed and about opportunities for art. She said at the north end one of the parking garages faced what was labeled a recreational field and was visible also from Ravenswood Avenue. She asked if in such situations art could be integrated and be part of the community benefit. Mr. Murray said they were very open to considering that noting that was a later phase item. He said they had been focused for now on the site planning and programmatic matters. He said he thought that would be a great element particularly to pair with the public access.

Chair Schindler said the project was headed in the right direction. She noted a comment at a previous hearing that this project was a once in a lifetime, a once in a generation opportunity to create infill and change the fundamental dynamics of the City, the flow of traffic and people, interactions between two sides of town with the ability to create a more dynamic flow through the City and also have contact with natural spaces and trees. She said she appreciated that since that time the project had gotten greater housing density while simultaneously taking into consideration the strong feedback from the most adjacent and most impacted neighbors. .

Chair Schindler said the feedback she would now offer was fine tuning. She said that the .5 parking spaces per unit for the affordable housing seemed very low and it was lower than for other zoning districts. She said she appreciated the clarification that the project developer would work with the affordable housing developer to provide an easement and shared parking, and clarified with the applicant that was not something the tenants would have to negotiate. She said it was a good solution to that parking issue.

Chair Schindler referred to phasing and that the 100% affordable building was scheduled in the last phases of construction. She said a number of people in prior meetings and other public commenters had asked if that construction could happen sooner. She asked if there was anything the City could do to accelerate the affordable housing timeline.

Mr. Murray said they would not be financing the affordable housing and rather would dedicate the land to a third party affordable housing developer, who then would have to go through its own financing process. He said based on the market rate development timing they would make the land dedication early on in the process. Replying further to Chair Schindler, Mr. Murray said funding from the City for that affordable housing developer would assist it progress and he would need to discuss with that developer the funding phases needed.

Commissioner Ehrich complimented the design team and thanked those in the City who had been part of shaping and scoping the project. He said he was proud that as a community they encouraged the developer to increase housing from 400 to 800 units. He noted the comments by the CEO of St. Patrick Seminary about the need for people to live where they work. He noted a bill SB4 that would make it possible to build much more housing on unused seminary land in Menlo Park. He said he appreciated most the transit, particularly the pedestrian and bicycle transit connectivity, proposed in the project. He said it was both a nice and strategic gesture to support the Middle Avenue crossing as it would give the project greater transit links. He referred to Attachment M, the bicycle connectivity map and page M1, also marked as G4.07, and the right hand side of that image showing a dotted green line that went from that corner of the site to Middlefield Road. He said on the previous page he thought it was noted that it was a future potential route under study. He said he strongly encouraged that be studied and eventually built as that corner of the site did not have great connectivity to the

rest of Menlo Park and in particular to the eastern part of Menlo Park. He said now there were some nice new bicycle lanes driving north on Middlefield Road from Willow Road and that green dotted line route would connect nicely to those existing bicycle lanes extending the network and providing those coming from east Menlo Park up Willow Road to access the site much more easily.

Commissioner Silin said this project was a once in a generation change for Menlo Park. He said the developer was local and had grounded the proposal in things that made sense. He said the community, City Commissions and City Council had provided feedback that the developer took that improved the project. He noted a comment that having more workers in Menlo Park created greater housing need so the additional housing proposed would be a net negative. He said the housing needs analysis showed it was a net positive for Menlo Park based on an expectation that only 5% of the employees working at this project would live in Menlo Park. He said one or two decades ago that number was 10% he believed, and it had steadily been dropping. He said not all the new employees at the project could possibly live in the housing being built there and they would have to look elsewhere, which created more commuters. He said looking at the current CDP that SRI could have done a remodel of the existing buildings and created more space for other uses and added like 1,300 more employees at the site without building housing. He said he appreciated the housing added and would appreciate the site offering even more housing but suspected such a big change at this point might be unrealistic. He said the entitlements were for 800 housing units and asked if there was any reason the community might expect that number to be decreased because of market conditions or other variables.

Mr. Murray said the project they would build included 15 inclusionary affordable housing units and the land dedication to the third party nonprofit for the affordable housing units. He said regarding their component that unless they came back for different approvals that they had 100% intention of building those out as proposed. He said how quickly that happened or in what kind of phasing would ultimately be determined by the market. He said by the time they got to the building permit state hopefully the housing market would have recovered. He said regarding the third party nonprofit that what they were entitling on its behalf was kind of the CEQA envelope. He said 154 units were planned as larger units and noted the public comment about need for family housing. He said one of the strategies for 100% low-income housing was family housing that required 25% two-bedroom and 25% three bedroom units at a minimum. He said the current plan was 30% of each. He said the third party nonprofit affordable housing developer would make the determination of how many units, which was the only place in the project where theoretically less might be done.

Commissioner Silin referred to the BMR units and asked if the income levels for those were being discussed. Mr. Murray said that as it related to the dedication those would be low, very low, or extremely low income levels. He said the 15% inclusionary BMR units would have to average at the low income level.

Commissioner Silin said the project would definitely add traffic and he understood from the staff report changes were proposed such as a longer left turn lane on Middlefield Road. He said their City streets were relatively narrow and he would not support widening them nor did it seem doable to do so. He said the community concern was about the mitigation measures for traffic impacts. He said with the project close to transit and Menlo Park being bicycle friendly that this was a great opportunity to double down on those things. He referred to the bicycle circulation and said he resided in the Allied Arts neighborhood. He said potentially his children would use the undercrossing a Middle Avenue to get to Menlo Atherton High School (MA) when that time came. He said he liked the idea of traversing by foot or bicycle through the Parkline campus rather than traveling on

Ravenswood Avenue or going all the way around on the other side. He said it was somewhat concerning to him that the bicycle access if riding from the west side of Menlo Park to MA was traversing along vehicular traffic as shown in Attachment M. He said vehicles would be coming to the site's parking structures right when and where children might be bicycling to school. He noted pedestrian paths cutting through and said he might be tempted as a bicyclist to cut through those paths. He said it was important to focus on the route to MA, noting that on Ravenswood Avenue as it got closer to MA there was a proposed connection to an existing bicycle network which he assumed was just the bike lane going along Ravenswood. He said his assumption was that if you were bicycling to MA you would want to cross at Ravenswood and not Ringwood as there you would bike through a large parking lot to get to school whereas at Ravenswood you would come in basically through the front gate. He said that was another area to focus on, making sure that cyclists could pretty easily get to MA from there. He said the applicant mentioned potentially widening the bike lanes on Ravenswood and he questioned whether that was warranted as a path was being created right next to Ravenswood Avenue that was nice and protected by trees, and separated from the street, and proposed to be shared by pedestrians and cyclists. He said he would focus on that for children going to school rather than the bicycle lanes on Ravenswood. He said mention was made of adding a left turn lane on Ravenswood Avenue for vehicles to access the property. He said it seemed if you were coming from Hwy. 101 by car that you would take either Willow Road or Marsh Road and if taking Willow Road and turning onto Middlefield Road you would have left turns onto Seminary Drive. He said for vehicles going down Marsh Road they would come down Middlefield Road and likely turn right on Ravenswood and then make a left turn into the proposed Loop Road, which would create some potential conflict between cyclists going up Ravenswood Avenue and vehicles turning left into the project. He said a pie in the sky solution would be some sort of underground or overground clearance for bicyclists and pedestrians so they would not even have to deal with distracted drivers trying to turn onto a street. He said he appreciated the paseo idea coming off of Laurel Drive as well as the path going from Burgess Drive to Seminary Drive along the other side of the property. He referred to the 3D renderings and one of a family with a stroller and right next to them a couple of cyclists on the shared path. He said if they were talking about children biking to school and people walking to work those were different things and it might make sense to consider having some sort of separation between the bike and pedestrian paths to address safety. He said he agreed with the public comment regarding local traffic and people parking on side streets while working and that permits would be a good consideration for the local side streets where residents were concerned with overflow parking. He said regarding cut through traffic on some of those side streets that permit parking might help to some extent but asked if the City could do something to reduce cut through traffic on the side streets and bordering Ravenswood Avenue in particular.

Mr. Perata said some of the site plan changes to access from Ravenswood Avenue reduced the possibility of cut through traffic and noted an earlier site plan that had a four-way access at Pine Street. He said he did not think the analysis went to that level of detail for trips going through Marcussen Drive given the volumes that street would or could take. He said he thought it was less likely that vehicles would find their way down that street versus going to Middlefield Road or using Laurel Drive if you were to head to the kind of northbound direction for transportation purposes to get to Marsh Road to get to the freeway.

Ms. Choy said that the applicant changed their site variant and there was not a potential for cutthroat on Pine Street and staff did not think Marcussen Drive would be a cut through route given the proximity to Middlefield Road as it would just be easier to come straight down that to access the project site.

Commissioner Silin said he was asking due to a comment from a resident on one of the streets. He suggested considering as implemented in Palo Alto on Blake Street to close off one side of the access to the street to reduce cut through traffic. He said for traffic, parking and biking his main concern and focus was navigating commuters to and from school versus drivers to and from work. He said regarding the TDM and parking that one strategy was to unbundle residential parking where residents did not automatically get a free parking spot with their unit but would pay separately for it, which presumably would make people think twice about parking their car. He asked if something similar could be considered for the office component.

Mr. Murray said that model worked where parking was less necessary but for larger users in a more suburban environment type market, they had not seen parking ratio done on the entire square footage and not on an individual worker basis. He said they could continue to look into that but noted they tried to go for other TDM measures as that was not something they had seen in the market and might be tough to administer as well given the scale of tenants.

Commissioner Silin said anything that could be done to reduce car trips was quite welcome. He said he appreciated that the parking was based much lower on 1,000 square feet than with similar projects.

Chair Schindler said one of the community amenities laid out as a possibility that was discussed in the May City Council meeting was additional office space meeting space near the recreational field. She said that was not currently incorporated into any of the analyses including the EIR. She asked if those were to be developed as offices that could be used by a school district what the constraints were for additional square footage and if it could be a two-story building.

Planner Sandmeier said if additional community space like that was not analyzed in the draft EIR it would need to go through its own CEQA and entitlement process. She said she could not think of any specific reasons it could not be two-story.

Chair Schindler asked what the City / State would require if SRI were to eventually renovate or replace the three buildings currently being retained.

Planner Sandmeier said those three buildings were currently going through a separate entitlement process for architectural review including interior modifications and a combined utility yard with a generator and other related equipment. She said she assumed if that was approved those buildings would be retained for a while. She said in general the process for any further project there would depend on what was proposed and how the zoning and CDP were structured. Replying to Chair Schindler further, Ms. Sandmeier said the proposal might not necessarily need further CEQA review if it was architectural control for renovations or similar projects as it could fall under an exemption. She said a whole building replacement would need more analysis.

Chair Schindler referred to the potential exit at the east corner near Garage 2 with the direction of Seminary Drive and asked who the stakeholders were in that evaluation and the considerations as to whether or not that was opened up as a point of access.

Planner Sandmeier said staff was working with the applicant to determine access. She said having access from Seminary Drive was important and they were working on the configuration with the applicant and transportation division.

Mr. Perata said while that access was currently City dedicated right of way there were additional stakeholders or interests as Chair Schindler alluded to. He said USGS had access there. He said the City and applicant were evaluating multiple different scenarios that would consider existing and future access for the adjacent user that was currently USGS. He said also there were encroachments in that area so there were things in flux that the City was working on towards solution.

**ACTION:** Motion and second (Silverstein/Do) to extend the meeting until 11:15 p.m.; passes 5-0 with Commissioners Behroozi and Ferrick absent.

Commissioner Silverstein expressed his overall excitement and pride for this project and appreciation for the immense efforts and time all were putting into the project. He said he had a minor quibble with the financial impact report (FIR), Attachment JJ. He said that report said the net financial impact to the City was expected to be lower with the increased density option which implied that any given resident to Menlo Park was expected to cost the City more than their respective increase in tax revenues. He said the methodology for the FIR was assuming that new residents of the project would behave as the average resident in Menlo Park, which was fine for an analysis. He said his perspective was that the residents living in a development closer to downtown in a denser living environment were more likely to shop at local stores within walkable or bikeable distance, and as such would have a higher than average tax impact. He said he had the same concern regarding City expenditures per capita. He said the FIR used average expenditures per resident, but it did not account for any economies of scale for residents living in a denser living arrangement. He said he thought that it would be cheaper for police, fire, and public works departments to support 2,000 residents living within one project than for the same 2,000 residents living across an entire single family neighborhood. He said he imagined that the increased density option was likely to be more financially advantageous to the City than the FIR gave it credit for.

Commissioner Silverstein said regarding the proposed bicycle infrastructure changes that he would like to see the Class 1 bicycle path continue along Middlefield Road. He said the project's property did not run directly along Middlefield Road, so it would not necessarily be part of this project, but it would be a great benefit for the connectivity to and from the site itself. He suggested that the applicants as developers work with the City to whatever extent to make that happen. He said he was concerned with some of the Class 1 bicycle paths on the project currently. He said the bicycle and pedestrian path currently proposed was separated from vehicular traffic which was great but potentially it could become very crowded if some people were trying to commute quickly by bike while others were taking a nice stroll on the shared walking path. He said it was not clear if there would be any directionality to those paths, so people knew where to go. He said overall he was worried about the potential conflicts within those much needed spaces. He said he wanted to highly emphasize the need to continue the separated bicycle path on Ravenswood Avenue toward Middlefield Road and MA. He said the current narrow Class 2 Ravenswood bicycle lanes were not sufficiently safe to be considered a formal safe route to school. He said he knew the project stops before then but encouraged to whatever extent they could actually continue the separated bicycle path to consider as it was very needed for the high school students biking to school. He said he was excited about the Class 4 bicycle lane on Laurel Drive and wanted to emphasize the benefits of having a formally separated bicycle lane and not just a buffered one without formal infrastructure between bicyclists and vehicles. He also asked for confirmation that what was planned was bi-directional as that was not clear necessarily in the proposal. He said bicycle parking on the site was good but encouraged thinking about some specific things. He referred to electric bikes and noted his

work had a specific bike room for e-bike riders with outlets where they could charge the bikes during the day in a safe space. He said that would encourage people to be able to bike to work from slightly further distances. He referred to cargo bikes and families thinking about biking their children to school. He said for apartment residents without a garage it would be difficult for someone to own a cargo bike without a dedicated safe space to store it overnight and that could be the difference between someone biking for their daily trips as opposed to driving everywhere. He said regarding transit he was glad the TDM plan would include a shuttle service and he would love to see that timed with Caltrain to the greatest extent possible. He said with the electrification of Caltrain they were planning to increase the number of trips per hour.

Commissioner Silverstein said as he mentioned in the EIR discussion that he disagreed with the overall conclusion that the number of parking spaces would not have an effect on the percent of people who would drive to work. He said he did not have specific concrete recommendations on the optimal number of parking spaces and would defer to the developers in terms of the project's needs. He said he supported reducing the broader need for parking and the number of people who were driving to work. He said he agreed with decoupling parking from the rent or sale of any unit as it definitely increased the efficiency of parking allocations. He said if a person did not need a parking space or only needed one and not two then they would save money accordingly.

Commissioner Silverstein said today there were two right turn slip lanes from Ravenswood Avenue onto Middlefield Road and Middlefield Road onto D Street. He said those lanes just encouraged speeding around corners and were notoriously dangerous for pedestrians trying to cross there. He said he did not know if that was intended to be solved but was certainly something to keep in mind. He said regarding neighborhood concerns that even if there was not a specific project-wide EIR impact for increased traffic, he was empathetic to people who would not want speeding vehicles using their residential street as a cut through. He said he would like to see Public Works implement either traffic calming potentially and traffic flow changes such as no left turns or one-way only streets or no-through streets except for residents and retain the purpose of the larger through streets in Menlo Park.

Commissioner Silverstein said a resident mentioned to him recently a concern about the conditions for the construction workers throughout the course of the project and if the applicants had assurance or commitments to the wages or benefits of those workers.

Mr. Murray said that was being looked into now and it was expected to be discussed in the development agreement process. He said the majority of the aggregate dollars that would go into the project would go to prevailing wage union shops.

Responding to the Chair, staff showed this visual:

- Zoning district standards and requirements;
- Transportation demand management (TDM) plan trip reduction percentages;
- Proposed updated site plan layout, including the location of the 100% affordable building;
- Proposed mix of uses;
- Site access, including vehicular, pedestrian, and bicycle;
- Design and height of parking garages;
- Architectural design of residential buildings and nonresidential buildings; and
- Roadway congestion (LOS) intersection improvements

Chair Schindler said the community benefit topic was of most interest to her as it seemed the greatest opportunity. She said she would be most excited to see funding for projects that would improve connectivity to the site. She said the most obvious example for her was the Middle Avenue undercrossing because that would amplify all the best parts of this project with the ability to have greater bicycling flow crosstown, greater access into the downtown, greater flow of residents, and had the benefit of making the commercial and residential spaces inside the development more valuable as those were more accessible. She noted that community benefit was not actually on the list shown. She said looking at it she thought most of the topics had been commented upon and encouraged the Commissioners to look at the list and see if they had specific feedback about any of the topics.

Commissioner Silin referred back to Ravenswood Avenue and the idea of having the bicyclists not travel in the bike lanes along the road where people were driving vehicles to and from Hwy. 101, community to school, going to work and distracted or whatever. He said as a cyclist he would be much more comfortable using that kind of parklet or winding path paseo or whatever they called it next to the street and buffered by trees and other things. He said it was a good model to have separated paths for the kind of busy connecting streets such as Middlefield Road and Ravenswood Avenue where most bicyclists realistically would not use the bike lane. He said he saw in the TDM plan that the focus was encouraging use of Caltrain. He said he saw mention of a subsidy for a bike or scooter share but did not know if that was being considered as an option. He said his current walk from Caltrain toward SRI down Ravenswood Avenue was ok but with this opportunity he thought that walk could be made much more pleasant so that people might be more encouraged to take Caltrain and walk to work. He said regarding parking he assumed there was not an appetite from the Commission for a parking minimum, but he was happy to have flexibility for the applicant to reduce parking. He suggested perhaps they should consider a parking maximum. He asked about effectively limiting the number of car trips which might push things to the side streets, but they had the potential of a permit solution there. He said regarding amenities that if the project was not being built and there was no project alternative, SRI could still add a lot of employees and car trips to the site. He said the numbers he calculated seemed to indicate that the net new car trips for the project would be roughly the same whether the project was built or not built because of the housing included in it. He asked if the development agreement was separate from the impact fees or would the development agreement allocate those fees to different things. He asked how the public space like the commons and event space would be managed and what entity, the City or developer, would manage those.

Planner Sandmeier said impact fees were separate from the development agreement as it would not have something in it that was already required. She said the open space she believed would be managed by the applicant unless any open space was dedicated to the City, but she did not believe that was part of the proposal. She said if there were specific things for management that could be added to conditions of approval.

Commissioner Silin said that the developers for Springline hosted numerous events which were nice, but one of the issues was awareness noting he found out about those through friends. He said if not managed by the City, the developer would have to notify the public about different events and suggested that was important to consider. He said also that he expected high school students would gravitate toward the area after school what with the recreational field proposed and suggested they design or offer a space for high school students to hang out. He said a bike repair shop in that space did not make sense to him and suggested something that might cater to the high school population. He said that would be a nice benefit, but the main focus was on housing, circulation, and traffic.

Chair Schindler said she had teed up a list of possible topics for the development agreement in terms of what Commissioners prioritized. She said her priority was funding for connectivity projects, specifically the Middle Avenue undercrossing. She said her next two priorities would be funding for capital improvements and capital improvement projects and community open spaces with programming committed.

Commissioner Silverstein said he agreed on the connectivity piece. He said to use funds to extend better bike lanes on Middlefield Road and on Ravenswood Avenue beyond the specific footprint of the site as that would greatly support connectivity to and from the site itself.

Commissioner Ehrich said he shared similar priorities noting his first was connectivity into all areas with the Middle Avenue crossing to the Caltrain station his top priority, and then either the programmability of the public space or funds to for the public space to be attractive and usable with picnic tables, playground structures and such things, He said he loved landscaped areas but preferred areas to be usable and for funds to be directed in that regard.

Commissioner Silin said he would self-servingly support funding for the Middle Avenue undercrossing noting it had been studied for a long time and the cost had risen with every update. He said he agreed with circulation and access overall as a top priority.

## **H. Informational Items**

### **H1. Future Planning Commission Meeting Schedule**

- Regular Meeting: August 12, 2024

Mr. Perata said the agenda was being finalized for the August 12 meeting.

- Regular Meeting: August 26, 2024

Mr. Perata said the Community Development Department was planning to have the Environmental Justice and Safety Elements updates come to the Commission for a recommendation to the City Council. He said the goal was to hold that meeting at the Belle Haven Community campus.

## **I. Adjournment**

Chair Schindler adjourned the meeting at 11:14 p.m.

Staff Liaison: Kyle Perata, Assistant Community Development Director

Recording Secretary: Brenda Bennett

Approved by the Planning Commission on August 12, 2024.



1 CITY OF MENLO PARK  
2 Planning Commission

3  
4  
5 In re:

6 Draft Environmental Impact  
7 Report (Draft EIR) Public  
8 Hearing/Lane Partners, LLC/333  
9 Ravenswood Avenue (includes 201  
10 and 301 Ravenswood Avenue, and  
11 555 and 565 Middlefield Road)  
12 (referred to as the Parkline  
13 Master Plan Project). (Staff  
14 Report #24-031-PC).  
15 \_\_\_\_\_/

CERTIFIED  
TRANSCRIPT

16 ENVIRONMENTAL IMPACT REPORT  
17 REPORTER'S TRANSCRIPT OF PROCEEDINGS  
18 AGENDA ITEM F1  
19 MONDAY, JULY 22, 2024  
20  
21

22 Reported by AMBER ABREU-PEIXOTO  
23 (Via ZOOM Videoconference)  
24 Certified Shorthand Reporter No. 13546  
25 State of California

1 ATTENDEES

2  
3 The Planning Commission:  
4 Jennifer Schindler- Chairperson  
5 Andrew Ehrich - Vice Chairperson  
6 Linh Dan Do  
7 Misha Silin  
8 Ross Silverstein

9 SUPPORT STAFF:  
10 Corinna Sandmeier, Principal Planner  
11 Kyle Perata, Assistant Community Development  
12 Director  
13 Christine Begin, Planning Technician

14 PROJECT PRESENTERS:  
15 Corinna Sandmeier, Principal Planner  
16 Mark Murray, Lane Partners  
17 Marc Pfenninger, Studios Architect

18 CONSULTANTS:  
19 Jessica Viramontes, ICF  
20 Kirsten Chapman, ICF  
21 Ollie Zhou, Hexagon

22 ---o0o---

23 BE IT REMEMBERED that, pursuant to Notice of the  
24 Meeting, and on July 22, 2024, via ZOOM Videoconference,  
25 before me, AMBER ABREU-PEIXOTO, CSR 13546, State of  
California, there commenced a Planning Commission meeting  
under the provisions of the City of Menlo Park.

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1 MEETING AGENDA  
2 PAGE

3 Presentation by Chair Schindler

4  
5  
6 Project Presenters:

7 Corinna Sandmeier, Principal Planner

8  
9 Consultant Presentation

10 Jessica Viramontes, ICF

11 Mark Murray, Lane Partners

12 Marc Pfenninger, STUDIOS Architects

13  
14 Public Comment

15  
16 Commission Questions and Comments

17  
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19 ---o0o--  
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1 JULY 22, 2024 7:00 p.m.

2  
3 P R O C E E D I N G S

4  
5 CHAIR SCHINDLER: All right. We will now move on  
6 to Item F1, the Draft Environmental Impact Report, or  
7 Draft EIR, Public Hearing, Applicant Lane Partners, LLC,  
8 as it relates to 333 Ravenswood Avenue, including 201 and  
9 301 Ravenswood Avenue, and 555 and 565 Middlefield Road,  
10 referred to as the Parkline Master Plan Project.

11 This Agenda item will cover the following:

12 Public hearing on the Draft EIR evaluating the  
13 environmental effects of the comprehensive redevelopment  
14 of the SRI campus with a mix of residential and office and  
15 research and development (R&D) uses, with limited  
16 restaurant and retail components.

17 The project site is zoned C-1(X) or  
18 Administrative and Professional District, Restrictive,  
19 conditional development, and governed by a Conditional  
20 Development Permit.

21 The proposed project would include approximately  
22 1.1 million square feet of new office/R&D space in five  
23 buildings, retention of approximately 287,000 square feet  
24 of office/R&D space for SRI's continued operations, with  
25 no net increase in commercial square footage, and

1 approximately 550 residential dwelling units.

2 The project variant would also include an  
3 additional parcel located at 201 Ravenswood Avenue, up to  
4 800 residential units, and then approximately 2- to  
5 3-million-gallon below-grade emergency water reservoir and  
6 related facilities to be built and operated by the City of  
7 Menlo Park.

8 The Draft EIR was prepared to address potential  
9 physical environmental effects of the proposed project and  
10 project variant in the following areas:

11 Air quality, biological resources, cultural  
12 resources, energy, geology and soils, greenhouse gas  
13 emissions, hazards and hazardous materials, hydrology and  
14 water quality, land use and planning, noise, population  
15 and housing, public services and recreation,  
16 transportation, tribal cultural resources, utilities and  
17 service systems.

18 The Draft EIR finds significant and unavoidable  
19 impacts from the proposed project and project variant in  
20 the follow topic areas:

21 Construction noise, construction vibration,  
22 cumulative construction noise, and historical resources.  
23 Commissioner Do.

24 COMMISSIONER DO: Thank you, Chair Schindler.  
25 I just wanted to take this opportunity to

1 disclose that while I do live within a 500-foot radius of  
2 the project, I received advice from both the City Attorney  
3 and the Fair Political Practice Commission that due to it  
4 being a month-to-month lease, I can take part in this  
5 discussion.

6 I also am confident that I can do so in an  
7 un-biased and constructive manner.

8 Thank you.

9 CHAIR SCHINDLER: Thank you, Commissioner Do.

10 Ms. Sandmeier, I believe we're going to proceed  
11 with roughly the following structure, in terms of  
12 presentation and discussion:

13 I think staff is going to provide an introduction  
14 and some context for this first public hearing portion of  
15 our agenda. This item P1 is also significantly related to  
16 our next agenda item, which is a study session on this  
17 project.

18 So after we have staff introduction and some  
19 context, I believe that the Applicant, specifically  
20 Mr. Murray and Mr. Pfenninger are going to speak  
21 representing the Applicant. And then we will have a  
22 presentation from the EIR consultant who I believe --  
23 there we go. Okay. Ms. Viramontes [pronouncing].  
24 Correct pronunciation? Thank you. Apologies for not  
25 checking in on that ahead of time.

1 And after we have had those presentations, we  
2 will take public comment on the Draft EIR, followed by  
3 commissioner questions and comments. And then we will  
4 move into the Study Session.

5 Members of the public who wish to speak to the  
6 completeness and accuracy of the Draft EIR may do so  
7 during our public comment period.

8 So with that, Ms. Sandmeier, would you like to  
9 lead us off with an introduction and some context for this  
10 first part of our discussion of the project.

11 CORINNA SANDMEIER: Yes. Good evening, Chair  
12 Schindler and Commissioners. I'm Corinna Sandmeier with  
13 the Planning Division. So I'll be giving a quick overview  
14 of the Parkline Master Plan Project.

15 So this is the recommended meeting format.  
16 First, we have introduction by staff, and then  
17 presentation by the Applicant, and then presentation by  
18 the City's EIR consultant, then public comments on the  
19 Draft EIR, then commissioner comments and questions on the  
20 Draft EIR. And then we'll close the Draft EIR Public  
21 Hearing.

22 And then we'll have the Study Session,  
23 introduction by staff, commission questions, public  
24 comments on the proposed project and project variant, and  
25 commissioner comments and discussion.

1 So as noted, there are two separate public  
2 comment periods. So if -- we ask that people focus on  
3 either the Draft EIR, when that public comment period is  
4 up, or the study session, when that public comment period  
5 is occurring.

6 So this is a quick location map showing the  
7 location of the project. So it's the SRI campus that's  
8 bounded by Laurel Street, Ravenswood, Middlefield, and the  
9 Burgess right-of-way.

10 In general, this map shows the proximity to  
11 downtown, El Camino Real, and City Hall and Burgess Park.  
12 There's a little section along Ravenswood that is not  
13 shown as part of the project here because it's not part of  
14 the SRI campus. And that's 201 Ravenswood, and that is  
15 included in the project variant.

16 And so this site plan shows the proposed project.  
17 So, again, this is the SRI campus. Generally, the  
18 proposal is to add 550 residential units, to replace 1.1  
19 million square feet of commercial, office, and R&D, and  
20 retain buildings P, S, and T. And those are shown in the  
21 kind of darker blue. And those would be retained for  
22 SRI's continued operations on the site.

23 And then this is the project variant that was  
24 also analyzed in the EIR. And this includes the 201  
25 Ravenswood Avenue site. It includes up to 800 residential

1 units, and it includes an underground water storage, 2- to  
2 3-million gallons, and related facilities that would be  
3 operated by the City. And this is the project that the  
4 Applicant indicates they are pursuing entitlements for.

5 So this is the slide on the meeting purpose. So  
6 the first item is the Environmental Impact Report. So  
7 it's an opportunity to comment on the Draft EIR. And then  
8 the second is a study session. And so that would be then  
9 comments on the proposed master plan and proposed general  
10 plan and zoning ordinance amendments to enable the master  
11 plan. And no actions will be taken tonight.

12 The public comment period for the Draft EIR ends  
13 on August 5th. Staff and the consultant will then review  
14 and respond to all substantive comments in a document  
15 called the Final EIR.

16 The Planning Commission is a recommending body on  
17 certification of the Final EIR and on most land use  
18 entitlements. The Planning Commission is the acting body  
19 on future architectural control permits for the individual  
20 buildings.

21 And so that concludes my presentation, and I'll  
22 turn it over to the Applicant team. Thank you.

23 CHAIR SCHINDLER: Thank you. I believe we have  
24 presentation from the Applicant team.

25 MARK MURRAY: Good evening members of the

1 commission and city staff --

2 CHAIR SCHINDLER: yeah. Just one second. Let's  
3 be sure that that's working. Try it -- want to try one  
4 more time. Thank you.

5 MARK MURRAY: Better?

6 CHAIR SCHINDLER: That's perfect. Thank you. I  
7 want to be sure folks can hear you online.

8 MARK MURRAY: Good evening, Members of the  
9 Commission, City Staff, and residents of Menlo Park. I'm  
10 Mark Murray, with Lane Partners. We're a Menlo  
11 Park-based real estate development firm that SRI selected  
12 several years ago to be their partner in helping them  
13 re-envision the campus they've called home for over 80  
14 years now.

15 Our firm has also been in Menlo Park since it was  
16 founded over 18 years ago. So our office is half a mile  
17 from the site down Ravenswood, and I actually live half a  
18 mile down Laurel with my family. So, obviously, very  
19 familiar with this site.

20 But just wanted to let you know that everyone  
21 involved in the Applicant's side is -- recognizes the  
22 importance and special nature of this opportunity and  
23 we're very proud to be a part of it.

24 Next slide, please.

25 So when we were engaged by SRI, I think about

1 five years ago now, the primary responsibility we were  
2 given related -- was related to the research campus. This  
3 has been an incredibly venerable and productive research  
4 campus for many, many decades. But the facilities are  
5 outdated.

6 So the primary responsibility we were given by  
7 SRI is to re-envision that R&D campus for the future,  
8 something with new aesthetically-pleasing, sustainable  
9 buildings, something that would not only be a long-term  
10 solution to be a home for SRI, but also to create a  
11 multi-tenant environment so you could attract the best and  
12 brightest from various aspects of the research and  
13 development field to create a multi-tenant environment  
14 there.

15 And one of the challenges we have as you look at  
16 how we planned out the site, is SRI has to consolidate  
17 into several buildings and stay on campus. But that  
18 creates a planning challenge. It's also -- they have to  
19 stay in business throughout the process, including  
20 construction and redevelopment. So it's something that  
21 has been a challenge from the get-go and will remain a  
22 challenge.

23 Next slide, please.

24 I know it's in there, so I'll do my best to tell  
25 you what it says. So in addition to that primary

1 responsibility, we sat down, from the get-go, with SRI and  
2 tried to create, you know, what we wanted to be the  
3 guiding principles for this project. And while the  
4 project has changed over time, based on community  
5 feedback, those guiding principles really haven't changed  
6 much. And we've worked really hard, actually, just to  
7 kind of stay in conformance with those principles. And  
8 one of those is just opening up the site itself.

9 For decades, at least as long as I've been in the  
10 area, you know, it's been a fenced-off, closed-off area.  
11 Kind of acts as a big blockage in town. It's a large area  
12 of land, in a very central location, but essentially is  
13 blocked off from the community.

14 So one of the primary principles we looked at is  
15 opening up the site itself, physically, but then creating  
16 a new district or a new neighborhood where one of the  
17 primary features is actually community access and public  
18 access.

19 The other thing we wanted to do, based on what we  
20 were hearing in the community, even prior to starting the  
21 public process for Parkline itself, was the need for  
22 housing. So we wanted to create a new housing district.  
23 And, actually, in the current CDP plan, which is our most  
24 recent proposal, there's actually two housing districts,  
25 totaling 800 units.

1 Another goal was to create a really permeable  
2 site to really improve bike and pedestrian access, not  
3 only for people using the site, getting around the site,  
4 but because of this location and scale of this project, it  
5 really has a chance to improve bike and pedestrian access  
6 for folks getting from one side of town to the other,  
7 whether or not they are actually -- Parkline is actually  
8 their destination.

9 Sustainability is another major component of the  
10 project, and that's not just achieved by replacing old  
11 buildings with new. We're also replacing 100 percent of  
12 the utility infrastructure that has major impacts on  
13 things like carbon production.

14 And then, you know, one of the ongoing  
15 challenges, which is still a challenge today, is how do  
16 you accomplish all these things, particularly adding  
17 housing, things like that, while respecting neighborhood  
18 edges and being responsive to community concerns.

19 Next slide, please.

20 So we are now entering the fourth year of the  
21 public process of the Parkline Project. We were working  
22 with SRI for several years before that. But over the last  
23 three-plus years, we've really worked hard to both solicit  
24 a lot of community feedback. We've had, I think, 10 open  
25 houses -- in addition to public hearings, these are open

1 houses we had for members of the public. Had -- I think  
2 it was a thousand surveys, but that info is missing on the  
3 thing too.

4 But -- and we've really worked hard to try to --  
5 try to take those desires into account, in terms of what  
6 we're producing in terms of community amenities, but also  
7 work with concerns we were hearing in terms of traffic, in  
8 terms of height and massing, and really try to make all  
9 these components work while being respectful to what we  
10 were hearing from the community.

11 And I would say the biggest challenge we had  
12 throughout -- there was a lot of overwhelmingly positive  
13 feedback to some of those themes we were going for: Open  
14 space, bike and pedestrian, transit, adding housing. But  
15 it was a major challenge in terms of, you know, what is  
16 the right amount of housing. We really heard kind of a  
17 constellation of opinions on -- you know, from folks that  
18 are just kind of pro-housing and less sensitive to height  
19 and massing, to folks who live nearby who really wanted to  
20 see the minimum, and a lot of folks in the middle as well,  
21 who, you know, wanted to see a big housing component but  
22 thought, you know, hundreds and hundreds of units and  
23 going to five or six stories might be too much for the  
24 neighborhood.

25 Next slide, please.

1 KYLE PERATA: So if we could maybe -- through the  
2 Chair. I'm sorry to interrupt. But I think we're seeing  
3 other slides might be also corrupted. But I think we have  
4 a different version. So we might switch sharers real  
5 quick from Christine to Corinna. If we could just take 30  
6 seconds to do that.

7 MARK MURRAY: Sure.

8 KYLE PERATA: And while -- no problem. While  
9 we're doing that, I think I'm hearing reports from online  
10 that we're having trouble hearing you. So I don't know if  
11 it's the mic or if you move it closer. If we just maybe  
12 try to play around with that while we do this kind of  
13 quick swap of presentations for the Applicant. Maybe do a  
14 quick test.

15 MARK MURRAY: Sounds good.

16 KYLE PERATA: That's better. I think. I hope.

17 CHAIR SCHINDLER: That looks better.

18 MARK MURRAY: Yeah. That's great. One more  
19 slide forward, please.

20 So just to take you briefly through the evolution  
21 of the project, I think we initially started in spring of  
22 2021. And our initial -- we did public outreach prior to  
23 that. But it was kind of an open question as to what the  
24 right amount of housing was. We knew we wanted it to be  
25 substantial. At the same time, we didn't want it to be

1 too much, where it was going to, you know, garner  
2 opposition or something that was out of place in the  
3 community.

4 So we started at 400 units, with essentially  
5 saying we wanted to speak to the community about it.  
6 We're willing to do more. We're also willing to do less.  
7 And, again, our initial submittal was 400 units. We had  
8 our first study sessions with both Commission and Council  
9 in the summer of 2022. At that point, City Council told  
10 us to study up to 600 units at a maximum. And then later  
11 that year, we made our next formal submittal, which was  
12 550 units. So we increased it significantly, but didn't  
13 go all the way up to the maximum. Again, that was -- the  
14 direction was a study, 600 as a maximum, not direction to  
15 go to 600.

16 So after that next submittal, we had a series of  
17 both the scoping session and study session before Planning  
18 Commission. And I think that was actually -- ended up  
19 being spread out over three hearings, but essentially the  
20 guidance went to study up to 700 units and then ultimately  
21 up to 800 units. And that was the direction on the EIR as  
22 well.

23 We went away from those hearings thinking that,  
24 you know, we really had to strive to do as much housing as  
25 we could, at least as we could pull that off with doing it

1 in a way that would be acceptable to the community. That  
 2 was a huge challenge. We looked at -- you know, I think  
 3 we had only made that submittal in late 2022, and now  
 4 you're seeing our most recent CDP, which was just several  
 5 months ago. But in that 18-month period, I can't tell you  
 6 the number of iterations we tried, to try to, you know,  
 7 find that balance of how do you get to density without  
 8 doing so in a way that is going to not be well-liked in  
 9 the community.

10 And I don't think that would have been able to be  
 11 accomplished without -- we have since gone into contract  
 12 to acquire the Church of Christ of Scientists. That's the  
 13 201 Ravenswood address. So that's a one-acre parcel  
 14 fronting on Ravenswood, near the corner of Ravenswood and  
 15 Middlefield. And while that's only one acre of land, the  
 16 church also has rights over adjacent SRI property.

17 One of those rights is having a really large  
 18 parking field. I think it's 125 stalls at a minimum. But  
 19 if you look at some of the early iterations of our  
 20 project, you'll see there's kind of a large parking field  
 21 over in the corner there, that was to be in compliance  
 22 with those rights. And then they also had ingress and  
 23 egress rights, which sort of went through that corner.

24 So by acquiring -- we haven't acquired the  
 25 church, but by being in contract to acquire the church and

1 making that part of the Parkline plan, it really opened up  
 2 more like a four- to five-acre area in that corner, which  
 3 really wasn't -- we weren't able to redevelop or plan to  
 4 redevelop before.

5 And that really allowed us to significantly  
 6 spread out the housing; create a second housing district  
 7 of nearly 200 units in that corner. And that really  
 8 allowed us to -- that was kind of the main change that  
 9 allowed us to really do what the current 800-unit plan is,  
 10 which we think is the best version of 800 units, taking  
 11 into account concerns we heard from the community.

12 Next slide, please.

13 So the entitlements we're seeking now are what we  
 14 would call "programmatic entitlements." Those things like  
 15 the General Plan amendment, rezoning, and the CDP, which  
 16 we have submitted. I wanted to make the Commission aware  
 17 that this project actually bifurcated architectural  
 18 controls and these other approvals.

19 So assuming we go through this process, which is  
 20 I think currently on schedule to happen this year, there  
 21 will be an entire Day 2 process with the Planning  
 22 Commission that is a full architectural review. That's  
 23 not to say we don't value architectural feedback now. At  
 24 the very least, that would help us get it right, as fast  
 25 as possible, when we get to that stage. I just wanted to

1 make the Commission aware of that fact.

2 Next slide, please.

3 And this is the timeline for, again, these  
 4 programmatic approvals we're seeking. So the EIR public  
 5 comment, I think, ends in the first week of August. And  
 6 then we're currently on track to come back to this  
 7 Commission for a final recommendation in October, and then  
 8 final City Council hearings in November or December of  
 9 this year.

10 And I think one of the -- one of the things we're  
 11 really looking to achieve tonight, hopefully from Planning  
 12 Commission, is really feedback that the program we're  
 13 showing, the site plan we're showing, is the right  
 14 direction. We assume that going to 800 units, instead of  
 15 doing less, is probably the direction from prior hearings,  
 16 but please let us know. But we're really hoping to get  
 17 that kind of master plan feedback. Again, there's a lot  
 18 of details we worked out, EIR studies, things like that,  
 19 but we're hoping to move forward with that.

20 We had a City Council hearing two months ago.  
 21 That was something we actually requested. It was not a  
 22 required hearing in the process. And that was one of the  
 23 goals we had there. And I think we achieved that at that  
 24 last hearing. But we'd like to know that so we can keep  
 25 moving the project forward and stay on track and hopefully

1 get closer to bringing this to reality.

2 And with that, I'll turn it over to Marc  
 3 Pfenninger, who is our design lead to talk more about  
 4 design.

5 MARC PFENNINGER: Thank you, Mark. Thank you,  
 6 Chair Schindler and members of the Planning Commission and  
 7 city staff. I'm Marc Pfenninger. I'm a principal with  
 8 STUDIOS Architecture, and we're the master architect for  
 9 the project.

10 I just would like to start off and pick up from  
 11 where Mark left off and move into the project and just  
 12 talk about what is the experience of the project and how  
 13 will this site change. This is the site plan that you saw  
 14 earlier that shows the boundaries of the site and its  
 15 location to downtown.

16 Next slide, please.

17 But I think this is actually, really, probably a  
 18 more important way to look at the site. This is the way  
 19 everyone experiences the site today. You can walk across  
 20 the street and see this for yourself. The site is  
 21 entirely fenced off from the community. It is not  
 22 accessible. And the -- parts of the buildings that are on  
 23 the inside, that present themselves to committee, are --  
 24 they're old. They're in need of upgrades to maintain  
 25 their viable use. And, actually, when you go inside the

1 site, the site is -- has -- you know, a very similar  
2 experience. It's a series of research and development  
3 buildings that do need upgrades. But it's also a site  
4 that is largely full of surface parking lot today.

5 Next slide.

6 And so one of the first things that we're  
7 proposing in this project is a change of experience by  
8 providing two new residential neighborhoods at the site;  
9 the first on the right-hand side of this image is the  
10 residential neighborhood along Laurel.

11 And that neighborhood begins with the Burgess  
12 Classics, which is towards the right side, right adjacent  
13 to that -- consciously thinking about, how do we weave in  
14 a neighborhood that respects that scale. So a series of  
15 town homes that have an imagery of a detached  
16 housing-type.

17 And then the next two residential buildings, or  
18 the major residential buildings of the development, but  
19 they step up in scale. They start at four stories, which  
20 is something we committed to early. But four stories, and  
21 having articulations as a way of breaking up the mass, and  
22 also thinking about how you can use -- use that mass to  
23 create connections into the site. And then, as you get to  
24 Ravenswood, they step up even more, to four stories -- and  
25 then on the left -- up to five stories. I apologize.

1 And on -- the left side shows the new  
2 neighborhood of Middlefield. And this is where the 100  
3 percent affordable site is, along with new town homes  
4 there as well and -- which we will talk about a little bit  
5 more. Right next to this is this recreation field, which  
6 is at this nexus of the R&D, the residential, and the  
7 access to the community.

8 Next.

9 In the middle of the site is where we've, you  
10 know, repurposed the -- not repurposed, but providing to  
11 replace the existing R&D with five new buildings. And  
12 rather than have them all be in a row with parking lots,  
13 we're trying to push them to the perimeter of a new  
14 central commons. And that central commons is really meant  
15 to create a new, you know, feeling of this park that is  
16 open and really trying to create, you know, a true  
17 research park where new ideas can happen.

18 Next slide, please.

19 So here's the site plan. Now one thing I wanted  
20 to point out about the site plan -- that we'll talk about  
21 as we start to zoom into sections -- is, you know -- the  
22 reasons why some of these buildings are cranked a little  
23 bit and have funny shapes is we're trying hard to save as  
24 many heritage trees as possible along the site -- whether  
25 they are heritage trees that are around the perimeter of

1 the site, but the site actually has quite a few old growth  
2 trees that are, you know, buried deep in the site that we  
3 want to, you know, make visible and accessible and  
4 leverage them to become new parks.

5 Next.

6 If we start to walk around the perimeter of the  
7 site, and starting with Laurel, this is where we start to  
8 see there's a bunch of heritage trees along Laurel. And  
9 the proposal is the bigger residential buildings which are  
10 on the right in this plan, they're actually pushed back  
11 from Laurel to turn those heritage trees into a linear  
12 park, which can start to line Laurel Avenue, which is the  
13 image you see on the lower left.

14 And then right between Residential Building 1 and  
15 the town homes is this paseo you see on the right. And  
16 you can see here how the buildings step in scale from four  
17 stories down to a smaller scale.

18 Next -- thank you.

19 And so between Residential 1 and Residential 2 is  
20 -- this starts to show how we're thinking of bringing new  
21 pedestrian connections into the site. And then what will  
22 it connect to? It's not just about connecting through the  
23 site, but providing amenities that the public can use,  
24 whether it's dog parks or areas for people to eat and  
25 picnic or playgrounds.

1 Next slide.

2 This starts to talk about the experience at the  
3 corner of Ravenswood and Laurel and how the residential  
4 building is pushed back far enough to keep the heritage  
5 trees along there and start the beginning of a linear park  
6 that connects Laurel to Middlefield along Ravenswood.

7 Next slide.

8 In the middle block, this is the part that's  
9 probably today, the most visible, about the heritage trees  
10 that you see on this site. This is where there's that  
11 great grove of trees that are, you know, old and  
12 established. And here the proposal is to -- actually,  
13 this is where you start to be able to see the R&D  
14 buildings -- but to push them back further and have this  
15 linear park become wider so that it becomes more of a  
16 parklet, more of a place for the public to occupy.

17 Next slide, please.

18 And then, finally, when we get to Middlefield,  
19 the corner of Middlefield, it's just showing how the  
20 planning of this linear park terminates at Middlefield and  
21 terminates with the residential, but also thinks about --  
22 you know, this is where we locate the recreation area.  
23 And it's located in this area, between the residential on  
24 your right and the office R&D on your left, the parklet up  
25 above, because this is what we think will bring the most

1 use from all directions to it.

2 Next slide.

3 And then, if we go into the site, one of the  
4 major amenities that are in the site is this -- is this  
5 central commons. And, actually, it's a cafe, which is  
6 publicly accessible, which is on the left, but the central  
7 green, which is right in front of it, which can become a  
8 multi-use place for amenities throughout the year.

9 Next slide.

10 Then, if we zoom back, this starts to show this  
11 central commons by pushing the R&D buildings to the  
12 perimeter, that there can be a series of open spaces, a  
13 series of open greens that are connected by paths  
14 throughout it that will weave the site together.

15 And then throughout the central commons,  
16 throughout this common greenway is meant to be a series of  
17 amenities that are available to the public. And these  
18 range from bike repair shops -- we've talked about dog  
19 parks -- you know, places for people to play. The open  
20 lawns can be places where there can be informal --  
21 informal recreation happening, as well as a number of  
22 other amenities.

23 Next.

24 We've thought since the beginning that it would  
25 be important to take advantage of the site, which is

1 currently inaccessible, with fences around it, and  
2 leverage it to weave it back into the neighborhood. And  
3 one of those ways is by bike paths.

4 One of the priorities of the project is to  
5 increase connectivity to the surrounding  
6 bike infrastructure, whether that's new bike lanes along  
7 Laurel, on the left side -- the ability to connect bikes  
8 through Burgess through the site to the Middlefield side  
9 of the site -- whether it's new bike paths along  
10 Ravenswood that could then bring traffic safely down to  
11 Ringwood.

12 And then on the inside of the site, in the blue,  
13 consciously thinking about how all of the connecting roads  
14 need to have an element, will have an element, of bike  
15 access as part of them.

16 Next.

17 And it's not just bikes. It's also pedestrians.  
18 But thinking hard about the importance of pedestrian paths  
19 and how pedestrian paths can be woven into the site to get  
20 them away from the traffic of the loop road and the other  
21 roads and really make it a safe, accessible & inviting  
22 place for everyone to come.

23 Next slide, please.

24 And maybe now just coming from center and back  
25 out. Just the visualizations of what this will look like.

1 This is the central green and the amenity  
2 building you start to see on your right. A mass building  
3 that could have a public cafe on the lower level. And  
4 then you start to see the iconography or the imagery of  
5 the R&D buildings, which are broken up in mass, but  
6 they're meant to have terraces that activate the central  
7 area, but push back so that it really makes a nice, open  
8 park in the center.

9 Next slide, please.

10 The entrance along Ravenswood to the campus.

11 Next slide.

12 Right at Ravenswood, at -- this is Residential 2,  
13 which is the taller of the main residential buildings; how  
14 it's pushed back and really creates a nice parklet as you  
15 get to the corner of Ravenswood.

16 Next slide.

17 And as you turn down Laurel Avenue, how this  
18 parklet starts to become a linear park that goes down  
19 Laurel. That's for pedestrians. And you can start to see  
20 along Laurel, out in Laurel, new bike lanes.

21 Next slide.

22 And, finally, the paseo that connects to the  
23 central commons to the public parks across the street, and  
24 how this paseo, not only is a way for the public to get  
25 into the site, but starts the residential buildings, four

1 stories, which you see on the left, and the smaller town  
2 homes on the right, which starts to connect to Burgess  
3 Classics.

4 And then I'd like to hand it back to Mark to talk  
5 about community benefits.

6 MARK MURRAY: So I just wanted to briefly give an  
7 overview of the community benefits components of the  
8 project.

9 Next slide, please.

10 So as it relates to housing again, we talked  
11 about expanding the amount of land being dedicated to  
12 housing, increasing to 800 units. To put that into some  
13 context, the 800 units, for the current RHNA cycle, which  
14 goes through 2031, I believe that's 27 percent. The 800  
15 units would equal 27 percent of the city's RHNA  
16 obligations for this cycle. And, again, this stat is  
17 actually incorrect as of the HUDs in the most recent  
18 count, but it's 31 percent affordable, which I think is,  
19 by a pretty wide margin, the highest level of  
20 affordability proposed in Menlo Park.

21 Next slide, please.

22 And Marc did a great job with the bike safety and  
23 connections. One thing I just wanted to highlight, I'm a  
24 parent with two students at Encinal School. We live off  
25 Laurel. One thing we heard kind of over and over again,

1 from folks who live nearby, is Laurel is kind of one of  
2 the main arteries -- is probably the main artery from this  
3 part of town getting to Encinal School. There's a lot of  
4 kids and parents using their bikes on this artery. So  
5 there's a lot of concern about, you know, bikes mixing  
6 with cars.

7 We did a couple things here. One, we really  
8 limited the access from those large residential buildings.  
9 The building turning the corner on Ravenswood has no  
10 direct connectivity to Laurel.

11 And then for the building in the middle, the  
12 four-story building Mark mentioned, it only has ingress  
13 only from Laurel. So there's no exiting whatsoever. So  
14 we're reducing, at a minimum, you know, 75 percent of the  
15 car trips. And those two buildings will no longer be able  
16 to use Laurel.

17 And then we had that Class IV bike lane on both  
18 sides. So Class IV is, we actually have a physical  
19 border, and that's on both sides of the street.

20 So we really tried to reduce traffic, but also  
21 enhance safety with that artery, because school children  
22 from elementary, all the way to high school, were kind of  
23 the main -- we want the bike and pedestrian to serve  
24 everybody. But that's one of the groups we really thought  
25 a lot about.

1 And then on Ravenswood as well, we have that main  
2 paseo. So there's two existing bike lanes on each side of  
3 Ravenswood now. We'll maintain those. We're actually  
4 going to widen and buffer them a little more so they're  
5 hopefully a little more safe. But we'll also have that  
6 paseo on our property, out the street, that's really meant  
7 to focus, you know, in particular on kids going to MA or  
8 going the other direction to Hillview School.

9 Next slide, please.

10 In terms of sustainability, I mentioned before  
11 that, you know, obviously we're removing 35 old buildings,  
12 replacing them with five new ones. All of the new  
13 buildings will be fully electric, with the exception of  
14 emergency generators. But in addition to that, I think I  
15 mentioned, we're replacing site infrastructure, utility  
16 infrastructure.

17 And one of the existing infrastructure pieces is  
18 a cogeneration plant that's been in service for several  
19 decades, which we plan to take offline and decommission.  
20 And that cogeneration plant is responsible for about 11  
21 percent of the carbon output in the city on an annual  
22 basis.

23 CHAIR SCHINDLER: Is there any adjustment we  
24 could make to that real quick? Just to...

25 MARK MURRAY: Does that do it?

1 CHAIR SCHINDLER: Seems better. Thank you.

2 MARK MURRAY: And the removal of that  
3 cogeneration plant is the equivalent of about 61 million  
4 miles driven by a typical gas-powered vehicle. And that's  
5 on an annual basis. So this is really a massive impact  
6 from a carbon reduction standpoint.

7 Next slide, please.

8 Tree preservation. I think Marc touched on this  
9 as well. But we really went to great lengths. At the  
10 very beginning, we categorized each and every tree  
11 on-site; not just, you know, species and age and size, but  
12 really ranking them in terms of quality, likelihood for  
13 longevity. And we really worked hard. We can go into  
14 more detail as you like, but we really went to painstaking  
15 lengths to try to preserve what we thought were the best  
16 specimens.

17 Next slide, please.

18 And as I mentioned, respecting neighborhood  
19 edges. We really worked hard with the neighbors to find  
20 that 800-unit scheme that comported with the concerns we  
21 heard from neighbors.

22 Next slide, please.

23 We can go to the next slide. I think Marc  
24 covered the open space pretty well on his walkthrough.  
25 But this is just kind of the summary of the major

1 community benefits. Again, 20 acres of  
2 publicly-accessible open space. It has that series of  
3 amenities Marc walked you through.

4 In addition to that, there's the 2.7 acre  
5 dedication to the city. That would be a -- in terms of  
6 programming that, I think the idea is that will be a Day 2  
7 process run by Parks and Rec to program that exactly.

8 We're showing a sports field there now, to show  
9 that's one possibility, but also to give you a sense of  
10 scale of that area.

11 The 1.6-acre dedication to a third-party  
12 nonprofit for a building that will be up to 154 units, but  
13 100 percent affordable at the low income and below levels.  
14 2.5 miles of bike and transit, as well as a bike repair  
15 shop. 31 percent below-market rate in terms of  
16 affordability in the housing.

17 And then it will have that centralized amenity  
18 building, the lower level of which will be food and  
19 beverage, about 17,000 feet. So I think that's really the  
20 equivalent of, kind of, you know, three to four full-scale  
21 restaurants in that area.

22 Removal of cogeneration plant. Again, that  
23 massive carbon reduction.

24 In that sports field area as well, we have -- and  
25 this is being studied in the EIR a place to fit a 2- to



1 3-million-gallon potable water reservoir for emergency  
 2 uses. And then we plan to make financial contributions  
 3 both to the Middle Avenue Caltrain crossing, because  
 4 that's a big part of our plan for bike and pedestrian  
 5 transit, as well as the Railroad Quiet Zone Program.  
 6 And with that, I'm happy to answer any questions.  
 7 Thank you.  
 8 CHAIR SCHINDLER: Thank you. I think we'll move  
 9 on to the next component of our presentations, which is  
 10 from our EIR consultant. Thank you.  
 11 Do we have the presentation for the Draft EIR?  
 12 There we go. Thank you.  
 13 JESSICA VIRAMONTES: Thank you. Good evening  
 14 Chair Schindler, members of the Commission, City staff,  
 15 members of the public. Thank you for joining us tonight  
 16 to discuss the Draft Environmental Impact Report for the  
 17 Parkline Project.  
 18 Next slide.  
 19 My name is Jessica Viramontes. I'm a principal  
 20 at ICF, the lead EIR consultant for this project. I'm  
 21 serving as ICF's project manager. I'm joined virtually by  
 22 my colleague, Kirsten Chapman. She's serving as the  
 23 senior advisor for the project. I'm also joined virtually  
 24 by Ollie Zhou, who's vice president and principal  
 25 associate with Hexagon, the transportation consultant for

1 this project.  
 2 Next slide.  
 3 This presentation will clarify the purpose of  
 4 tonight's hearing; provide an overview of the proposed  
 5 project; describe the environmental review process,  
 6 including the next steps; provide an overview of the  
 7 contents of the Draft EIR; and, finally, explain how to  
 8 submit comments on the Draft EIR.  
 9 Next slide.  
 10 The overall intent of tonight's hearing is to  
 11 receive public comments on the analysis in the Draft EIR,  
 12 specifically on the environmental impacts evaluated in the  
 13 Draft EIR and the adequacy of the document pursuant to the  
 14 California Environmental Quality Act, commonly referred to  
 15 as CEQA.  
 16 An important reminder is that the purpose of this  
 17 public hearing is not for City staff or the consultant  
 18 team to respond to substantive comments or questions from  
 19 the public or the commission. That process will be part  
 20 of preparing the Final EIR. Next step.  
 21 This slide shows a conceptual plan for the  
 22 project. The Draft EIR evaluates the potential  
 23 environment impacts of both the project and project  
 24 variant, which will be shown on the next slide. Corinna  
 25 and the team already provided details about the proposed

1 project and the project variant, so I won't go into more  
 2 detail here.  
 3 Next slide.  
 4 And here is the conceptual plan for the project  
 5 variant.  
 6 Next slide.  
 7 As provided in the CEQA guidelines, an EIR is an  
 8 informational document that is intended to inform public  
 9 agency decision makers and the general public of the  
 10 significant environmental impacts of a project; possible  
 11 ways to avoid or substantially lessen the significant  
 12 effects; and, finally, reasonable alternatives to the  
 13 project. Thus, the purpose of this EIR prepared for  
 14 Parkline is to provide detailed information about the  
 15 environmental effects that could result from implementing  
 16 the proposed project or the project variant; examine and  
 17 identify methods for mitigating any adverse environmental  
 18 impacts should the proposed project or the project variant  
 19 be approved; and, finally, consider feasible alternatives  
 20 to the proposed project and project variant, including the  
 21 required "no project" alternative.  
 22 Next slide.  
 23 The environmental review process started with the  
 24 release of the Notice of Preparation, commonly referred to  
 25 as NOP, in late 2022. We are currently within the 45-day

1 Draft EIR public review period.  
 2 Next slide.  
 3 Consistent with the CEQA guidelines, the EIR  
 4 provides a detailed project description; environmental  
 5 setting; environmental impacts, including cumulative  
 6 impacts; mitigation measures, where applicable, to reduce  
 7 impacts; and a reasonable range of alternatives to the  
 8 project -- excuse me. To the project and the project  
 9 variant.  
 10 As previously mentioned, the EIR evaluates a  
 11 variant to the proposed project. Because the variant  
 12 could increase or reduce environmental impacts, the EIR  
 13 analyzes the potential environmental impacts of the  
 14 project variant.  
 15 Next slide.  
 16 Chapter 3 of the EIR evaluates the potential  
 17 impacts of the project for the environmental topics, as  
 18 required by CEQA, that are shown on this slide. And I  
 19 won't list each and every one of them.  
 20 Chapter 4 evaluates the potential impacts of the  
 21 project variant for these same topics. So, again, Chapter  
 22 3 for the project and Chapter 4 for the project variant.  
 23 Each CEQA topic in this list is given its own  
 24 section, with each containing a description of the  
 25 applicable environmental and regulatory settings, along

1 with an analysis of the environmental impacts.

2 Next slide.

3 As noted in Section 3.1 of the Draft EIR, it was  
4 determined that the project would have no impact related  
5 to agricultural and forestry resources, mineral resources,  
6 and wildfire.

7 In addition, the project site is in an infill  
8 site located in a transit-priority area, and the project  
9 proposes a mixed-use residential project. Therefore, the  
10 EIR does not consider aesthetic or vehicular parking  
11 impacts in determining the significance of impacts under  
12 CEQA.

13 For informational purposes only, Appendix 3.1-1  
14 of the Draft EIR includes a discussion of the potential  
15 aesthetic changes as a result of the project and the  
16 project variant.

17 Next slide.

18 The Draft EIR identifies and classifies the  
19 environmental impacts as potentially significant,  
20 significant, less than significant, and no impact.

21 For each impact identified as being potentially  
22 significant, the Draft EIR provides a mitigation measure  
23 -- excuse me. Provides mitigation measures to reduce,  
24 eliminate, or avoid the adverse effect. If the mitigation  
25 measures would successfully reduce the impact to a

1 less-than-significant level, this is stated in the Draft  
2 EIR. If the mitigation measures would not reduce the  
3 environmental effects to a less-than-significant level,  
4 then the Draft EIR classifies the impact as significant  
5 and unavoidable.

6 Next slide.

7 These next two slides summarize the significant  
8 and unavoidable impacts and mitigation measures. Unless  
9 otherwise noted, these apply to both the proposed project  
10 and the project variant.

11 Significant and unavoidable impacts of the  
12 proposed project and the project variant include  
13 construction noise, ground-borne vibration, cumulative  
14 construction noise and, on the next slide, historical  
15 resources.

16 As shown in italics, Mitigation Measure NOI-1.3  
17 would be implemented for the project variant only, instead  
18 of Mitigation Measure NOI-1.1.

19 All other mitigation measures shown here would be  
20 applicable for both the proposed project and project  
21 variant.

22 Although mitigation measures would be implemented  
23 to reduce the impacts shown here, these would not be able  
24 to reduce impacts to a level of less than significant.

25 Next slide.

1 This slide summarizes the significant and  
2 unavoidable impacts on historical resources. As shown in  
3 italics, Mitigation Measure CR-1.4 would be implemented  
4 for the project variant only, since the project site would  
5 include the chapel building at 201 Ravenswood.

6 All other mitigation measures would be applicable  
7 to both the proposed project and the project variant.

8 Next slide.

9 The Draft EIR considered a range of reasonable  
10 alternatives. These alternatives could attain most of the  
11 project's basic objectives, while avoiding or  
12 substantially lessening any of the significant  
13 environmental effects of the proposed project.

14 Alternatives were considered to reduce the  
15 significant and unavoidable impacts associated with  
16 construction noise and vibration, but these were  
17 determined to be infeasible. Therefore, alternatives to  
18 reduce the significant and unavoidable impacts were  
19 considered, but rejected, in the Draft EIR. Excuse me.

20 However, the EIR evaluates three alternatives,  
21 those shown here: Project Preservation Alternative 1, 2,  
22 and 3, in addition to the required "no project"  
23 alternative, to reduce the significant and unavoidable  
24 impacts on historical resources, as summarized in this  
25 slide.

1 Next slide.

2 Oh, sorry. One slide back. There we go.

3 So similar to the project alternatives, we have  
4 project variant alternatives. So based on the goal of  
5 reducing the project variant's significant impacts, while  
6 attempting to meet the basic project objectives, the City  
7 developed three alternatives to the project variant for  
8 evaluation, plus the "no project" alternatives.

9 It is important to note that these alternatives  
10 are similar in concept to those selected for the proposed  
11 project, as listed on the prior slide. However, the  
12 project variant alternative shown here includes  
13 slightly-altered site plans due to the differences between  
14 the proposed project and the project variant.

15 Next slide.

16 With respect to next steps in the environmental  
17 review process, the City will prepare responses to  
18 comments received on the Draft EIR during the public  
19 review period and will prepare the Final EIR. After the  
20 Final EIR is released, the decision makers will take  
21 action on the proposed project or the project variant and  
22 the EIR.

23 Next slide.

24 This slide describes how to comment on the Draft  
25 EIR. You may comment tonight virtually by raising your

1 hand via Zoom or in person by submitting a speaker card.  
 2 You may submit written comments addressed to Corinna at  
 3 the physical address or e-mail address shown on this  
 4 slide. All comments must be received by 5:30 p.m., on  
 5 Monday, August 5th, 2024.

6 Thank you so much for your time, and we look  
 7 forward to receiving your comments.

8 CHAIR SCHINDLER: Thank you to all who have  
 9 presented on this project in support of this agenda item,  
 10 our public hearing. We're going to move into public  
 11 comment at this time, with regard to the Draft EIR.

12 Ms. Begin, could you please provide instructions  
 13 and open the public comment -- actually, call for public  
 14 comment. And then once we have a rough estimate of how  
 15 many comment cards and hands raised online, we'll assess  
 16 time allocations.

17 CHRISTINE BEGIN: Thank you, Chair Schindler. As  
 18 a reminder, you're welcome to speak on this public comment  
 19 period by raising your hand, with the hand icon on Zoom,  
 20 or by pressing star 9, if calling by phone.

21 If you're participating in person, please fill  
 22 out a comment card and bring it to me.

23 Currently, we have zero in-person comment cards  
 24 and four hands raised online.

25 CHAIR SCHINDLER: Let's give it one more moment,

1 just to count -- for a count.

2 Any additional hands raised? Are we still around  
 3 four?

4 CHRISTINE BEGIN: We have just -- fluctuating  
 5 between four and five.

6 CHAIR SCHINDLER: Okay.

7 CHRISTINE BEGIN: But looks like four.

8 CHAIR SCHINDLER: With that count, let's proceed  
 9 with the standard three-minute allocation to each speaker.  
 10 So if you could please make sure they have the correct  
 11 instructions and begin calling for public comment, or  
 12 calling the commenters.

13 CHRISTINE BEGIN: Okay. Our first speaker is Bob  
 14 MacDonald.

15 Bob, I will now allow you to speak. You do not  
 16 have to provide your name and address or locality with  
 17 your public comment, but you are free to do so, if you  
 18 choose. I will start now, and you will have three  
 19 minutes.

20 Go ahead. Bob, you can un-mute yourself.

21 CHAIR SCHINDLER: We're not able to hear you,

22 Bob.

23 BOB MACDONALD: Can you hear me now?

24 CHAIR SCHINDLER: Yes.

25 Wonderful. Thank you.

1 BOB MACDONALD: Perfect. Hi. I'm Bob MacDonald.  
 2 I am a member of the Christian Science Church at 301  
 3 Ravenswood, and our property is now part of the Parkline  
 4 Project. And I am in charge of the committee at our  
 5 church for the transition of our church to a better,  
 6 right-sized facility in our future.

7 And what I'd like to do tonight is just speak in  
 8 support of the Parkline Project. Coincidentally, with SRI  
 9 and Lane Partners getting together with the Parkline  
 10 Project, it was in the same time frame that our church  
 11 congregation realized that we needed to right-size our  
 12 church operation for a much smaller congregation today  
 13 than we've had in the past. And as we were evaluating all  
 14 of our options, we determined that selling our property  
 15 into the Parkline Project, after over 70 years as a  
 16 partner with SRI, seemed to make the most sense.

17 We're very supportive of the project and what  
 18 it's bringing to the community, especially the need for  
 19 housing and especially affordable housing. I think the  
 20 proximity -- we think the proximity, especially to Menlo  
 21 Atherton High School, and other schools in the area, as  
 22 well as for the City government operations is going to be  
 23 a wonderful thing.

24 On our own, we had been looking at what we might  
 25 do to help the housing situation, and becoming part of

1 Parkline seemed to be the best thing. We have been  
 2 partnered with SRI for over 70 years because they've been  
 3 providing parking for our services for all of this time.

4 We are also working -- we currently have a  
 5 daycare that is using our facility during the week; Alpha  
 6 Kids. And we're also working with them to find a new home  
 7 because of how the project is going to move forward. So,  
 8 anyway, it's been, you know -- we're in great support of  
 9 this plan and how it's come together, and especially the  
 10 housing component of that which has us very pleased.

11 That's it.

12 CHAIR SCHINDLER: Thank you for your comment.

13 CHRISTINE BEGIN: Okay. Our next speaker is  
 14 Kevin Rennie.

15 Kevin, I will now allow you to speak. Again, you  
 16 do not have to provide your name and address or locality  
 17 with your public comment, but you're free to do so, if you  
 18 choose.

19 You can please go ahead and un-mute yourself,  
 20 when you're ready, and you have three minutes.

21 Thanks.

22 KEVIN RENNIE: Hi. My name is Kevin Rennie. I'm  
 23 from the Willows neighborhood.

24 Chair, Commission members, staff, thank you for  
 25 taking the time and organizing all of this. I just -- I

1 read, as well as I could, through the Draft, and I just  
2 wanted to list a couple of my concerns.

3 I read that the number of parking spaces was  
4 going to be 3,719. I'm extremely concerned with the  
5 amount of traffic that will bring in cars and buses in the  
6 surrounding neighborhoods. For example, in the Willows  
7 neighborhood, there's a cut-through, Woodland Avenue,  
8 that's used during commute times, among other roads in the  
9 Willows neighborhood. I didn't see it listed in the EIR  
10 -- EIR.

11 Additionally, cumulative proposed projects not  
12 being accounted for air quality, which are listed in all  
13 the housing elements' projected projects to come.

14 Additionally, there's a proposed Ringwood/Coleman  
15 bicycle/pedestrian project, which I didn't see listed in  
16 this EIR, which would -- which is proposed to close  
17 Coleman to a one-way, which would send more traffic to Bay  
18 Road and Middlefield.

19 Additionally, Willows neighborhood, during peak  
20 commute, is challenging to exit or even enter along Willow  
21 Road and more specifically, Willow and Gilbert Avenue and  
22 Middlefield, at Woodland Avenue. A lot of times I have to  
23 -- if I could bike, and it was safe -- it's not safe to  
24 bike, or I would do that. There's no complete or safe  
25 sidewalks or bike lanes along Middlefield, the complete

1 lane.

2 Overall, I believe this project has a larger  
3 commercial footprint. Everybody keeps talking about the  
4 housing, but it's basically a commercial project with some  
5 housing.

6 And I don't -- to extend the charm and beauty  
7 inherent to our Menlo Park community, I think more needs  
8 to be done. I think this is blurred with the congestion  
9 of having 7,500 -- 3.7 parking lots, I think it's going to  
10 impact congestion and property values and air quality.

11 Some of the things I would like to see completed  
12 before the project gets going, complete the Middle Avenue  
13 Caltrain bus/when-shared bike lanes all along Ravenswood,  
14 all along Middlefield, and a more direct path from  
15 Ringwood to Burgess Avenue.

16 I do see you guys have taken some time to put  
17 some bike lanes in -- or bike paths, but it's truly not  
18 enough. It looks nice, but it's not functional.

19 Thank you for the time. I yield back.

20 CHAIR SCHINDLER: Thank you for your comment.

21 CHRISTINE BEGIN: Thank you. Our next speaker is  
22 Pattie F.

23 Pattie, I will now allow you to speak. And you  
24 do not have to provide your name and address or locality  
25 with your public comment, but you're free to do so, if you

1 choose.

2 And when you're ready, you may, please, un-mute  
3 yourself. And I will start now, and you'll have three  
4 minutes to speak.

5 Thanks.

6 PATTIE FRY: Okay. Hi. Can you hear me?

7 CHAIR SCHINDLER: Yes. Thank you.

8 PATTIE FRY: Okay. I'm Pattie Fry, from central  
9 Menlo Park. And I'm a former Planning Commissioner.

10 I'm concerned about some of the impacts being  
11 understated in the EIR, the Draft EIR. In particular is  
12 the number of employees, potential employees. As  
13 commented before, I'm aware that current corporate and  
14 especially technology companies' worker density is about  
15 150 square feet per worker; whereas, it looks like this  
16 assumed 250 square feet per worker, meaning that the  
17 number of employees could easily be 166 percent of the  
18 number in the document. It's understating impacts.

19 I also note that in 3.3-18 and 3.14-12, the  
20 number of employees is different by a substantial amount.  
21 I don't understand why those numbers are different. So I  
22 think there's an error in at least one place.

23 I'm also concerned that there's no mention of the  
24 current CDP employee cap that's been in place since 1975.  
25 Every time SRI let property go for other projects, the cap

1 was reduced; whereas, this seems to be assuming quite a  
2 number more employees and workers on-site than has been  
3 what we've all known. And that was a policy. That was  
4 part of the zoning. And so I don't -- I don't think  
5 that's been adequately addressed.

6 The last topic is about the impact on population  
7 and housing. I'm really concerned that, as stated on  
8 3.14-13, there's a net decrease of 1,656 housing units in  
9 the region as a result of this project, but that's on top  
10 of a current shortage. And this implies that, you know,  
11 Menlo Park's share of that problem is of the modest  
12 amount. But in reality, most cities are assuming the same  
13 thing; somebody else is going to take care of the problem  
14 that their projects create. And so even 800 housing units  
15 is not going to, you know, take care of even half of this  
16 shortage that's in addition to the current one. So I'm  
17 very much concerned about that. And that's not addressed  
18 properly, in my opinion, in this document.

19 Thank you.

20 CHAIR SCHINDLER: Thank you for your comment.

21 CHRISTINE BEGIN: Thank you. Our next speaker is  
22 Naomi Goodman.

23 Naomi, you do not have to provide your name and  
24 address or locality with your public comment, but you are  
25 free to do so, if you choose.

1 I will now allow you to speak, and you'll have  
2 three minutes.

3 Thank you.

4 NAOMI GOODMAN: Thank you. My name is Naomi  
5 Goodman. I'm a long-time Menlo Park resident and a  
6 retired environmental scientist.

7 My comment on the Draft EIR addresses the  
8 proposed use of the nonresidential buildings for  
9 bioscience R&D. Although the document states that the new  
10 buildings could accommodate the relatively low risk  
11 Biosafety Level 1 or 2 labs, it has not rejected hosting  
12 BSL-3 labs, which work with potentially lethal airborne  
13 pathogens and toxins.

14 It's expressed that there will be no hazard  
15 impacts from a BSL-3 lab because SRI and its future  
16 tenants will comply with all state, federal, and local  
17 regulations, and that any accidents that can occur will be  
18 addressed by local emergency response.

19 This is, frankly, blue-sky thinking. The county,  
20 the city, and the fire department have zero expertise,  
21 training, or protective equipment to respond to an  
22 airborne release of a potentially lethal biological  
23 accident.

24 The DER site map should also identify the  
25 location and discuss the operation of SRI's existing

1 bio-containment facility, which their own publicity  
2 indicates is used for research into drugs and diagnostics  
3 for agents such as HIV, Ebola, drug-resistant bacteria,  
4 anthrax, and Hepatitis C. Even if the existing facility  
5 will not be modified in this project, opening the fenced  
6 SRI campus to the public creates a new risk that the EIR  
7 must evaluate.

8 This is critical, considering the proximity of  
9 the project to schools, daycare centers, and the new  
10 residential areas.

11 Finally, a BSL-3 lab requires a continuous power  
12 supply to the HVAC system to ensure that airflow is drawn  
13 into the containment rooms and out through the tall  
14 rooftop stacks. The DEIR proposes 14 new emergency  
15 generators, for a total of 17. The type of generator is  
16 not stated in the EIR, but the models that were cited in  
17 the noise analysis are all diesel-fueled.

18 The EIR needs to state how many days of fuel will  
19 be stored on-site and also evaluate the emissions from  
20 those units, in the event of a multi-day power outage,  
21 such as the one we experienced recently.

22 Thank you for the opportunity to comment.

23 CHRISTINE BEGIN: Thank you.

24 CHAIR SCHINDLER: Thank you for your comment.

25 CHRISTINE BEGIN: Thank you.

1 Our next speaker is Adina Levin.

2 Adina, I will now allow you to speak. You have  
3 three minutes.

4 Thank you.

5 ADINA LEVIN: Hello. Good evening, Planning  
6 Commissioners. Adina Levin, Menlo Park resident. And so  
7 --

8 CHRISTINE BEGIN: Sorry about that. Adina, can  
9 you --

10 CHAIR SCHINDLER: Yes. We can't hear you.

11 CHRISTINE BEGIN: Sorry.

12 ADINA LEVIN: Okay. Aha. Here we go. Great.  
13 So hopefully I will not need the extra 15  
14 seconds. Adina Levin, Menlo Park resident.

15 And in general, I want to support the  
16 environmental benefits of this project, in terms of it  
17 being a really great location for infill, mixed-use  
18 development near the downtown area, with lots of services,  
19 and near the public transportation. Our community has  
20 been, you know, long in the habit of doing the larger  
21 developments in -- near the Bay side, with less access to  
22 services and less access to public transportation. And  
23 so, you know, there's just really good benefits of the  
24 infill development, especially with regard to our largest  
25 source of greenhouse gas emissions and particulate

1 pollution with, you know, driving cars.

2 In general, the amount of anticipated cars, with  
3 the amount of parking, and then the transportation demand  
4 management programs to help, you know, the amount of  
5 driving, in line with or less than the amount of parking  
6 available is overall not unreasonable for the location.

7 As a previous speaker mentioned, a trip cap  
8 strategy would be a potentially-reasonable thing to do for  
9 this location as well, as well as a previous speaker  
10 mentioned having good quality bike lanes in the area,  
11 which may already be included or supported. At any rate,  
12 hopefully that will be clarified because the -- you know,  
13 at the location, improving the quality of walking and  
14 biking, both for residents and people in the area, help  
15 overall reduce the amount of cars driving and pollution.

16 And the green space, including the paths,  
17 likewise, help people, you know, enjoy the area,  
18 supporting quality of life and help people get around with  
19 less driving and with the environmental benefit and --  
20 like, the housing is really important, contributing to our  
21 housing element, supporting diversity in our community for  
22 people at a variety of different income levels.

23 And so, overall, in general, supportive of these  
24 different aspects of the project and its environmental  
25 benefits.

1 Thank you.

2 CHAIR SCHINDLER: Thank you for your comment.

3 CHRISTINE BEGIN: Thank you, Chair Schindler. At  
4 this time, I do not see any more hands raised, and I have  
5 not received any comment cards.

6 CHAIR SCHINDLER: Thank you. Let's just give it  
7 another 10 seconds, just in case.

8 Do we have any additional commenters that have  
9 raised their hands during that time?

10 CHRISTINE BEGIN: Thank you, Chair Schindler. I  
11 can confirm no public comments have been submitted.

12 CHAIR SCHINDLER: Okay. Then I will go ahead and  
13 close public comment, Item F-1, the public hearing for the  
14 Draft EIR, and we will bring the discussion back to the  
15 dais for questions, comments, and discussion.

16 Just as a reminder, there will be no action by  
17 the Planning Commission, and there will be no motions and  
18 no vote this evening.

19 So with that, do we have a commissioner who would  
20 like to begin with questions or discussion?

21 Commissioner Do?

22 COMMISSIONER DO: Thank you, Chair Schindler.  
23 I had a question on transportation, given  
24 concerns from community members, Council, about  
25 transportation.

1 It always surprises me how a project so large can  
2 say transportation impacts will be less than significant.

3 And I always have to remind myself, reflecting on the  
4 handful of EIRs I've looked at, that it doesn't say we are  
5 not going to see changes in our community. And I always  
6 have to remind myself that. But it is more that it's set  
7 as certain criteria, as stated in the EIR, it does not  
8 exceed the defined threshold.

9 So through the Chair, if I could just ask the EIR  
10 consultant, maybe just refresh my understanding -- I mean  
11 for the benefit of any community members concerned about  
12 transportation.

13 One of the ways significance is determined is the  
14 vehicle miles traveled, and that it does not exceed the  
15 threshold. And there's a chart with a number. And so the  
16 vehicles' miles traveled is the amount someone is driving  
17 -- an employee or a resident -- as it relates to them  
18 going from home to work and back.

19 Is that kind of the concept of VMT?

20 JESSICA VIRAMONTES: Generally, yes.

21 But I do have Ollie Zhou on the line. If we  
22 could promote him to be able to answer this question.  
23 Thanks, Ollie.

24 OLLIE ZHOU: Hi, Commissioners. Ollie Zhou, from  
25 Hexagon.

1 Yes, you are correct. VMT for office is analyzed  
2 as the home-to-work VMT, and it is only per-employee  
3 basis.

4 Similarly, for residential VMT, it is analyzed  
5 for all home-related vehicle miles traveled, including  
6 home to work -- you know, going from home to shopping, et  
7 cetera.

8 And that is -- also analyzes -- as you mentioned,  
9 it's based on VMT per resident.

10 COMMISSIONER DO: Okay. No. That's helpful.  
11 It's for residents also doing errands and such.

12 And then, can you just refresh my memory, how is  
13 that threshold number determined?

14 OLLIE ZHOU: Yeah. So for the City of Menlo  
15 Park, the TIA guidelines require -- establish the  
16 threshold as -- I believe it is the city-wide 15 percent  
17 below the -- I'm just trying to make sure I'm saying the  
18 correct things here.

19 Let me -- I think it's regional duration. Right.  
20 So it is 15 percent below the regional. So San Francisco  
21 Bay Area regional average VMT per employee, and VMT per  
22 resident.

23 COMMISSIONER DO: All right. So there's just a  
24 very specific. And I don't -- thank you. I don't mean to  
25 get into the nitty-gritty too much. It's, just, when you

1 look at the trip-generation tables -- and currently,  
2 there's about 500 trips generated on-site -- and then you  
3 look at the projected, whether it's office or R&D, it's  
4 about 10,000. And someone can do the math and say,  
5 "That's 20 times more than what we see today. How is that  
6 not significant?"

7 So it's just helpful for me to remind myself how  
8 significance is determined, in the lens of the EIR.

9 Thank you so much.

10 And I had another question, if I can, through the  
11 Chair, to staff.

12 Ms. Sandmeier -- and I had e-mailed you earlier,  
13 and I don't know if this is an appropriate time to ask  
14 that about the EIR studies' 25 and 28 percent VMT  
15 reductions for the residents and the nonresidential  
16 portions respectively.

17 And I was just curious how that compared to  
18 comparable projects in the area, that are also close to  
19 transit.

20 CORINNA SANDMEIER: Yeah. Thank you for that  
21 question.

22 I think two projects you had brought up, when  
23 asking me about this, was the 500 ECR, the Middle Avenue,  
24 Middle Crossing Project; and then 1300 ECR, the Springline  
25 Project.

1 So both of those kind of went through the review  
2 process before, when "level of service" was still the CEQA  
3 analysis that was done instead of VMT, vehicle miles  
4 traveled.

5 And the C/CAG hadn't updated their TDM policy,  
6 and so there were no specific percentages for those TDM  
7 plans that were required. They did submit plans and then  
8 were required to implement those, but it wasn't based on a  
9 specific percentage.

10 So it's difficult to compare -- compare with  
11 project's currently going through the process.

12 COMMISSIONER DO: Oh, okay. Got it. Thank you.

13 I think that's all I have for now on the Draft  
14 EIR.

15 Thank you.

16 CHAIR SCHINDLER: Thank you, Commissioner Do.

17 Commissioner Silverstein.

18 COMMISSIONER SILVERSTEIN: I have a couple  
19 questions regarding trips.

20 But before I begin, just for clarification sake,  
21 is the financial impact report in scope for this  
22 discussion?

23 Is there anyone to either speak to that if I had  
24 related questions?

25 CORINNA SANDMEIER: Yeah. Thank you for that

1 question.

2 The FIA isn't part of the environmental review.  
3 So I think that would be best addressed during the study  
4 session portion of the evening.

5 COMMISSIONER SILVERSTEIN: Totally fine. Okay.

6 So following up on Commissioner Do's questions  
7 around trips, I am very confused as to how the current  
8 estimates were calculated. If you look at the existing  
9 number of trips per worker, you have less than one. And  
10 then the scenarios in the Environmental Impact Report  
11 assume more than two trips per worker. And if you compare  
12 the office, 100 percent office scenario, which would  
13 expect more employees, you have fewer estimated trips.  
14 And you compare that to the 100 percent R&D scenario, with  
15 fewer employees, you have more estimated trips.

16 And I am reading this because the calculations  
17 are seemingly done based on ITE Land Use code, "Square  
18 Footage." But that -- just by sheer fact that we're  
19 estimating more trips would come from fewer people, to me,  
20 calls into question some of the conclusions made on the  
21 potential kind of transportation impact around this.

22 So if anyone has any kind of clarifications on  
23 that specifically.

24 OLLIE ZHOU: Yes. Commissioner, I can answer  
25 that question.

1 So, first, I think your first question was, how  
2 were the existing trips generated. So those are based on  
3 actual count. So that was how those were conducted.

4 And then the -- I believe your second question  
5 was regarding how the 100 percent office came out with  
6 less trips than 100 percent R&D. And the answer is -- so  
7 on a peak hour basis, the 100 percent office had more  
8 trips than the 100 percent R&D. You know, and that's just  
9 based on, you know, data collected by ITE, which is  
10 slightly more than the R&D scenario. So on a daily basis,  
11 there's a different scenario. And this is all based on  
12 data that's collected by ITE.

13 And the hypothesis here is potentially that R&D  
14 workers don't always arrive and leave during the peak  
15 hour. Maybe they're more spread out throughout the day  
16 than the office workers. So that's why you're seeing  
17 that, on a daily basis, 100 percent R&D has slightly more  
18 trips generated than the 100 percent office.

19 I believe there may have been another question,  
20 but -- that I'm forgetting. Please remind me.

21 COMMISSIONER SILIN: Could I just make a quick  
22 request?

23 Since there's so many documents, maybe you can  
24 refer to what document page number you're looking at?

25 COMMISSIONER SILVERSTEIN: Yes. So in terms of

1 the number of employees, I was looking at the Financial  
2 Impact Report that page 8 of -- page 8 of the PDF, page 5  
3 of the actual report, shows that the "Estimated" note,  
4 total employees of the office scenario would be 4,974.

5 And the total employees of the R&D scenario would  
6 be 3,773. So roughly 1,200 employees difference. More  
7 employees in the office scenario.

8 And then, when looking at item -- or kind of item  
9 No. 3.3-21, which is page 178 of the Environmental Impact  
10 Report, that's where it goes through the trip generation  
11 estimates and includes more estimated trips for the  
12 scenario with fewer employees than the subsequent page,  
13 where it would have -- yeah. The opposite. I'm glad  
14 everyone's following along.

15 Okay. I have a couple, kind of, other comments  
16 about the -- well, one other question around the  
17 environmental impact scope as a whole, and then would love  
18 to get into some of the details of the project.

19 So I can't find the study today, but I did read a  
20 study that most environmental impact analyses only  
21 consider the impact that any given development would have  
22 within the boundaries of the local municipality. So this  
23 example would be Menlo Park and, specifically, this  
24 project itself, which is not unreasonable, but it doesn't  
25 consider the broader global benefit of giving more people

1 the opportunity to live in a more-dense apartment building  
2 closer to downtown, instead of, potentially, in a  
3 further-away suburb, with longer commutes.

4 And so my question is, when thinking about the  
5 environmental impact of this project specifically, did we  
6 at all consider the opportunity cost of not building it?

7 Does it include the opportunity cost of people  
8 living here, versus their next best option?

9 JESSICA VIRAMONTES: As part of Chapter 4 of the  
10 Draft EIR, we analyzed -- let me make sure I'm quoting the  
11 correct chapter. Excuse me.

12 Chapter 6 "Alternatives Analysis," we analyzed a  
13 "no project" alternative. So that evaluates what could  
14 happen if this project isn't approved and constructed. So  
15 that kind of walks down the path of evaluating and  
16 describing what would happen, if this project doesn't  
17 occur.

18 And an example of that would be that folks don't  
19 get to live so close to downtown Menlo Park.

20 COMMISSIONER SILVERSTEIN: But really quickly, as  
21 a follow up: Is the scope of that analysis still within  
22 the purview of Menlo Park environment?

23 Or is that thinking about where else in the world  
24 would people live, and what their emissions are, or kind  
25 of, like, what the average CO2 emissions are per capita,

1 on a relative basis between this project and kind of the  
2 no-build alternative?

3 JESSICA VIRAMONTES: It does do a  
4 semi-qualitative and also semi-quantitative analysis that  
5 compares the project to -- or compares the no-project  
6 alternative to the project's impacts. But I think it  
7 might be getting into a -- kind of a speculative  
8 territory, if we were to take it to that level of detail.

9 And I'll pause there for a second. I have my  
10 colleague Kirsten on, and she led the charge on the  
11 alternative analysis.

12 Did I capture everything correctly, Kirsten?  
13 Last name is "Chapman."

14 KIRSTEN CHAPMAN: Hi. Yes. Kirsten Chapman, ICF.  
15 Yes.

16 No. Jessica covered that correctly. At that  
17 level of detail that you were describing, that is  
18 speculative. And so CEQA doesn't get into that level of  
19 detail of where in the world other people could live and  
20 their emissions, and their sort of environmental impacts.  
21 So as Jessica mentioned, yes. It's included in  
22 the no-project, but we don't get into a -- speculative  
23 assumptions for that.

24 COMMISSIONER SILVERSTEIN: Thank you.  
25 Should I just keep going?

1 CHAIR SCHINDLER: Yeah. Go ahead.

2 COMMISSIONER SILVERSTEIN: So on this specific  
3 project itself, I had a quick question on canopy and  
4 trees. And I know this was something that was mentioned  
5 in a public comment to the Commission.

6 But just out of curiosity, do the renderings that  
7 are kind of presumed and published and as part of the  
8 presentations and as part of the project, does that  
9 represent the theoretical tree cover on day one?

10 Or would it potentially take years or decades to  
11 establish that level of beautiful trees?

12 And kind of, what is the expectation of canopy  
13 starting when the project is built, versus over time?

14 JESSICA VIRAMONTES: I'd have to ask the project  
15 applicant to take that question.

16 KYLE PERATA: Sure. So through the Chair, we can  
17 definitely call the applicant up.

18 I wonder, though, if that might be more of a  
19 study session item and just to maybe take a step back here  
20 and try to focus the Commission's comments and discussion  
21 right now on the EIR, and the adequacy or the content, the  
22 scope, the analysis in the EIR.

23 So if that question relates to an EIR comment, we  
24 can definitely take it now. If it is more about the  
25 architecture, the landscaping, the kind of design of the

1 project, I would just keep that in mind and hold it for  
2 the study session next.

3 COMMISSIONER SILVERSTEIN: That's fine. I'll  
4 hold that.

5 CHAIR SCHINDLER: Thank you.

6 COMMISSIONER SILVERSTEIN: Great. So, yeah.

7 My last comment, specifically on the EIR itself,  
8 it has been, you know, noted multiple times and is  
9 something that the applicant also has brought up, which is  
10 the -- you know, the extensive use -- and to whatever  
11 extent we can encourage biking and pedestrians, not only  
12 within the project, but also to and from it.

13 And I do want to echo some of the comments that  
14 were made by, I believe Mr. Rennie, talking about the  
15 currently insufficient bike lanes on Middlefield and  
16 Ravenswood and really thinking about the overall  
17 connectivity of how people could get through Menlo Park  
18 without having to kind of face some dangerous biking  
19 situations.

20 And I think that -- to whatever extent we can be  
21 either confident or promote alternative transportations  
22 will certainly ameliorate a lot of the traffic concerns  
23 that people have, and the broader community concerns that  
24 anyone might have, when it comes to a larger project like  
25 this.



1 CHAIR SCHINDLER: Thank you, Commissioner.  
 2 Vice Chair Ehrich.  
 3 VICE CHAIR EHRICH: Thank you, Chair Schindler.  
 4 Through the Chair, I have just a clarifying question for  
 5 staff.  
 6 I know the schedule of approvals was presented  
 7 and I'm sorry if I missed this detail, but -- so the Final  
 8 EIR is scheduled to come to Council some time late this  
 9 year, is my understanding.  
 10 Is that also when the Use Permit, development  
 11 agreement would come to Council, or is that at a later  
 12 date?  
 13 CORINNA SANDMEIER: Yes. That would all go  
 14 together.  
 15 What would happen later would be architectural  
 16 control approvals through the Planning Commission that  
 17 would -- those would likely be in 2025.  
 18 VICE CHAIR EHRICH: Okay. Thank you. That's  
 19 helpful.  
 20 So related to the EIR, then, for the applicant --  
 21 so thank you for the timeline that you presented in your  
 22 -- in your presentation.  
 23 By my calculation, it's taken around about 18  
 24 months, maybe a little bit more, to get from the drafted  
 25 Notice of Preparation to the EIR to right now. I can

1 imagine that the EIR was not the only thing going on for  
 2 the planning process during that time.  
 3 But I guess my question is, if we didn't have to  
 4 do an EIR, how much sooner could we be at Council? How  
 5 much sooner -- you know, obviously speculation -- could we  
 6 be at the City Council meeting that's currently scheduled  
 7 for December?  
 8 Would we have gotten there a year earlier? Six  
 9 months earlier? A full 18 months earlier?  
 10 Do we have any way of estimating that?  
 11 CORINNA SANDMEIER: Yeah. I'm not sure about  
 12 that. I think -- I mean, any project of this scope would  
 13 require an EIR. So I'm not sure. Yeah. There's really  
 14 no examples to look at.  
 15 VICE CHAIR EHRICH: I guess -- sorry. I'm  
 16 curious, from the applicant's perspective.  
 17 CORINNA SANDMEIER: Oh.  
 18 KYLE PERATA: I might step in from a staff  
 19 perspective, and I think that question could probably be  
 20 better handled through the study session.  
 21 It's not necessarily related to the content, the  
 22 analysis in the EIR. And my goal here with that statement  
 23 is to try to keep the comments focused. We are having a  
 24 court reporter transcribe these comments for use in the  
 25 Response to Comments' component of the Draft EIR. So just

1 trying to keep the dialogue this evening, during the Draft  
 2 EIR public hearing, really focused on the EIR.  
 3 So the scheduling comment and the implications, I  
 4 think that is a valid question that could be addressed by  
 5 the applicant during the Study Session, if that's okay  
 6 with Vice Chair Ehrich.  
 7 VICE CHAIR EHRICH: That's totally fine. I have  
 8 no further comments on the Draft EIR.  
 9 CHAIR SCHINDLER: Thank you, Vice Chair Ehrich.  
 10 Commissioner Silin.  
 11 COMMISSIONER SILIN: Thank you. So, yeah. I  
 12 have a few questions about some of the information in the  
 13 EIR.  
 14 So the EIR has very specific numbers on the  
 15 number of employees we expect in the two different  
 16 scenarios, R&D or office. And I just wanted to  
 17 double-check where those numbers come from and how -- I  
 18 guess what those numbers mean. Like -- because  
 19 realistically, I'm assuming it's not going to be that  
 20 perfect number.  
 21 So which things would change if the number goes  
 22 up or down, depending on, you know, market conditions or  
 23 the tenants that occupy the office buildings?  
 24 JESSICA VIRAMONTES: In reference to Table 2-7 in  
 25 the Project Description on page 2 -33, that's, I believe,

1 what shows the different employee generation rates based  
 2 on the 100 percent office or the 100 percent R&D scenario  
 3 that you are referring to. Those estimates are, number  
 4 one, based on existing employees. So that was provided,  
 5 you know, by the current tenants and owners.  
 6 And then the estimates for the possible or  
 7 potential future employees were based on kind of a variety  
 8 of examples and also typically-used generation rates from  
 9 other prior EIRs in the city, too, for the sake of  
 10 consistency.  
 11 And then I believe your third question was what  
 12 would change if in fact the employee generation rates were  
 13 higher or lower than what was disclosed in this table and  
 14 analyzed in the EIR. So, for example -- and Kirsten can  
 15 correct me if I miss anything, but, you know, public  
 16 services and school impacts are heavily -- and population  
 17 and housing. Those topics are heavily reliant on the  
 18 estimates here. And those topics, including -- or those  
 19 topics rely on the HNA that was prepared by Keyser  
 20 Marston, that analyzes the housing needs' assessment  
 21 impacts of the project.  
 22 So if this EIR did underestimate the employees  
 23 under either scenario and -- it could potentially  
 24 underestimate the potential impacts. And then that's not  
 25 to say that the impacts would raise to a level of

1 "significance"; whereas, right now, they're less than  
2 significant.

3 So it just could kind of be moving the dial a  
4 little bit, one way or another, but not necessarily  
5 increase an impact to a different level.

6 COMMISSIONER SILIN: Thanks.

7 And so -- just so I'm clear on how this works.  
8 So today, we're sort of providing comment, and we're going  
9 to be making a decision on this project based on this EIR.  
10 And if it turns out that the reality is much different  
11 from what was assumed in the EIR, I understand that has,  
12 like, real-life impacts, but does it have impacts on,  
13 let's say, procedural things?

14 Like, does a new EIR need to be done, or do we  
15 revisit any of these things at any point, or it's just,  
16 like, we tried our best, and it ended up being different?

17 JESSICA VIRAMONTES: If we're talking before the  
18 project is constructed, but there might be a change to the  
19 project where, you know, more square footage is proposed  
20 that would result in more or less employees, then I defer  
21 to the City, but the decision could be made to do kind of  
22 a follow-up CEQA analysis, in terms of, like, an addendum  
23 or a subsequent EIR, or something like that, to kind of  
24 capture and evaluate those changes, if it's deemed  
25 necessary.

1 COMMISSIONER SILIN: Thanks. I was referring to,  
2 like, after. So once the project is built, it turns out a  
3 lot more employees are coming to these buildings, let's  
4 say.

5 JESSICA VIRAMONTES: I'll defer to the City on  
6 that question.

7 CHAIR SCHINDLER: And with staff, I'm wondering  
8 if that is a question that we would cover in the Study  
9 Session, where we're talking about some of the long-term  
10 time horizons associated with different outcomes, as  
11 opposed to the specific EIR. But...

12 KYLE PERATA: I think that's a valid question for  
13 now.

14 I do want to take a minute to step back to part  
15 of the introduction of the item where staff and our CEQA  
16 consultant, ICF, identified that this is an opportunity to  
17 receive comments, receive questions. We're not going to  
18 necessarily respond in detail to all comments and  
19 questions this evening.

20 So this would be one where we could certainly  
21 take that and respond in the Response to Comments. I  
22 think the high-level response, and I know our City  
23 Attorney is also on this evening and can kind of chime in  
24 here after I speak, but I think the high-level response to  
25 that -- you know, the analysis does include a lot of data

1 that are used from multiple different sources.

2 So in terms of, like, trips and looking at number  
3 of trips to and from the site, you're looking at source  
4 data from the Institute of Transportation Engineers. So a  
5 lot of studies use a lot of data collected.

6 I think, from a staff perspective, we feel very  
7 confident in that data. Otherwise, there are a number of  
8 other data sources that we -- from staff and our  
9 consultant team -- have looked at and feel confident in  
10 this evening. That being said, we'll certainly take your  
11 comment and respond to it in the Final EIR Response to  
12 Comments, as appropriate.

13 And I'll turn over to Mr. Biddle to identify  
14 anything else I -- to add to that.

15 MICHAEL BIDDLE: Good evening. I would just -- I  
16 would just add that after the -- after the project is --  
17 or some component of it is approved and built, you don't  
18 get to go back and revisit mitigation measures and  
19 conditions, if that -- if that's the thrust of the  
20 question there. If I understood it.

21 COMMISSIONER SILIN: Thank you. Yeah. That's  
22 sufficient.

23 And I have a similar question on the office --  
24 100 percent office versus 100 percent R&D scenarios. Is  
25 that something that -- by the time we're -- or Council is

1 voting to approve this project, that will be a finalized  
2 thing, or are these just two different -- and I realize  
3 it's going to be somewhere in the middle.

4 But are these just two different scenarios we are  
5 considering for the purpose of analysis, and the applicant  
6 has leeway to steer it whichever way, once the project is  
7 approved?

8 CORINNA SANDMEIER: Yeah. I think -- let's see.  
9 I think the way it was studied in the EIR was that either  
10 would be possible, or a combination of R&D and office.

11 I think, certainly, if the City Council approves  
12 the Master Plan, they could condition it to, you know,  
13 have a certain percentage office or R&D. That would be  
14 possible, or it could potentially be approved, I think,  
15 with either scenario -- with the option of either  
16 scenario.

17 KYLE PERATA: And if I may just add to that.

18 So the Draft EIR analysis does look at both  
19 scenarios, as Ms. Sandmeier mentioned. What is, I think,  
20 key to note -- and Ms. Viramontes can chime in as well,  
21 but the scenario was identified on each topic area based  
22 on the more-conservative analysis so that the Draft EIR  
23 would cover the range that kind of most -- for lack of a  
24 better word -- impactful range of effects from the  
25 project.

1 So studying both or either office and R&D based  
2 on which land use scenario would create or potentially  
3 result in that more-greater effect, and then utilizing  
4 those mitigation measures to reduce it to  
5 less-than-significant, if feasible.

6 So the EIR does provide that flexibility for the  
7 applicant team to consider. And as Ms. Sandmeier  
8 mentioned, certainly from a policy standpoint, separate  
9 from the EIR, the Planning Commission and City Council  
10 could consider those land-use components as part of the  
11 entitlements for the project.

12 So hopefully that answers the question. And if  
13 there's anything to add, I'll look to ICF, if necessary.

14 JESSICA VIRAMONTES: Yes. What was said was  
15 correct, with the additional note that each and every  
16 topic section in the methods for analysis discussion, it  
17 identifies what was just referenced as the most impactful  
18 scenario and provides a brief discussion as to why, to  
19 help readers see what was evaluated and why, and the  
20 impact analysis for that topic and for that significance  
21 threshold.

22 COMMISSIONER SILIN: Thank you.

23 I had a -- so in terms of the mitigation  
24 measures, one of the ones I ended up focusing on was the  
25 construction process; noise, pollution, et cetera. One of

1 the things I was a little bit confused about was, the  
2 noise section, you know, states that our construction  
3 hours in Menlo Park are 8:00 to 6:00. But then there are  
4 potentially concrete pours happening at 6:00 a.m. or 7:00  
5 a.m., and then there's different requirements for those.  
6 So I was just hoping to get clarification from staff  
7 regarding what the public should expect, in terms of when  
8 there will be construction happening.

9 I know that there's mention that the water  
10 reservoir requires overnight construction. But just  
11 outside of, kind of, exceptions to that, what -- you know,  
12 what should we expect?

13 And also, what level of monitoring will be  
14 happening from, like, a third party, whether that be the  
15 City or a different party, to see if those noise levels  
16 are in compliance with the EIR?

17 CORINNA SANDMEIER: Yeah. I think there are  
18 options to get exemptions from the noise, those daytime  
19 hours, for construction, when needed. And that's why it  
20 was kind of analyzed in the EIR that way.

21 I believe, generally, noise complaints would be  
22 -- go through code enforcement and/or the police and be  
23 based on -- be on a complaint basis.

24 COMMISSIONER SILIN: So will there be a point in  
25 which the public is aware of construction happening

1 outside of regular hours, or is that just something that  
2 kind of happens, as the process unfolds, between the City  
3 and the builder?

4 KYLE PERATA: Yeah. No. Great question.

5 So as Ms. Sandmeier mentioned, the City does have  
6 a typical noise exemption hours. So those are the 8:00 to  
7 6:00 hours.

8 With projects of this scale, it's very common for  
9 projects to have to do night work for certain activities,  
10 whether it's the concrete pours for certain foundations  
11 that need to occur during an uninterrupted duration,  
12 usually not in the heat of day, if it's during summer,  
13 stuff like that, as well as off-site improvements to limit  
14 disruptions to traffic in the area for, kind of, purposes.

15 And so the City does have a process, as  
16 mentioned, that allows for those exemptions -- or  
17 exceptions, excuse me, to be reviewed and granted. And  
18 there can sometimes be notification there. So that's  
19 something we can certainly look at as part of the project.

20 But the process is an evaluation by the Community  
21 Development Department for -- to make sure that the  
22 request is necessary to actually construct and can't be  
23 done during the typical hours.

24 But with projects of these scales, you do see  
25 work that needs to occur outside those hours. I don't

1 want to say frequently, but it does occur, just based on  
2 the necessity of those types of activities.

3 And so we do have that process. That's certainly  
4 something we can look into outside of the EIR, in terms  
5 of, you know, the entitlements for the project; how it may  
6 or may not structure that component.

7 COMMISSIONER SILIN: Thank you.

8 And I see that the mitigation measures include  
9 the assignment of a liaison, a construction liaison to --  
10 for the public to contact with concerns. And I just  
11 wanted to clarify whether that's someone from the City or  
12 from the builder or the developer?

13 Just -- you know, my personal experience with  
14 construction happening on El Camino, for example, during  
15 Middle Plaza, was that it was often hard to figure out,  
16 you know, who's doing what. I think people were sometimes  
17 using the ACT Menlo app.

18 But I do think it would be nice to have a point  
19 of contact that people could go to, especially, you know,  
20 residents in that area.

21 CORINNA SANDMEIER: Yeah. I believe the  
22 construction liaison would be part of the applicant's  
23 construction team. It wouldn't be a City employee.

24 COMMISSIONER SILIN: Okay. Thank you.

25 And my last question is going back to the trip

1 counts that Commissioner Silverstein was asking. I was  
2 surprised to see that out of the approximately 10,000  
3 trips that are being estimated, only about 22 percent of  
4 those are during peak hours.

5 I guess my assumption is that, you know, the  
6 majority of trips, specifically for the office or R&D  
7 portion, would be people commuting to work in the morning  
8 and going home in the afternoon, during, you know, what we  
9 would consider rush hour, peak hour.

10 And given that there are about 2,800 parking  
11 spots, presumably, that's what the developer is assuming  
12 will be needed and will be mostly full. So that seems  
13 like a lot higher number than the peak-hour trip counts  
14 that are in the report.

15 So I'm just wondering how that calculation was  
16 done, and what those other, you know, 80 percent of  
17 trips -- when those would be taking place in the report or  
18 the model?

19 OLLIE ZHOU: Yeah. Ollie, from Hexagon, again.  
20 So thank you for that comment.

21 So, first, the public peak hour is only just the  
22 one hour; 60 minutes in the morning. You know,  
23 presumably, like, the morning commute is a much longer  
24 period. It usually goes from 7:00 a.m. -- you know, it  
25 used to go until 10:00, or sometimes 11:00 a.m. in the

1 morning before, and then similarly for the afternoon.  
2 What we are calculating is just the one hour, the  
3 peak one-hour volume used to know the entire PM commute  
4 period. Right? That is going to be way longer than --  
5 not everybody is going to be arriving within the same one  
6 hour. You know, somebody might -- might need to be  
7 picking up or dropping off their kids during that time,  
8 and then they'll be coming way later into the office.  
9 Right?

10 And then this is why you see that traffic is on  
11 the roadways for -- you know, it's very heavy traffic on  
12 the roadway for more than one hour. That's because  
13 traffic is occurring during multiple hours -- not just one  
14 hour.

15 And all of this data is based on IT's data  
16 collection in the field in various areas. And that's the  
17 -- I guess the best information that transportation  
18 engineers have to use to be able to estimate traffic for  
19 this type of analysis.

20 COMMISSIONER SILIN: That makes a lot more sense.  
21 Thank you.

22 I don't have any more questions at this time.  
23 Chair Schindler, thank you.

24 CHAIR SCHINDLER: Thank you, Commissioner.  
25 Commissioner Silverstein.

1 COMMISSIONER SILVERSTEIN: You know, one last  
2 question, as part of the EIR.

3 So I recognize that this project doesn't meet the  
4 significance threshold regarding VMT. But it doesn't mean  
5 that there aren't any colloquial significant impacts to  
6 potential neighboring residents. One big concern that has  
7 been expressed is the increase in hyper local car traffic  
8 and specifically how it would increase the cut-through  
9 nature of nearby local residential streets.

10 So my question is, what is the opportunity --  
11 what opportunity does the Commission have to recommend any  
12 traffic flow changes or street scheme improvements to slow  
13 down cars on any cut-through streets?

14 Is -- I guess my question is, is that in the  
15 scope of the EIR?

16 Or because there's no significant VMT impact on  
17 the aggregate level, there are no mitigations needed  
18 whatsoever, even at the hyper local level?

19 OLLIE ZHOU: Staff, I didn't know if you wanted  
20 me to answer this.

21 KYLE PERATA: Yeah. Ollie, we can start with  
22 you, and then staff can follow up. If you want to start  
23 from the CEQA technical side.

24 OLLIE ZHOU: Sure. Okay. Yeah.

25 So, Commission -- so the CEQA analysis, you are

1 correct. It only looks at VMT -- you know, the colloquial  
2 local roadway intersection operations that is being  
3 analyzed in terms of level of service, and that is being  
4 wrapped up in the Transportation Impact Analysis report.  
5 I believe that is an attachment to the Staff Report,  
6 although it is separate from the CEQA analysis. It is  
7 something that the City of Menlo Park requires to be  
8 analyzed, and it has been analyzed.

9 But in terms of cut-through traffic, that is  
10 something that has been taken into account when we  
11 assigned the project traffic in the local roadway network.  
12 You know, we took into account, you know, the nature  
13 cut-through route that may be present in this area when we  
14 assigned that traffic and analyzed intersection operations  
15 accordingly.

16 In terms of what traffic-calming opportunities  
17 are made to be conditioned on this project, the TIA report  
18 did not identify any because it is looking at it from an  
19 intersection operation's perspective. Although I do  
20 believe we made the recommendation at the intersection of  
21 Middlefield Road and Seminary Drive to prevent traffic  
22 from being able to go from the project site onto Seminary  
23 Drive that eventually you said it's a cut-through to  
24 Willow Road. And we recommended that potentially some  
25 traffic-calming be considered along Seminary Drive.

1 The City also have a separate policy to implement  
2 traffic-calming through your Slow Streets Program.

3 So I'll stop there and see if staff wanted to add  
4 anything to that.

5 KYLE PERATA: Thank you.

6 So not necessarily EIR related, excuse me, as  
7 mentioned. So some of these questions regarding, kind of,  
8 other off-site improvements or connectivity to and from  
9 the site could definitely be a study session topic for the  
10 Commission to provide feedback on. That can certainly be  
11 something that staff and the applicant can receive this  
12 evening as feedback. And we can look into it and follow  
13 up.

14 But as Mr. Zhou mentioned, I think we're -- we've  
15 identified, in the City's TIA guidelines, the VMT  
16 component for the EIR and then the non-CEQA LOS component  
17 in that supporting document, the TIA, the Transportation  
18 Impact Analysis, already.

19 CHAIR SCHINDLER: Thank you.

20 Commissioner Do, did you have a follow-up  
21 question?

22 COMMISSIONER DO: Yes, I did.

23 And, Chair Schindler, I realize we haven't  
24 received your insights on the Draft EIR, so I will be  
25 quick. First, a comment, and then a question to the EIR

1 consultant.

2 My first comment is I feel like we would be  
3 remiss if we didn't comment on the -- the fact that the  
4 reduced-parking alternative is always rejected. And I  
5 think the rationale is that if you reduce parking too  
6 much, people will drive around the neighborhood and end up  
7 creating more problems.

8 I would like to believe that if an employee  
9 experienced that after one or two days, they would figure  
10 out a way, how to get to work without their car. But,  
11 maybe, you know, parking and other strategies, like  
12 Commissioner Silverstein is referring to, that can be  
13 studied on the study session side of things. That's my  
14 comment.

15 My question is -- it was brought up by a Council  
16 member and also by a public commenter this evening, just a  
17 concern that impacts aren't represented -- aren't fully  
18 represented.

19 Mr. Perata, you stated that the point of an EIR  
20 is to be conservative and study the worst case scenario.  
21 So I am just wondering why the office space -- I think 250  
22 square feet per worker is used and just question why --  
23 why and where the number comes from. The number that  
24 we've heard is 150 square feet. So I'm just curious if  
25 we're trying to figure out the worst and most-extreme

1 impacts, why the 250 number is used, through the Chair.

2 JESSICA VIRAMONTES: Kirsten, do you have any  
3 input on where that difference in square footage came  
4 from?

5 KIRSTEN CHAPMAN: So, let's see. Kirsten  
6 Chapman, ICF. So let's see.

7 So this is going back to Table 2-7 in the Project  
8 Description, which is on page 2-33. And the generation  
9 rate that we used for office is -- I'm sorry. It's 250  
10 square feet. So that was given to us by the project  
11 sponsor. Sorry. Sorry. Sorry.

12 That was actually not given to us by the project  
13 sponsor. That was based on current market trends for  
14 office-generation rates. And I believe it is consistent  
15 with other office-generation rates that have been used in  
16 other EIRs in the City of Menlo Park, based on existing  
17 office trends.

18 So I do believe that it is consistent with  
19 projects like Willow Village and other projects in the  
20 ConnectMenlo study area.

21 JESSICA VIRAMONTES: Yeah. And just to add on to  
22 what Kirsten said, footnote B in the table that Kirsten  
23 cited -- while generation rates provided by the sponsor  
24 for Life Science uses are lower, at 450 square feet per  
25 employee, the EIR went the conservative route and assumed

1 350 square feet for current employee for R&D uses.

2 So we did try to take a more conservative  
3 approach.

4 COMMISSIONER DO: Okay. Thank you. Both of you,  
5 thank you.

6 CHAIR SCHINDLER: Thank you, Commissioner Do.

7 So I, myself, do not have any significant  
8 additions or corrections that I would like to nominate to  
9 be included in the next iteration of the EIR.

10 I did want to take the opportunity to support and  
11 amplify some things that other commissioners and staff  
12 have also alluded to here. You know, this EIR, like  
13 others, may not be looking at impact the way that members  
14 of our community does, or they're for their fit for  
15 themselves, for their families, or for their city. But we  
16 do have a standardized process across the state for how  
17 things are structured, how this report is structured, the  
18 criteria for quantifying things, the criteria for  
19 determining what is significant as an impact, what  
20 mitigation looks like, and what the impact of that  
21 mitigation looks like.

22 In my very-limited experience, especially  
23 compared to our consultants, our staff, and the  
24 applicants, but in my very limited experience, I've  
25 experienced -- I've seen a benefit of having that

1 standardized process between projects. So while I  
2 appreciate that many of the assumptions could potentially  
3 be out -- you know, would have a mild degree of wiggle  
4 room around them, I think there's value in following this  
5 consistent process.

6 I do want to, again, thank -- thank the EIR team  
7 for the incredible amount of content and work that is in  
8 that very large document. I personally expect to come  
9 back to the following sections at length, when we get into  
10 the next phases of this project. When we start talking  
11 about the nuances of the development agreement, I'm  
12 definitely going to be relying heavily on the Traffic  
13 section, the Public Services and Recreation section, as we  
14 define things that we would like to see put in as  
15 constraints or as requests on behalf of the city and the  
16 community.

17 I expect, when we get into the zoning amendments  
18 and the rezoning components of this process, the Land Use  
19 and Planning section is going to be incredibly useful.

20 There are a lot of other -- there's a lot of  
21 other valuable content in there, but those, in particular,  
22 I think will be front of mind for me in the next section  
23 tonight and in subsequent meetings.

24 And so I will quickly just turn and see if other  
25 commissioners have follow-up questions.

1 Commissioner Silin.

2 COMMISSIONER SILIN: Thank you.

3 Going back to circulation and traffic, which  
4 sounds like a shared concern among many commissioners, I  
5 saw that in the Staff Report, it mentions that other  
6 projects, such as the META campuses and other projects on  
7 that side of 101, have trip caps from the City. The Staff  
8 Report talks about ways to do the counting and  
9 enforcement.

10 But I'm wondering if implementing a trip cap is  
11 part of the EIR or the TDM, if that's appropriate?

12 Or, like, at what stage is that typically done, I  
13 guess?

14 KYLE PERATA: Yeah. So thanks for the question.

15 I think the discussion on whether or not there is  
16 a trip cap or a monitoring plan, some of that actually is  
17 more related to the policy decisions regarding the  
18 entitlements.

19 There certainly would be a monitoring plan  
20 associated with ensuring that the Transportation Demand  
21 Management Plan, that was used in the environmental  
22 analysis, is implemented.

23 But certainly regarding how that actually plays  
24 out with all the details, a lot of that will get flushed  
25 out in the potential -- or potentially get flushed out in

1 the Conditional Development Permit. And so I think a lot  
2 of those items are bringing up our, kind of, broader  
3 policy decisions regarding, you know, the appropriate,  
4 kind of, monitoring plan or caps, and where those caps may  
5 or may not be applied to across the site.

6 But certainly the EIR -- and I'll look to our  
7 CEQA consultant to confirm exactly how this translates  
8 into the EIR -- but the EIR found a less-than-significant  
9 impact to vehicle miles traveled with implementation of  
10 the applicant's proposed TDM plans for the office and  
11 residential.

12 So those would be required to be implemented as  
13 part of the project, at a minimum.

14 JESSICA VIRAMONTES: I don't have anything to  
15 add.

16 Ollie, is there anything you want to add to that?

17 OLLIE ZHOU: No.

18 CHAIR SCHINDLER: Commissioner Silverstein.

19 COMMISSIONER SILVERSTEIN: I just wanted to echo  
20 what Commissioner Do said about the reduced-parking  
21 alternative. And I know we can talk about it in the study  
22 session, but specifically as relates to the EIR language  
23 itself.

24 I noticed that in Table 3-6 -- or 3.3-6, on  
25 Potential Mitigation Measures of TDM and Estimated Trips,

1 that the amount of available parking is non-existent in  
2 those potential measures.

3 And then, in the kind of qualitative text  
4 regarding a reduced-parking alternative, it states that,  
5 "Precise changes in travel or behavior, in response to  
6 constrained parking alone, are difficult to predict and  
7 are not anticipated to reduce overall VMT."

8 While I agree with the "difficult to predict"  
9 part, I am in agreement with the previous statement that I  
10 would certainly anticipate that a lack of parking would  
11 reduce overall VMT.

12 I recognize that that's not a requirement at this  
13 point because the project is not above VMT thresholds, but  
14 I do take slight umbrage with the conclusion on -- on that  
15 alternative.

16 CHAIR SCHINDLER: Thank you, Commissioners.

17 Seeing no more questions indicated, I just want  
18 to confirm with staff and with the EIR team that you have  
19 received the feedback that you were seeking tonight, and  
20 ask if there are any points of clarification that we could  
21 offer?

22 CORINNA SANDMEIER: No. I think we've received  
23 the feedback. And we'll include that, of course, with the  
24 comments in the Final EIR.

25 CHAIR SCHINDLER: Thank you.

1 With that, I will close the public hearing for  
2 this Draft EIR, Item F-1, on our Agenda.

(Whereupon, Agenda Item F-1 ended.)

--o0o--

CERTIFICATE OF REPORTER

22 I, AMBER ABREU-PEIXOTO, hereby certify that the  
23 foregoing videotaped proceedings were taken in shorthand  
24 by me, a Certified Shorthand Reporter of the State of  
25 California, and was thereafter transcribed into

1 typewriting, and that the foregoing transcript constitutes  
2 a full, true, and correct report of said proceedings which  
3 took place;

6 That I am a disinterested person to the said  
7 action.

10 IN WITNESS WHEREOF, I have hereunto set my hand  
11 this 6th day of August, 2024.

AMBER ABREU-PEIXOTO, CSR No. 13546

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## PARKLINE MASTER PLAN PROJECT

333 Ravenswood Avenue

Draft Environmental Impact Report Public Hearing

Staff Presentation to Planning Commission, July 22, 2024

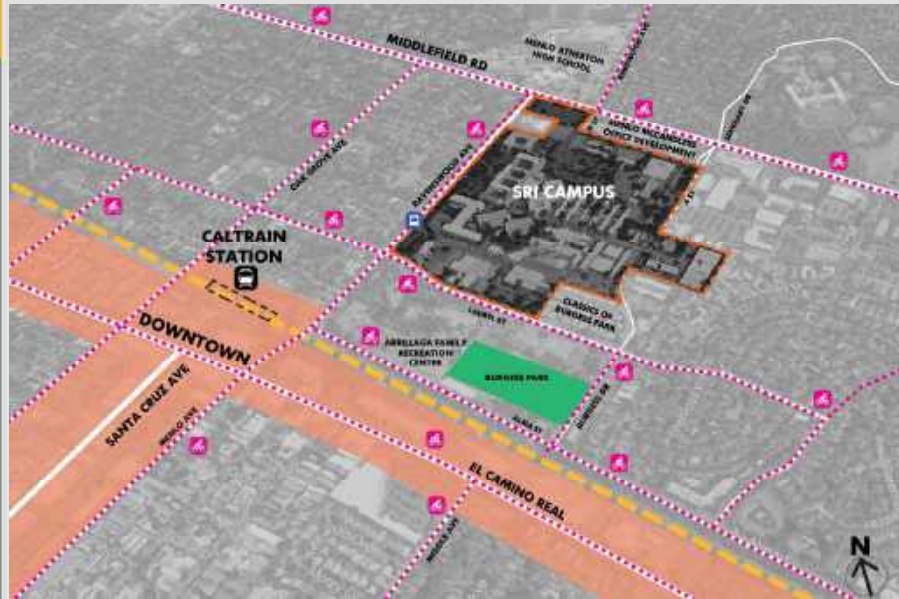


## RECOMMENDED MEETING FORMAT

- Draft EIR public hearing
  - Introduction by staff
  - Presentation by applicant on the master plan
  - Presentation by City's EIR consultant
  - Public comments on Draft EIR
  - Commissioner questions and comments on Draft EIR
  - Close Draft EIR public hearing
- Study Session
  - Introduction by staff
  - Commission questions
  - Public comments on proposed project and project variant
  - Commissioner comments and discussion



## SITE LOCATION



## PROPOSED PROJECT





## PROJECT VARIANT



## MEETING PURPOSE

- Two public meetings
  - Environmental Impact Report (EIR) public hearing
    - Opportunity to comment on the Draft EIR
  - Study session
    - Ask clarifying questions on the masterplan and proposed GP and zoning ordinance amendments
- No actions will be taken tonight
  - Public comment period on draft EIR ends August 5, 2024, at 5:30 p.m.
  - Staff and consultant will review and respond to all substantive comments in the Final EIR
  - Planning Commission recommending body on certification of Final EIR and most land use entitlements
    - Planning Commission is acting body on future architectural control permits





**THANK YOU**



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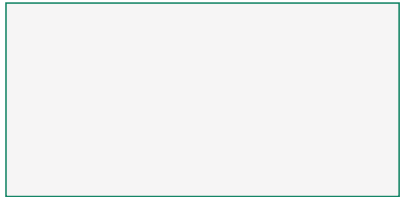
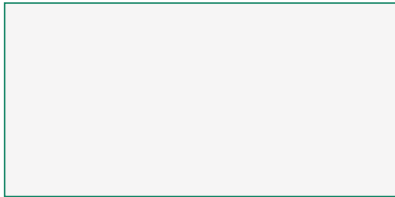
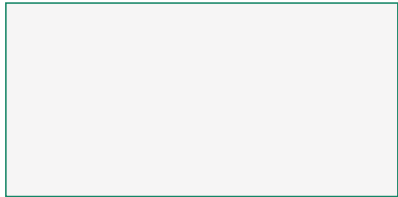
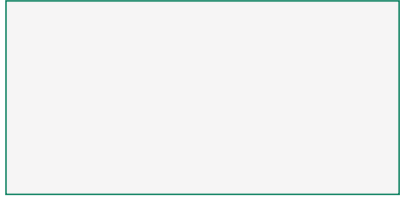
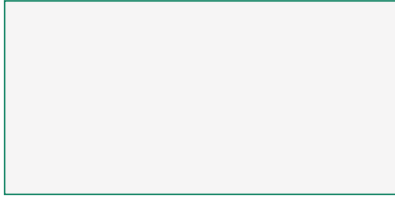
## PARKLINE

- Update research and development campus with modern sustainable facilities to further SRI's mission.
- Consolidate SRI campus and provide for expansion ability in new facilities that will attract the best and the brightest.
- Plan for continuous operations of SRI during construction.

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## PARKLINE



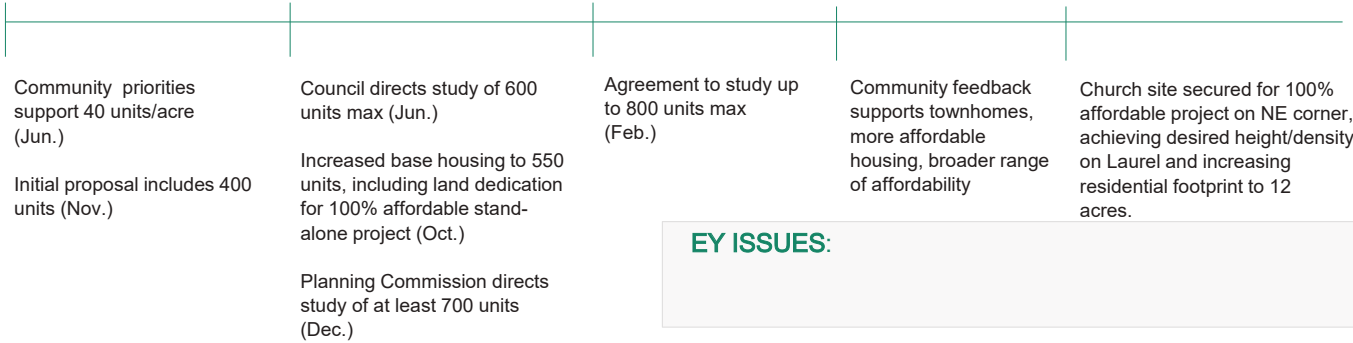


# PARKLINE

- Significant requests to maximize housing at 800 homes with focus on affordability
- Desire to keep heights and density as low as possible, especially on Laurel and to place buffers against neighboring properties
- Ensure planned bike paths connect with surrounding trail networks and offer access through the community
- Agreement that site plan respect heritage trees
- Strong preference for research campus approach over traditional commercial/tech office feel
- Near unanimous support for opening campus and adding field and community places in the plan



# PARKLINE



- General Plan Amendment
- Rezoning
- Conditional Development Permit
- Architectural Control / Design Review in the Future

PARKLINE

AUGUST  
2024

EIR  
public  
comment  
period ends

OCTOBER  
2024

Planning  
Commission  
recommendatio  
n

NOV/DEC  
2024

City Council  
final action

PARKLINE

# PARKLINE

## PARKLINE MASTER PLAN PLANNING COMMISSION: JULY 22, 2024



Figure 1: Aerial view of SRI campus and environments.



VIEW ON LAUREL TOWARD SOUTH



VIEW ON LAUREL TOWARD NORTH



VIEW ON LAUREL TOWARD EAST



VIEW ON MIDDLEFIELD TOWARD CHURCH

PARKLINE

PARKLINE NEIGHBORHOODS

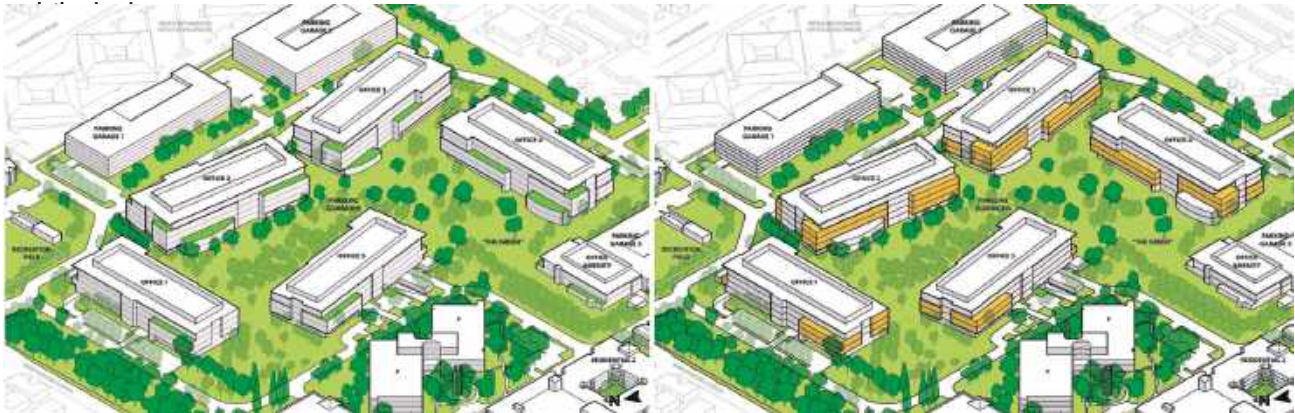


PARKLINE

# A PARK FOR CREATIVITY AND RESEARCH



Office/R&D buildings are inspired by the idea of re-creating a place for research and creativity to occur while also connecting to the



PARKLINE



1" = 100'

PARKLINE



PLAN ENLARGEMENT: LAUREL STREET



# PARKLINE



**LEGEND**

- 01 CLASSY - ON STREET SIDE LAWN
- 02 PEDESTRIAN ONLY PATH
- 03 BENCH SEATING
- 04 FLEXIBLE MULTI-USE LAWN
- 05 RESIDENTIAL PLANT
- 06 BBQ/PICNIC AREA
- 07 DOG PARK
- 08 CLASSY - BKE LINE AT LAUREL ST
- 09 PEDESTRIAN CONNECTION



1 ENLARGEMENT PLAN: RESIDENTIAL OPEN SPACE



BBQ/Picnic Area



Dog Park



Flexible Multi-Use Lawn

1" = 30'

# PARKLINE



**LEGEND**

- 01 CLASS 1 - SHARED USE PATH
- 02 CLASS 4 - ON STREET BIKE LANE
- 03 PEDESTRIAN ONLY PATH
- 04 BENCH SEATING
- 05 EXERCISE STATION
- 06 BICYCLE PLAY AREA
- 07 BIKE REPAIR STATION

KEY PLAN

1 RAVENSWOOD AVENUE PARKLET WEST ENLARGEMENT



# PARKLINE



**LEGEND**

- 01 CLASS 1 - SHARED USE PATH
- 02 CLASS 4 - ON STREET BIKE LANE
- 03 PEDESTRIAN ONLY PATH
- 04 BENCH SEATING
- 05 EXERCISE STATION
- 06 CHILD BIKE PLAY AREA

KEY PLAN

1 RAVENSWOOD AVENUE PARKLET EAST ENLARGEMENT



SCALE: 1" = 30'

# PARKLINE





- LEGEND**
- 01 CLASS 1 - SHARED USE PATH
  - 02 CLASS 1 - ON STREET BIKE LANE
  - 03 PEDESTRIAN ONLY PATH
  - 04 BENCH SEATING
  - 05 FLEXIBLE MULTI-USE LAWN
  - 06 BIKE REPAIR STATION
  - 07 PUBLIC RESTROOM
  - 08 CHILDREN'S PLAY AREA



1" = 30'

# PARKLINE



- LEGEND**
- 01 BUILDING ENTRY
  - 02 CLASS 1 - DIVIDED BIKE LANE
  - 03 PEDESTRIAN ONLY PATH
  - 04 BENCH SEATING
  - 05 FLEXIBLE MULTI-USE LAWN
  - 06 PRIVATE TENANT WALK
  - 07 CENTRAL PLAZA
  - 08 OUTDOOR EVENT SPACE
  - 09 THE GARDEN - CENTRAL LAWN AREA
  - 10 SPACED COURTYARD
  - 11 OUTDOOR DINING



1" = 40'

# PARKLINE



- LEGEND**
- 01 CLASS I - SHARED USE PATH
  - 02 CLASS I - ON STREET BIKE LANE
  - 03 PICKLEBALL COURT PATH
  - 04 BENCH SEATING
  - 05 FLEXIBLE VISIT USE LAWN
  - 06 PEDESTRIAN CONNECTION
  - 07 CENTRAL PLAZA
  - 08 COLLECTOR/ENTRY SPACE
  - 09 THE GREEN - CENTRAL LAWN AREA
  - 10 SHARED COURTS
  - 11 SHARED DECK
  - 12 OUTDOOR DINING



1" = 40'

# PARKLINE



- LEGEND**
- 01 BAYENSWOOD CLASS I SHARED USE PATH
  - 02 FLEXIBLE USE LAWN
  - 03 MULTI-USE PLAZA
  - 04 PEDESTRIAN CONNECTION
  - 05 BAYENSWOOD CLASS I SHARED USE PATH
  - 06 DOG PARK
  - 07 PICKLEBALL COURTS
  - 08 EXERCISE STATIONS
  - 09 BIKE REPAIR STATION
  - 10 CHILDREN'S PLAYGROUND
  - 11 PERFORMANCE SPACE
  - 12 BBQ/PICNIC AREA
  - 13 SHADED COURTS
  - 14 PARK GAMES
  - 15 FARMERS' MARKET
  - 16 RECREATION FIELD
  - 17 FOOD TRUCKS
  - 18 COMMUNITY FITNESS
  - 19 MOVIE NIGHT

# PARKLINE



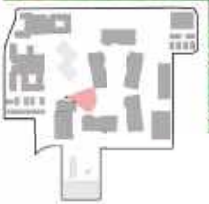
- LEGEND**
- PROPOSED CLASS 1 - SHARED USE PATH - SHARED USE PATH FOR BICYCLE, PEDESTRIAN AND BICYCLE (SHARED)
  - PROPOSED CLASS 2 OR CLASS 3 - ON STREET OR OFFROAD
  - PROPOSED CLASS 4 - SHARED BIKE LANE
  - PLANNED FUTURE CROSSING - SEPARATE CITY PROJECT/STUDY PROJECT NOT YET IN PROGRESS
  - EXISTING CLASS 1 BIKE LANE
  - EXISTING CLASS 2 BIKE LANE ("SHARED")
  - POTENTIAL FUTURE RESULTS UNDER STUDY
  - PROPOSED CONNECTION TO EXISTING BIKE NETWORK - UNDER STUDY
  - BICYCLE MAINTENANCE SERVICES
  - BICYCLE REPAIR STATION
  - OFFROAD BIKE PARKING
    - 1,000-1,500 SQ. FT. OFFICE / 5,000 SQ. FT. OFFICE
    - 20 BICYCLES
    - 200-300 SQ. FT. LEVEL TERM BIKE PARKING
    - 100-150 SQ. FT. SHORT TERM BIKE PARKING
  - LONG TERM BIKE PARKING
  - SHORT TERM BIKE PARKING
  - RESIDENTIAL BIKE PARKING FOR MULTI-FAMILY BUILDINGS
    - 100-150 SQ. FT. - 100 BICYCLES
    - 200-300 SQ. FT. - 200 BICYCLES
    - 400-500 SQ. FT. - 400 BICYCLES
    - 600-800 SQ. FT. - 600 BICYCLES
    - 1,000-1,500 SQ. FT. - 1,000 BICYCLES

# PARKLINE



- LEGEND**
- PROPOSED CLASS 1 - SHARED USE PATH - SHARED USE PATH FOR BICYCLE, PEDESTRIAN AND BICYCLE (SHARED)
  - PROPOSED PRIMARY PEDESTRIAN CIRCULATION
  - PROPOSED SECONDARY PEDESTRIAN CIRCULATION
  - EXISTING PEDESTRIAN CIRCULATION
  - PEDESTRIAN CROSSWALK
  - EXISTING CROSSWALK
  - EXISTING SIDEWALK

# PARKLINE



**PARKLINE CENTRAL COMMONS**



**RAVENSWOOD ENTRANCE**



**RAVENSWOOD PARKLET**



**LAUREL STREET RESIDENTIAL**



**PASEO CONNECTING LAUREL TO PARKLINE COMMONS**

Parkline's Balanced Plan achieves the City and community's housing objectives while contributing to an even greater diversity of housing types at a variety of income levels. The updated plan includes:

- Approximately 12+ acres dedicated to housing, fulfilled by purchasing the Christian Science Church site.
- Land dedication for 100% affordable parcel
- 28-30% of all units as affordable.



PARKLINE

Parkline's Balanced Plan includes miles of bike & pedestrian paths designed to enhance connectivity through Menlo Park:

- Bike lane improvements along Laurel, Burgess and Ravenswood.
- New crossings of the Caltrain tracks at Middle Ave so pedestrians and cyclists can safely cross the railroad.
- Bicycle repair kiosks distributed throughout the Project site.



PARKLINE

Parkline's aims to reduce greenhouse gas emissions within the Project site and improve operational sustainability in alignment with the City's climate change reduction goals. Parkline would:

- Allow for SRI to decommission the existing onsite cogeneration power plant, one of the City's highest single-sources of GHG emissions (equivalent to eliminating 61 *million* miles of driving annually)
- Sustainable all-electric design for all new buildings.
- Provide land to City for a 2 to 3 million gallon water reservoir for long-term emergency preparedness.

PARKLINE

Parkline's balanced plan has taken great care to retain hundreds of mature scenic trees by incorporating them into the open space and site plan. The result will provide a lush treescape and native landscape environment that will be publicly accessible with new connections throughout the site to the surrounding community.



PARKLINE



Parkline aims to keep true to Menlo Park's historical aesthetics and respect the privacy and serenity of its fence-line neighbors.

- Increased setbacks along the Burgess Classics neighborhood.
- Introduced single-family residences and townhomes to the site plan.
- Added 27 townhomes adjacent to the affordable housing site, in addition to the originally planned 19 two-story townhouses along Laurel Avenue.

The Parkline team has continued to meet with neighbors to gather feedback and listen to their ideas, comments and concerns.

PARKLINE

Parkline will open SRI's 62+ acre campus for the first time in a generation, providing an incredible opportunity to activate the site and create amenities that the entire community will benefit from.

- 20 acres of public open space and amenities.
- An event pavilion, community parks, active and passive recreation areas,
- Retail amenities adjacent to park and pedestrian and bicycle connections.
- 2.7 acre park area dedicated to City for future sports field or other recreational uses
- Publicly accessible café in centralized location



PARKLINE

- **20 Acres** of Publicly Accessible Open Space
- **2.7 Acre** Land Dedication to City for Recreational Field & Public Uses
- **1.6 Acre** Land Dedication to Nonprofit Developer (up to 154 Units of 100% Affordable Housing)
- **2.5 Miles** of Bicycle Trails & Bicycle Repair Kiosks
- **31% Total BMR Units**
- Amenity Building with Publicly Accessible Café
- Removal of Co-Generation Power Plant
- Capacity for City Emergency Water Reservoir
- Contributions Towards (1) Middle Avenue Caltrain Crossing and (2) Railroad Quiet Zone

PARKLINE

PARKLINE



# Parkline Project Draft Environmental Impact Report

Menlo Park Planning Commission  
Public Hearing  
July 22, 2024

## Introductions

**City of Menlo Park** – Lead Agency

**ICF** – Lead Environmental Impact Report Consultant

**Hexagon** – Transportation Consultant

**Keyser Marston Associates** – Housing Needs Assessment

**West Yost** – Water Supply Assessment



# Agenda

- Purpose of the Public Hearing
- Project Overview
- Environmental Review Process
- Overview of the Draft Environmental Impact Report (EIR)
- Next Steps
- How to Comment on the Draft EIR

## Purpose of the Public Hearing

- Provide an overview of the CEQA process and next steps
- Summarize the Proposed Project and conclusions in the Draft EIR
- Receive public input on the analysis presented in the Draft EIR

Note: Neither the staff nor the consultant team will respond to substantive comments or questions from the public or the Planning Commission during this hearing.

# Project Overview



Source: Studios Architecture, OJB, Kier+Wright, 2024.

**Note:** The combined utility yard (CUY), which is directly east of Building 5, and the associated changes to the parking layout that are shown as existing in this figure are part of a separate architectural control application currently under review by the City for the proposed tenant improvements in Buildings P, S, and T. The proposed tenant improvements in Buildings P, S, and T are not part of the Proposed Project but are included in the cumulative analysis.

# Project Variant Overview



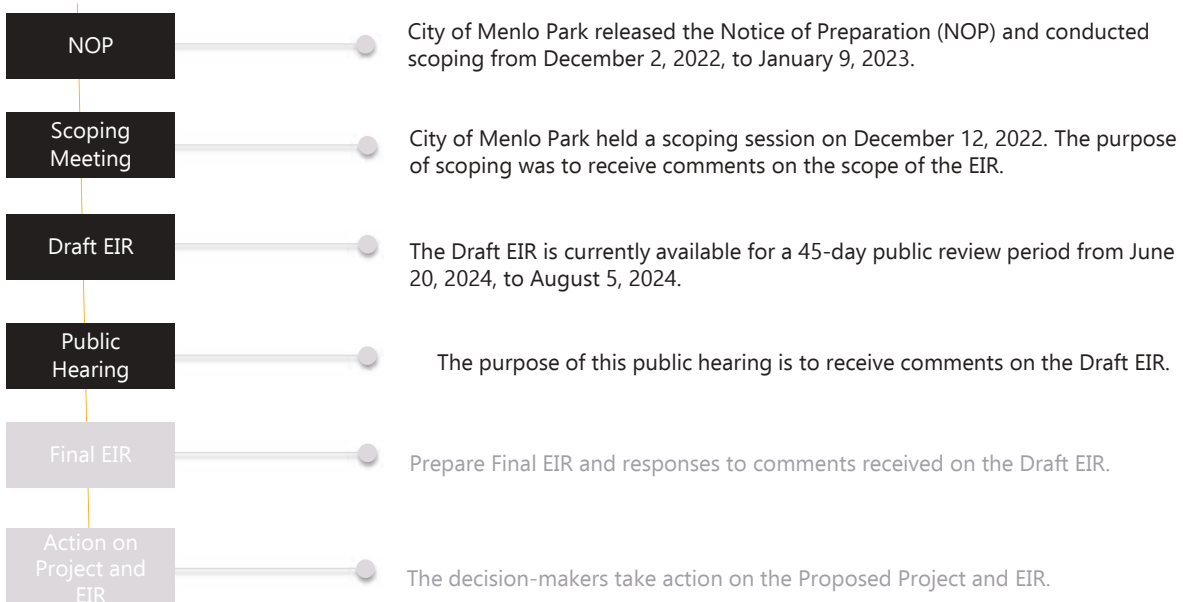
Source: Studios Architecture, OJB, Kier+Wright, 2024.

**Note:** The combined utility yard (CUY), which is directly east of Building 5, and the associated changes to the parking layout that are shown as existing in this figure are part of a separate architectural control application currently under review by the City for the proposed tenant improvements in Buildings P, S, and T. The proposed tenant improvements in Buildings P, S, and T are not part of the Proposed Project but are included in the cumulative analysis.

# Environmental Review Process

- Purposes of CEQA
  - Provide agency decision makers and the public with information about significant environmental effects of the proposed project
  - Identify potential feasible mitigation and alternatives that would reduce significant effects
- Focus of the analysis under CEQA is on physical impacts to the environment
- Agency decision makers will consider the EIR and other input in making its decision on the project

# Environmental Review Process



# Overview of the EIR

- Project Description
- Environmental Setting
- Environmental Impacts, including Cumulative Impacts
- Mitigation Measures
- Project Variant
- Alternatives to the Proposed Project and Project Variant

# Environmental Impact Report – Topics Evaluated

- Land Use and Planning
- Transportation
- Air Quality
- Energy
- Greenhouse Gas Emissions
- Noise
- Cultural Resources
- Tribal Cultural Resources
- Biological Resources
- Geology and Soils
- Hydrology and Water Quality
- Hazards and Hazardous Materials
- Population and Housing
- Public Services and Recreation
- Utilities and Service Systems

# Environmental Impact Report – Impacts Not Evaluated in Detail

## No Impact

- Agricultural and Forestry Resources
- Mineral Resources
- Wildfire

## Senate Bill 734 and Transit Priority Area

- Aesthetics
- Parking

# Impacts and Mitigation Measures

- The Draft EIR identifies and classifies environmental impacts as:
  - Potentially Significant
  - Significant
  - Less than Significant
  - No Impact
- Mitigation Measures are identified to reduce, eliminate, or avoid impacts.
- Impacts where mitigation measures cannot reduce environmental effects are considered significant and unavoidable.



# Significant and Unavoidable Impacts and Mitigation Measures

Impact	Mitigation Measure
<p><b>Impact NOI-1: Construction Noise.</b> Construction of the Proposed Project would generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies.</p>	<ul style="list-style-type: none"> <li>• <b>Mitigation Measure NOI-1.1:</b> Implement Noise Reduction Plan to Reduce Construction Noise.</li> <li>• <b>Mitigation Measure NOI-1.2:</b> Install Sound Barrier.</li> <li>• <b>Mitigation Measure NOI-1.3:</b> <i>Implement Noise Reduction Plan to Reduce Construction Noise (Project Variant)</i></li> </ul>
<p><b>Impact NOI-3: Ground-borne Vibration.</b> The Proposed Project would generate excessive ground-borne vibration or ground-borne noise levels.</p>	<ul style="list-style-type: none"> <li>• <b>Mitigation Measure NOI-3.1:</b> Vibration Control Measures for Annoyance from Construction Activities.</li> </ul>
<p><b>Impact C-NOI-1: Cumulative Construction Noise.</b> Cumulative development would result in a significant environmental impact related to construction noise; the Proposed Project would be a cumulatively considerable contributor to a significant environmental impact.</p>	<ul style="list-style-type: none"> <li>• <b>Implement Mitigation Measure NOI-1.1 and Mitigation Measure NOI-1.2.</b></li> </ul>

# Significant and Unavoidable Impacts and Mitigation Measures

Impact	Mitigation
<p><b>Impact CR-1: Historical Resources.</b> The Proposed Project would cause a substantial adverse change in the significance of historical resources, pursuant to Section 15064.5.</p>	<ul style="list-style-type: none"> <li>• <b>Mitigation Measure CR-1.1:</b> Documentation.</li> <li>• <b>Mitigation Measure CR-1.2:</b> Interpretive Program.</li> <li>• <b>Mitigation Measure CR-1.3:</b> Relocation of SRI Monument.</li> <li>• <b>Mitigation Measure CR-1.4:</b> <i>Documentation of the Chapel (Project Variant)</i></li> </ul>

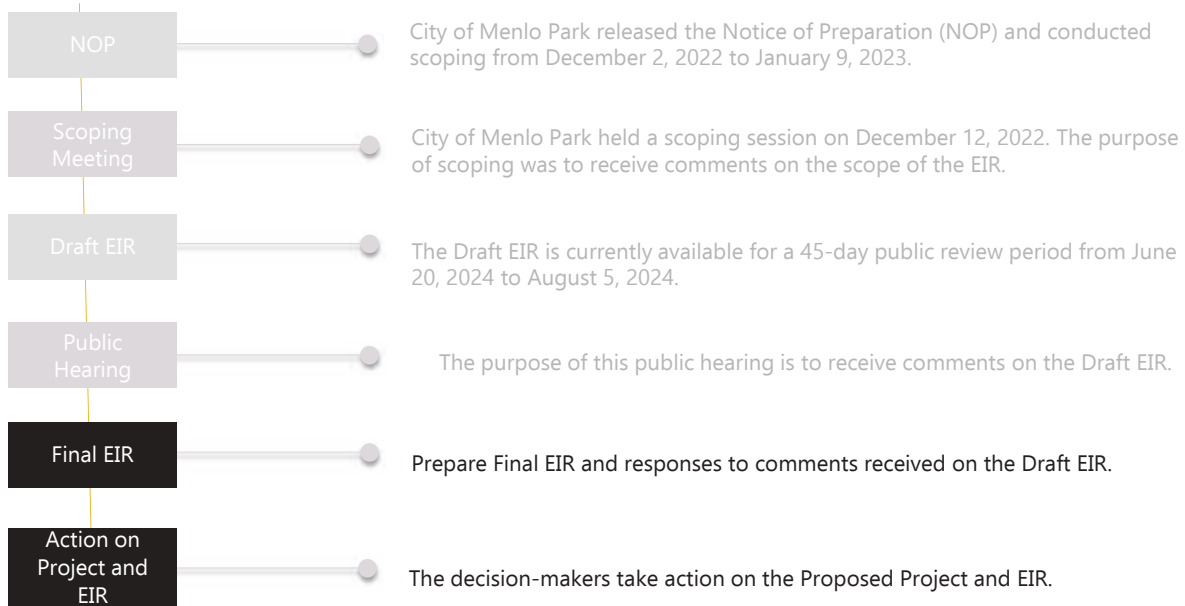
# Proposed Project Alternatives

Alternative	Environmental Impact Reduced
No-Project Alternative	Continue the existing uses on SRI International's research campus. No new construction would occur, and no housing would be provided.
Project Preservation Alternative 1	Retain and avoid the demolition of Building 100, which would reduce the impact on the CRHR eligible resource (Impact CR-1).
Project Preservation Alternative 2	Retain and avoid the demolition of Buildings 100, A, and E, which would reduce the impact on the CRHR eligible resource (Impact CR-1).
Project Preservation Alternative 3	Retain and avoid the demolition of Buildings 100, A, E, and B, which would reduce the impact on the CRHR eligible resources (Impact CR-1).

# Project Variant Alternatives

Alternative	Impact Reduced
No-Project Alternative	Continue the existing uses on SRI International's research campus. No new construction would occur, and no housing would be provided.
Variant Preservation Alternative 1	Retain and avoid the demolition of Building 100 and the Chapel, which would reduce the impact on the CRHR eligible resource (Impact CR-1).
Variant Preservation Alternative 2	Retain and avoid the demolition of Buildings 100, A, and E, and the Chapel which would reduce the impact on the CRHR eligible resource (Impact CR-1).
Variant Preservation Alternative 3	Retain and avoid the demolition of Buildings 100, A, and E, and the Chapel, which would reduce the impact on the CRHR eligible resources, as well as Building B (Impact CR-1).

# Next Steps



# How to Comment on the Draft EIR

- **Public Hearing:**
  - Virtual: Raise your hand via Zoom to participate, and you will be notified when it is your turn to speak
  - In-person: submit a speaker card
- **Submit written comments to:**

Corinna Sandmeier, Principal Planner  
City of Menlo Park  
Community Development Department  
701 Laurel Street  
Menlo Park, CA 94025  
Email: [cdsandmeier@menlopark.gov](mailto:cdsandmeier@menlopark.gov)

**All comments must be received by 5:30 p.m. on August 5, 2024**