LANE PARTNERS | SRI INTERNATIONAL

PARKLINE

MASTER PLAN

MENLO PARK, CA

PROJECT DESCRIPTION

Revised August 4th, 2025

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1. Introduction

The Parkline project (Project) proposes to redevelop the outdated SRI International (SRI) research and development (R&D) campus by creating a revitalized transit-oriented, mixed-use campus adjacent to City Hall and proximate to the City's Downtown Area and Caltrain Station. The Project will transform the existing SRI campus into an open and inviting mixed-use neighborhood with a new sustainable research and development campus which includes a maximum of 1 million square feet of non-residential space, new housing units, 31% of which would be below-market rate, new bicycle and pedestrian connections, and new parks and open space.

The original application was filed in October 2021, and since that time, the site plan has been refined in response to feedback received through input from City officials and the broader community. With significant support for the Project's overall layout, mix of uses, substantial open space, circulation improvements, and other amenities, community and City stakeholders have focused on the need for additional housing units to meet the City's increased state housing goals, as well as a City-led interest in utilizing a portion of the site for an emergency water reservoir. Years of analysis and planning have gone into creating the type of urban infill development that reflects advances in planning, design, and sustainability, is responsive to the needs of the community, encourages transit-oriented development to make progress on climate, transportation, and housing production, while creating jobs and economic benefits for the City in a prime location next to transit and Menlo Park's downtown.

This project description summarizes the details of the Project as proposed for approval, which was identified and studied as the "Project Variant" in the Parkline Environmental Impact Report, and which includes the approximately 1-acre site at 201 Ravenswood Avenue that is currently occupied by the Church of Christ Scientist.

While the "Project Variant" proposed up to approximately 1.39 million square feet of non-residential space, the current proposal would cap the total amount of non-residential space allowed at 1 million square feet, inclusive of the approximately 287,000 square feet of space to be retained by SRI. That change, which reflects a 28% reduction in the amount of non-residential space contemplated, is reflected in this latest version of the Project Description.

A. Project Objectives

Parkline seeks to achieve the following objectives, which are the same objectives as described in the Parkline EIR.

- Redevelop an aging R&D campus into a financially viable residential and commercial mixed-use neighborhood that cohesively balances office/R&D uses, multifamily residential uses, open space, and community-serving uses, with no net increase in office/R&D square footage compared to existing conditions.

- Increase the City's housing supply and progress towards its state-mandated housing goals by providing at least 550 new housing units with a mix of types and sizes, including at least 15 percent for low- and moderate-income households, consistent with the city's Below Market Rate Housing Program, and dedicate a portion of the Project site to an affordable housing developer for future development of up to approximately 100 units of affordable or special-needs housing.

- Ensure the continuity of SRI International's on-going use of existing satellite transmission equipment on-site, which requires unobstructed sightlines to the horizon to ensure no disruption to ongoing research operations.

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

- Orient new office/R&D buildings in a configuration that leverages operational efficiencies, such as the ability to share amenity spaces, parking, and ensure that the business and security needs of future commercial tenants are met.

- Improve bicycle and pedestrian connectivity and safety within and between the site and adjacent neighborhoods to promote an active public realm and establish interconnected neighborhoods.

- Create separation between the residential uses along Laurel Street and the office/R&D uses by providing independent vehicular access, circulation, and parking/loading areas.

- Provide accessible open space throughout the Project Site, including a large central commons area adjacent to the office/R&D buildings, to create a vibrant park-like setting that emphasizes the preservation of heritage trees where feasible, encourages passive and active recreational activities and promotes health and wellness for residents, tenants, and visitors.

- Use advances in architectural, landscape design and site planning practices to create distinctive and viable residential and commercial areas within the Project Site that complement the adjacent neighborhoods.

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

- Create a thriving transit-oriented development that facilitates efforts to reduce vehicle miles traveled by siting commercial and residential uses near existing transit corridors and public transportation facilities, and promoting alternatives to automobile transit through implementation of TDM, new bicycle/pedestrian access, and ease of movement between buildings.

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

- Decommission the existing onsite cogeneration plant to achieve significant reductions in greenhouse gas emissions within the City and region.

- Generate positive fiscal impacts on the local economy and revenue for the City's general fund and other public agencies through enhancing property values, increasing property tax revenue, creation of jobs, and payment of development fees.

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

- Bolster the City's reputation as a hub for technological advancement and innovation and recognize SRI International's contributions to society and the growth of Silicon Valley.

- Facilitate the City's desire to implement an emergency water supply and storage project on the Project site as feasible to increase Menlo Park's resilience in the event of an emergency.

B. Community Engagement

Both Lane Partners and SRI are proud to call Menlo Park home and recognize the importance of seeking community input to help inform redevelopment of the Project site. The project team launched outreach efforts by hosting 3 community meetings in July and September of 2021 to help define key community priorities for the development prior to submitting its first formal application. Since the initial submission, community meetings have been offered twice-annually every year: July and October of 2022, June and December of 2023, and May and August of 2024.

In total, Lane Partners and SRI have hosted 12 onsite community meetings to solicit feedback that has been utilized to inform and refine the Project site plan, including city-wide public open houses and small-format gatherings with fence line neighbors, as well as dozens of small group meetings with relevant community stakeholder groups. Public outreach meetings have been publicized via direct mail, social media and e-newsletters, and have been attended by more than 500 community members and stakeholders. They included opportunities to participate in site tours, share ideas through onsite interactive activities, and engage in one-on-one conversations with integral members of the project team.

Community feedback has also been sought through digital surveys replicating the onsite events, with more than 1,000 survey responses, all of which has meaningfully provided additional feedback on the Project programming, housing, design, and amenities.

In addition to the community outreach conducted, the Project has also incorporated feedback received from City stakeholders and decision makers. The final Project submittals reflect input provided by the Planning Commission and City Council at a range of study sessions over the last several years. The end result is a Project program that has yielded a balanced site plan that is thoughtfully crafted to meet the needs of Menlo Park. We are pleased to present that balance in this final submission and are proud of the hard work and collaboration that has yielded an amazing plan and process.

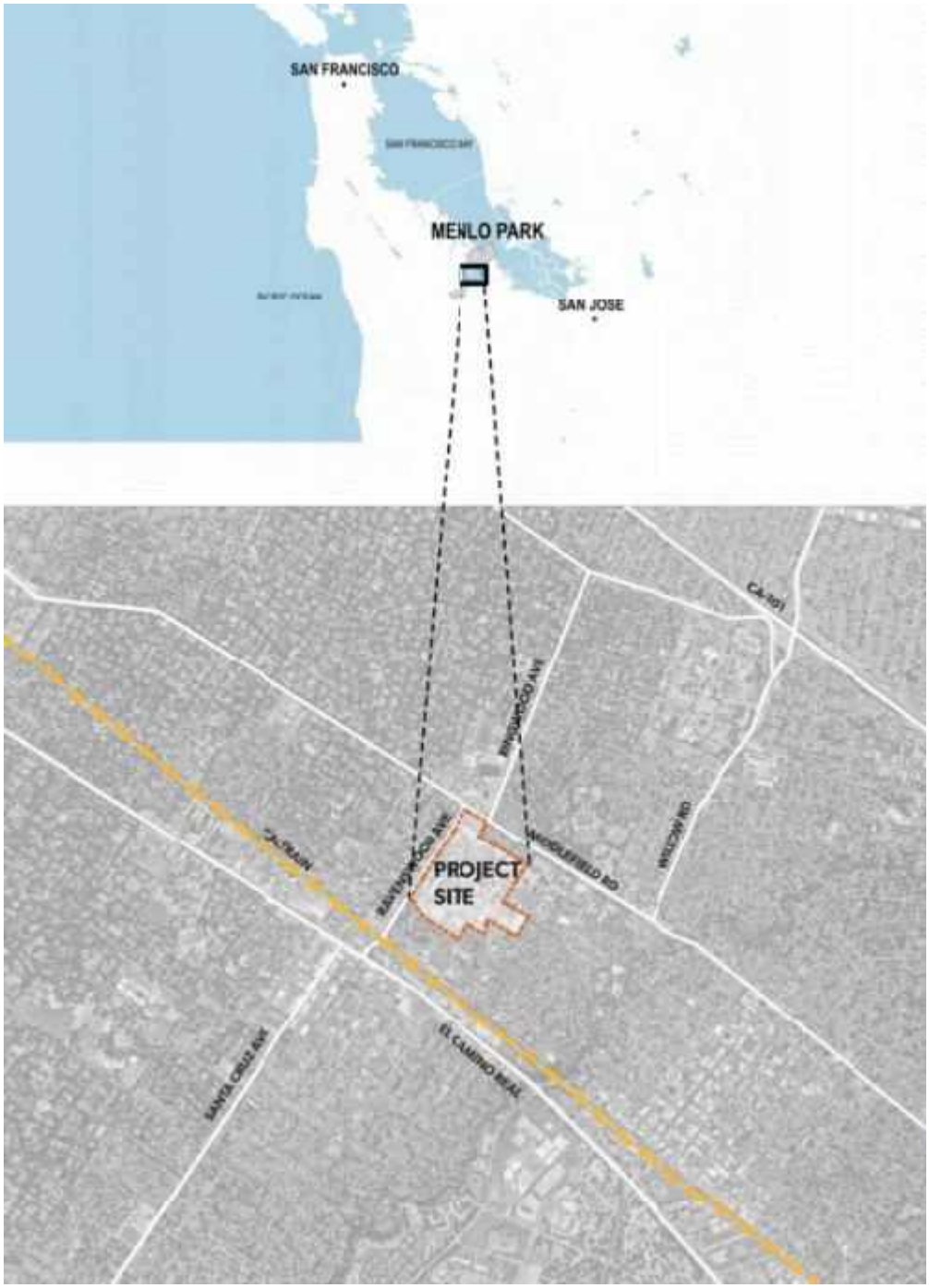
Most recently, the Project Sponsor has indicated a willingness to cap the total amount of non-residential square footage proposed to 1 million square feet as an additional concession to concerns regarding the amount of employment-inducing uses proposed. That change will necessitate modifications to the configuration of the previously evaluated office/R&D buildings and parking structures which will be reflected in future ACP submittals.

2. Project Site Location

The Project site comprises approximately 64.2-acres located in the City of Menlo Park, adjacent to the City of Atherton to the east and proximate to the City of Palo Alto to the south, and

approximately midway between the cities of San Francisco and San Jose. The Project site consists of five parcels that comprise the SRI campus located at 333 Ravenswood Avenue and related addresses (Assessor's Parcel Numbers 062-390-660; 062-390- 670; 062-390-730; 062-390-760; 062-390-780), as well as the Church of Christ Scientist parcel located at 201 Ravenswood Avenue (APN: 062-390-050).

Figure 1: Project Site Location



3. Project Setting, Site Context and Existing Site Conditions

A. Surrounding Land Uses and Circulation Access

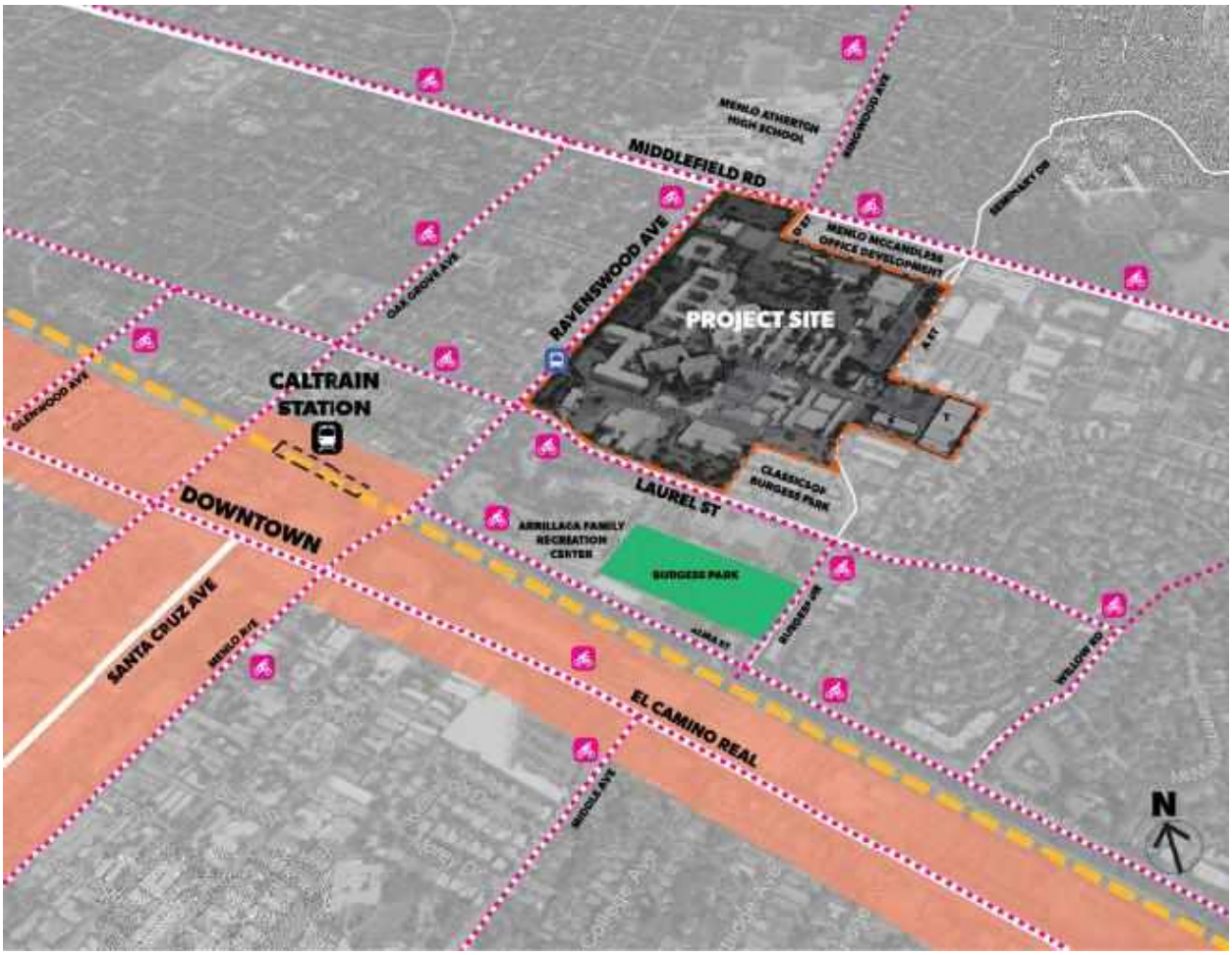
The Project site surrounding area consists of residential neighborhoods, public facilities, and office buildings. Across Laurel Street to the south are City Hall, Burgess Park, and a childcare facility. To the east along Ravenswood Avenue are single-family and multi-family residences, and the McCandless office park; to the north are Menlo-Atherton High School, single-family residences, and a mix of office buildings, including the United States Geological Survey federal offices, along Middlefield Road. To the east of the site are a mix of offices, single-family residences, and multi-family residential units in the Linfield Oaks neighborhood. **Figure 2** below provides an overview of the General Plan designations surrounding the Project site.

Figure 2: Surrounding General Plan Land Use Designations

As shown in **Figure 3** below, the Project site is well served by transit linkages. A significant portion of the Project site is located within a ½ mile of the downtown Menlo Park Caltrain Station, which is located on Ravenswood Avenue, between Alma Street and El Camino Real. The Project site is in close proximity to and has direct access to SamTrans and Menlo Park Community Shuttle bus stops located on Middlefield Road and Ravenswood Avenue. The site is served by SamTrans

routes 81, 82, 296, and 397, and the M1 and M4 Menlo Park shuttles. The site is accessible by car from US 101, approximately 1.4 miles to the east, and SR 82 (El Camino Real), approximately 0.4 miles to the west.

Figure 3: Surrounding Transit Connections



B. Site History & SRI Ongoing Tenant Improvements

The Project site has been utilized by SRI for decades for a range of R&D purposes. Prior to SRI's utilization and redevelopment of the Project site in its current condition, the Project site was occupied by Dibble General Hospital and operated by the United States military during part of World War II. Subsequently, the Project site served as off campus housing for Stanford students from 1946 – 1969. SRI first relocated from Stanford to the Project site in 1947. Of the existing 38 buildings, 20 were built by the U.S. military for Dibble Hospital and have since been adapted for use by SRI, and 18 were separately purpose-built by SRI generally between the 1960s and 1980s.

Most of the existing buildings have reached or exceeded their useful life, are not designed in a manner that allows for energy sustainable operation, do not meet current accessibility standards, and generally no longer adequately meet SRI's R&D needs. The cogeneration plant, which would be taken offline as part of the Project, produces over 24 million tons of CO2 per year, which is equivalent to the emissions from over 5,700 gasoline-powered passenger vehicles, 2.7 million

gallons of gasoline consumed, and over 26 million pounds of coal burned. Due to their age, some of the older buildings do not incorporate modern seismic safety features, ventilation systems, utility infrastructure, or energy/water efficient features. Many of the buildings lack features required for modern office and R&D uses and are therefore outmoded given the standards and expectations of the current and rapidly changing business environment. Based on historical employment trends at the SRI campus, the total existing square footage of the existing structures on the Project site exceeds SRI's current or projected needs.

At present, SRI intends to make certain tenant improvement upgrades to the existing Buildings P, S, and T to satisfy its current and foreseeable business needs through installing new lab equipment, improving internal floors plans, and other related improvements. SRI is anticipated to pursue tenant improvements to these Buildings P, S and T and limited related site utility work for the purpose of modernizing those buildings for SRI's near-term and ongoing operations. These improvements are also intended to improve the sustainability and energy resilience of those facilities by reducing water demand and connecting the existing buildings to PG&E electrical service, along with making modifications to address accessibility issues. Buildings P & T will require the continued use of natural gas for ongoing R&D/laboratory purposes, whereas Building S will be retrofitted to all-electric design. SRI is separately coordinating with the City to obtain the necessary permits and clearances for this limited scope of work, but those efforts are currently on hold pending approval of the Project.

C. Existing Conditions

The Project site is improved with 39 existing buildings, totaling approximately 1.39 million gross square feet of existing commercial uses as shown in **Figure 4**. As part of the Project, all existing buildings – except Buildings P, S, and T – will be demolished. The buildings to be retained are shown on **Figure 4** in blue coloring.

The Project now includes an approximately 1-acre site located at 201 Ravenswood Avenue, which has been owned by the First Church of Christ Scientist since it was acquired from SRI in 1957. That property contains a chapel built in 1966 and multi-use building built in 1958, and is currently occupied by the First Church of Christ Scientist and a small childcare facility.

Under current operations, the existing campus is not open to the public and is mostly surrounded by a security fence with limited access points. The existing site is improved with significant impervious hardscape, including building roof areas, surface parking, streets, and paths. The existing site includes many existing Heritage trees distributed across the site, and as discussed in **Section 4(F)** below, the Project master plan has been strategically designed to maximize preservation of Heritage trees to the extent feasible.

Figure 4: Existing Project Site

Of the existing 39 buildings, one building (Building 302) is used exclusively to provide campus amenities, three buildings (Buildings R, U, W) are used exclusively for support functions, and the remaining buildings incorporate a mix of amenity, office, R&D, and supporting uses. **Table 1**

below provides an overview of the existing development within the Project site, including the square footage and building land uses to be retained and demolished.

Table 1: Existing Site Development[1]

Existing Building	Square Footage (SF)	Land Use(s)
Existing Buildings to Remain Under Proposed Project		
P	**183,423**	**R&D**
S	**21,241**	**R&D**
T	**82,066**	**R&D**
Total SF to Remain	***286,730***	
Existing Buildings to be Demolished Under Proposed Project		
100	**9,006**	**R&D**
108	**10,093**	**R&D**
110	**12,836**	**R&D**
201	**9,128**	**R&D**
202	**10,514**	**R&D**
203	**10,070**	**R&D**
204	**10,557**	**R&D**
205	**10,039**	**R&D**
301	**19,943**	**R&D**
302 CAF	**2,893**	**R&D Support**
303	**4,267**	**R&D**

[1] With the exception of information regarding the existing church, building information provided in this **Table 1** was sourced from SRI Campus Modernization Project narrative, dated March 2013, which has been revised .to reflect City Staff's determination that the existing uses should be characterized as exclusively R&D as opposed to a mix of office and R&D uses.

Existing Building	Square Footage (SF)	Land Use(s)
304	22,978	R&D
305	9,982	R&D
306	14,331	R&D
307	9,600	R&D
309	9,236	R&D Support
320	19,440	R&D
402/404	16,867	R&D
405	2,055	R&D
406	16,520	R&D
408	15,395	R&D
409	5,527	R&D
412	5,858	R&D Support
A	276,113	R&D
B	135,110	R&D
E	171,980	R&D
G	59,536	R&D
I	56,920	R&D Support
K	4,101	R&D
L	75,267	R&D
M	25,772	R&D
R	23,009	R&D Support

Existing Building	Square Footage (SF)	Land Use(s)
U	**5,400**	**R&D Support**
W	**1,819**	**R&D Support**
M1	**1,440**	**R&D**
Church	**12,700**	**Worship/Childcare**
Total SF to be Demolished	**1,106,302**	

(i) ***Historic Resource Evaluation***

Page & Turnbull documented the Project site's history and evaluated the historic significance of the SRI campus and First Church of Christ, Scientist's buildings.

None of the existing structures are currently listed in the National Register of Historic Places or in the California Register of Historic Resources; however, Page & Turnbull found that Building A, Building E, and Building 100 are individually eligible for listing in the California Register due to their association with SRI's advancements in computing, business and economics, health and medicine, and physical sciences. Building A is also individually significant from an architectural standpoint because it was designed by master architects Stanton & Stockwell and exemplifies the Midcentury Modern style. Page & Turnbull also found that SRI's campus may be eligible for listing as an Historic District for its association with SRI's contributions to society. There are 26 buildings and two landscape features that are considered contributors to the Historic District.

Separate from the SRI buildings, Page & Turnbull also found that the chapel located at 201 Ravenswood Avenue is individually eligible for listing in the California Register as a distinctive local example of a religious building designed in the Late Modern architectural style.

The Environmental Impact Report indicated that the Project would cause a substantial adverse change in the significance of historical resources due to the demolition of the buildings. Mitigation measures that would reduce the potential impact, but not to a less-than-significant level, include documenting the resources and installation of an Interpretive Program, among other things. The EIR also evaluated alternatives that would preserve the significant buildings, but those would not satisfy important objectives and would result in fewer residential units than the Project is proposing.

D. Current Land Use Designations & Existing Entitlements

The current General Plan designation and zoning for the Project site have not been substantively updated since 1994. The Project site is also currently subject to prior entitlements approved in 1975, and subsequently amended.

General Plan: The current General Plan Land Use Element designates the Project site as "Commercial" and more specifically as "Professional and Administrative Offices." A range of uses, including professional, executive, general, and administrative offices, R&D facilities, low-density

residential uses, public and quasi-public uses, and similar uses are permitted. The maximum residential density is 30 units per acre and non-residential uses are limited to a total FAR of 0.40.

Zoning Ordinance: The Project site is currently zoned "C-1(X)" (Administrative and Professional District, Restrictive). There are no principally permitted uses in the C-1 district. Conditional uses include professional, executive, and administrative offices, research facilities, public utilities, and "special uses." The maximum building coverage for a development of mixed nonresidential and residential uses is 55%, otherwise it's 40% for nonresidential development and 50% for a 100% residential development. Height is limited to 40 feet for residential structures or mixed non-residential and residential structures, and 35 feet for nonresidential structures. The maximum FAR is 120% for a mixed-use project that provides the maximum number of dwelling units, of which 90% may be allocated for residential uses and 30% for nonresidential uses. The "X" zoning designation reflects the fact that additional controls apply to the site under the existing Conditional Development Permit, described below.

Existing Entitlements: Notwithstanding the General Plan and zoning standards, the Project site is "grandfathered" and governed by a Conditional Development Permit approved in 1975, and subsequently amended in 1978, 1997, and 2004. The Conditional Development Permit allows up to 1,494,774 square feet of gross floor area, a maximum building coverage of 40% of the total site, a 50-foot height limit, and a maximum employee count of 3,308 (with non-SRI employees counting as 2 workers for purposes of the cap), among other requirements. The existing Project site buildout of approximately 1,380,332 square feet of gross floor area is approximately 11% less than the development capacity allowed under the existing Conditional Development Permit. The Conditional Development Permit does not currently authorize residential uses.

4. Description of the Project

A. Overview of Project Components

The Project will include the following key components, which are further detailed in this Section 4 and summarized in **Table 2** below.

- **Office/R&D**: Five new office/R&D buildings ranging from approximately 180,000 to 230,000 square feet located in the center of the Project site that surround publicly-accessible open space, as well as an amenity building which would include ground-floor publicly accessible food and beverage space and additional amenities for office tenants at the second floor, and three detached parking structures.

- **Residential**: Two multifamily buildings with 300 units each, 19 detached townhomes located along Laurel St., a separate cluster of 27 attached townhomes along Middlefield Avenue, and an approximately 1.6-acre area to be dedicated to an affordable housing developer that could accommodate up to 154 below-market-rate units along Middlefield Rd. between Ravenswood Ave. and Ringwood Ave.

- **Open Space**: Approximately 29 acres of open space in a park-like setting distributed throughout the Project site. This involves the conversion of more than 10 acres of paved surface parking and the preservation of hundreds of heritage trees. The open space will include several program elements such as active and passive areas for use by residents and the public. These open space features are described in more detail in **Section 4(E)** below.

- **Community Serving Spaces**: New community-oriented facilities, including (1) a future sports field or recreational open space over a potential emergency water storage reservoir to be built by the City on approximately 2.65-acres of land dedicated by the Project Sponsor pursuant to a process outlined in the Development Agreement, (2) an amphitheater, dog park, and other active and passive recreational facilities within the open space area, (3) public access to the food and beverage use within the amenity building, and (4) a small-format neighborhood-serving retail or a bike repair facility within the future affordable building. Publicly accessible restrooms will also be provided in Parking Garage 1.

- **Heritage Tree Preservation**: The Project has been designed to prioritize preservation of heritage trees; as a result, a significant number of the existing heritage trees on the site will be retained and integrated within the Project. Given the large number of trees on-site with varying degrees of quality and health, the site plan took into account the most important groves of heritage trees in identifying the location of buildings, infrastructure, and open spaces.

- **Multi-Modal Connectivity**: The Project will establish a network of new bicycle and pedestrian pathways and related mobility improvements that enhance accessibility and connectivity through Menlo Park, including creating safer routes for students traveling to and from school.

- **Sustainability**: The Project will utilize enhanced sustainability features, including LEED Gold certification or equivalent standards, all-electric buildings that will reduce greenhouse emissions, and Fitwel certification to maximize health and wellness.

B. Project Site Master Plan & Development Program

The Project master plan, shown in **Figure 5** below, seeks to balance built and natural elements, create new multi-modal connections, and enhance Menlo Park's civic infrastructure through creation of improved connectivity and public open spaces for passive and active outdoor activities.

Overall, the Project will redevelop the existing SRI campus and 201 Ravenswood Avenue site by demolishing 36 of the existing 39 buildings, replacing those uses with modernized and sustainable commercial buildings with up to a maximum of 1 million square feet of non-residential space (representing a net reduction in the amount of commercial square footage compared to existing conditions), and developing 800 units of new housing, inclusive of up to 154 units to be developed by an affordable housing developer, significant bicycle and pedestrian connections, and approximately 29 acres of public open space. The Project currently contemplates retaining the existing Buildings P, S, and T for SRI.

Figure 5: Conceptual Master Plan

Table 2: Project Site Data Summary

Site Area	
Total Site Area	**2,797,797 sf (approx. 64.23 acres)**
Site Development Intensity	
● **Office/R&D FAR:**	1,000,000 square feet; Approx. 0.36
● **Residential FAR:**	1,096,000 square feet; Approx. 0.39
Building Area Summary	
Office/R&D Building Area	
Originally Proposed Office/R&D Buildings*	
● Building 1 (3-story)	184,000 sf
● Building 2 (5-story)	227,300 sf
● Building 3 (5-story)	227,300 sf
● Building 4 (4-story)	229,000 sf
● Building 5 (4-story)	184,000 sf
● Office Amenity Building	40,000 sf
Subtotal Originally Proposed Buildings	**1,091,600 sf**
***REVISED PROPOSAL WOULD CAP THE TOTAL AMOUNT OF OFFICE/R&D BUILDINGS TO APPROX. 713,270 SF; CHANGES TO BE IMPLEMENTED AS PART OF THE ACP PROCESS.**	
Existing Office/R&D Buildings (to be retained)	
● Building P	183,423 sf[2]
● Building S	21,241 sf
● Building T	82,066 sf
Subtotal Existing Buildings	**286,730 sf**
Total Proposed and Existing Office/R&D Buildings	**1,000,000 sf**

[2] The square footages shown in this Table 2 regarding Buildings P and S represent the existing square footages and do not reflect any changes associated with SRI's separate ongoing tenant improvements. Those tenant improvements are estimated to yield approximately 3,000 additional square feet within Building P and a reduction of approximately 6,000 square feet within Building S.

Residential Building Area & Residential Density	
Residential Buildings	
● Residential 1	398,000 sf
● Residential 2	393,000 sf
● Residential 3	178,000 sf
● Townhomes 1	72,000 sf
● Townhomes 2	55,000 sf
Total Proposed Residential Square Footage	**1,096,000 sf**
Residential Building Summary (Dwelling Units)	
● Residential 1	300
● Residential 2	300
● Residential 3	154
● Townhomes 1	19
● Townhomes 2	27
Total Number Dwelling Units	800
On-Site Parking Summary	
Office/R&D Parking	
Minimum Office/R&D Building Parking (Original Proposal) (@ 2.0 spaces/1,000 sf)	
● Surface Parking	290 Spaces
● Parking Garages	
PG-1	2,330 Total Spaces
PG-2	
PG-3	
● Underground Parking	
Building 1	180 Total Spaces
Building 5	
Total Office/R&D Parking Provided	**Approx. 2,800 Spaces*** ***To be reduced commensurately with reduction in allowable non-residential square footage for a total amount of approximately 2,000 parking space.**

Residential Parking	
Minimum Residential Parking (@ approximately 1.25 spaces/DU) for apartment units, 2.0 spaces per townhouse + visitor parking, and 0.5 spaces per unit for the 100% affordable building)	
● Podium Parking Structures and Surface Parking Areas for multifamily buildings, and garage and surface parking for townhouses.	919 Spaces
● Note: Shared parking anticipated to be available for residential visitors on evenings and weekends at office/R&D surface lots and structures.	

C. Residential Program

The proposed residential area will feature 800 homes with a mix of housing types, located conveniently close to Menlo Park's downtown, civic center amenities, and transit options. The buildings are generally located along the campus perimeter to create more harmonious frontages given adjacent uses. Laurel Street will be lined with various multifamily buildings and detached townhomes, enhancing activity near the civic center, and creating a sense of transition in building form and heights to enhance compatibility with the adjacent Burgess Classics neighborhood. Two 300-unit apartment buildings at Ravenswood Avenue and Laurel Street will serve as a southern gateway to the project site. An affordable housing building will occupy the corner of Ravenswood and Middlefield, framing a new pedestrian pathway, parklet, and recreational area, marking the northern entry to the Project. The attached townhomes at Middlefield and Ringwood will complement the affordable housing building, providing a transition from the north. The residential buildings will be interconnected through the campus with public open spaces, paseos, bike paths, and pedestrian walkways.

While all units are initially for rent, the attached and detached townhomes are designed for potential conversion to for-sale units. Overall, the program will achieve 31% affordability. Affordability levels and further details associated with the Project's below-market rate housing proposal are set forth in the Project Sponsor's BMR proposal.

The campus will include four main housing types:

- Market-rate apartments
- Attached townhomes
- Detached townhomes
- Affordable housing (BMR) apartment building

Market-Rate Apartments

Two multifamily buildings, each with 300 units, will be located on Laurel Street and at the corner of Ravenswood. These buildings will use a wrap construction style, with a multi-level parking

garage at the center and residential units wrapping around it to conceal the parking. Although they share the same construction style, the buildings will vary in height. Residential Building 1 will be mostly five stories, with a small portion of the building at six stories. Residential Building 2, closer to the detached townhomes, would generally be four stories with a stepped down portion of the building fronting Laurel Street at three stories, and a smaller area closer to the interior of the site comprising five stories.

Each building will offer a mix of studio, one-bedroom, two-bedroom, and three-bedroom units, with 1.25 parking spaces provided per unit. Unit mix and types are as set forth in the CDP plan set.

The architecture will draw on Mission Revival or Mediterranean styles to reflect Menlo Park's history. Building massing will be designed for a pedestrian-friendly feel, with residential lobbies and amenities activating the street and open space frontages. Ground-floor units will have living and bedroom spaces facing public areas, creating "eyes on the street." Residents will have access to common open spaces, such as courtyards and large roof decks on top of the parking garage, as well as private patios and balconies.

Attached Townhomes

Twenty-seven attached townhomes will be located along Middlefield Road near the intersection with Ringwood Avenue, adjacent to the affordable housing building. These three-story homes will create a medium-scale transition as one enters the campus from Middlefield. Each home will offer three bedrooms and a two-car garage. The architectural style will be contemporary, bridging the mission-style residential apartment buildings and modern office buildings. Designs will focus on activating public spaces, with front doors and private areas facing public façades, while garages will be positioned out of public view.

Detached Townhomes

A neighborhood comprising nineteen small-lot detached townhomes will be built along Laurel Street, adjacent to the existing Burgess Classics homes. These two-story homes will match the scale and massing of the Burgess Classics neighborhood, providing a buffer to the larger multifamily buildings. Each home will feature four bedrooms and a two-car garage. The architectural style will be mission-style, with designs that engage public spaces through living areas and front doors oriented towards the street. On the edge bordering Burgess Classics, townhomes will have larger backyards and rear setbacks in order to separate the new homes from Burgess Classics, with each home having a fenced backyard. Townhomes fronting the paseo to the west will have pedestrian entries designed to activate the public façade. Front doors and stoops will open directly to the paseo with low privacy walls parallel to the paseo to screen the townhome's driveways. There will be taller, head high walls provided at dedicated rear yards between the townhomes with generous landscaping to screen these higher walls.

Affordable Housing (BMR) Apartment Building

The project will set aside approximately 1.6 acres for a 100% affordable housing development. The corner site at Ravenswood and Middlefield Rd is strategically located near future recreational areas and the high school. This prime location offers strong public visibility, easy access to transit, and connections to public streets and open spaces.

The building will feature up to 154 residential units in a six-story structure, with a mix of one-bedroom, two-bedroom, and three-bedroom units (predominantly two-bedroom and three-bedroom units for families). Parking will be provided on-site at a 0.5 space per unit basis, with additional parking being provided on a shared basis in the nearby office garages. The building will also include a small space that is suitable for a bicycle repair shop although a user has not been identified. It is also possible that the space could be occupied by a small coffee shop or juice bar. Open space will consist of common podium courtyards and private balconies.

The architectural style will be contemporary, similar to the adjacent townhomes. As the northern gateway to the campus, the design will transition between mission-style residential and modern office buildings. The building will activate public spaces at ground level with residential lobbies, amenities, and pedestrian connections, with the main lobby and amenity spaces facing the future recreational area.

D. Office / R&D Campus

The Project will demolish 1,106,302 square feet of outdated existing commercial/R&D space (as well as the buildings located at 201 Ravenswood Avenue) and replace it with a modern campus, distributed across new replacement Office/R&D buildings and one amenity building with a combination of publicly serving food and beverage services at the ground floor, and private employee amenity space on the second level. The Office/R&D uses are sited within the interior of the site and will include access points along Ravenswood Avenue and Middlefield Road. Access to the Office/R&D uses will not be accessible from Laurel Street in order to reduce vehicle trips within that area. The Office/R&D and amenity building are sited and organized to form a central major open space of approximately nine acres. This usable outdoor space will provide opportunities for outdoor meetings, as well as passive and active recreation for campus employees and the public.

Given the recent change to cap the total amount of non-residential square footage to 1 million square feet of non-residential space, the designed configuration of five Office/R&D buildings, one amenity building, and three parking structures will be modified to reflect the reduction in the allowed amount of non-residential space.

- **Office/R&D Demolition and Replacement:** Approximately 713,000 square feet of Office /R&D and supporting uses. This square footage will be distributed across new commercial/R&D buildings and an office amenity building, with parking generally provided within above-grade parking structures.

- **Maintain Existing Buildings P, S and T:** Buildings P, S & T, which total approximately 286,730 square feet, will remain in place, and continue to be utilized by SRI for its continued operations.[3]

- **Decommission Existing Cogeneration Plant:** The Project will demolish the existing cogeneration plant that serves the existing SRI campus. The cogeneration plant is a 6-megawatt natural gas power plant that currently generates power and steam energy. Generated power from the plant is then delivered to an existing substation where it interconnects with the electric utility company and is distributed to campus buildings. Generated steam is distributed throughout the existing SRI campus for various uses including the production of site chilled water through

[3] See **Section 3B** above regarding ongoing SRI tenant improvements to Buildings P, S and T.

centralized steam absorption chillers for building cooling, building heating systems, hot water heat exchange systems, and lab processes. During periods when the cogeneration plant is out of operation, steam is produced by an auxiliary boiler located within the cogeneration plant facility and alternative standby power is delivered to the existing SRI campus by the electric utility provider. Under the Project, the entire Project site will be converted to all-electric energy usage, with the exception of existing Buildings P and T which would continue to use natural gas. Demolition of the existing cogeneration plant is anticipated to result in significant reductions in greenhouse gas emissions within the City and region. Under current operations, the cogeneration plant produces over 24 million tons of CO2 per year, which is equivalent to the annual emissions from over 5,700 gasoline-powered passenger vehicles, 2.7 million gallons of gasoline consumed, and over 26 million pounds of coal burned.

- **Flexible Office/R&D Design:** The Project will develop modernized state-of-the-art Office/R&D facilities to attract cutting edge tenants to the City, continuing SRI's legacy as a hub for innovation and research. The Office/R&D buildings will be flexibly designed to accommodate office or R&D tenants, as well as life science uses, depending on future tenant and market needs. This range of uses will be permitted under the proposed land use controls, and it is likely that the eventual Project buildout will contain a mixture of these uses. As a result, the Parkline EIR evaluated at least two occupancy scenarios (one focused on 100% office occupancies and a second focused on 100% R&D/life science occupancies) to ensure that the environmental review evaluated and disclosed the greatest potential environmental impact that could result from Project buildout under either scenario.

- **Tenant Occupancy:** Anticipated tenant occupancy levels within the Office/R&D buildings are consistent with current market demands as estimated below:

    - Office: Approx. 1 occupant / 250 sf
    - R&D: Approx. 1 occupant / 350 sf
    - Life Science: Approx. 1 occupant / 425 sf

- **Biosafety Levels:** The Project will not accommodate BSL-3 or BSL-4 labs.

(i) ***Office/R&D Components***

Office/R&D Buildings: The Office/R&D area would include new office/R&D buildings which, together with Buildings P, S and T, would not exceed 1 million square feet. Key attributes include the following:

- **Architectural Character:** Office/R&D buildings will maintain the original vision for the SRI campus as a place for cutting edge research and development. The master plan approach – utilizing strategically sited commercial buildings, landscaped open spaces, pedestrian and bicycle connections and retention of mature existing trees – will create a campus-setting and an environment for collaboration and innovation.

- **Flexible Floor Plates:** The commercial building floor plates will be large to promote flexibility and accommodate various tenants in the market, including a range of office, R&D, and life science tenants. Building core elements, such as elevators, stairs, restrooms, mechanical shafts are strategically located to promote innovative, flexible internal planning, potential for collaboration, and visual access to the open spaces. The floor-to-floor heights (averaging 16-ft per floor) will provide vertical flexibility for office, R&D, and life science tenants.

- **Articulated Building Massing:** Main entrances will be clearly defined. First floor tenant open spaces for informal meetings and above grade decks will be integrated in the building design to create human-scale elements, reduce massing, and integrated indoor/outdoor workspace.

- **Smart Enclosure Design:** The building exterior design will contain elements such as horizontal sun shading devices, energy efficient wall and high-performance glazing systems, and sustainable materials.

- **Exterior Materials:** The primary exterior building materials will complement the existing site context. Exterior cladding systems under consideration include terracotta rainscreen, glass fiber reinforced concrete, metal panel, stone, and other natural materials.

- **Designated Loading Areas:** All buildings will contain loading areas that will be screened from view with landscaping and related treatments.

- **Activation and Relation to Open Space:** All commercial buildings within the Project site will have secondary access points to the open space areas, as well as private open space elements that engage and connect to the public open spaces. The buildings will also be designed to architecturally address the open spaces and will not "turn their backs" to the open spaces. This will enliven the experience throughout the various open spaces to provide a continuous synergy. Additional components are anticipated to include outdoor seating areas and entrances that are designed to extend activities into the open spaces, placement of large windows to maintain visual connections, canopies and overhangs to provide sheltered outdoor areas, and building orientations that maximize sun exposure and create comfortable outdoor spaces.

Amenity Building: The office/R&D area includes one campus-serving amenity building of approximately 40,000 square feet. This building will act as a social hub for Office/R&D District workers and include the following features:

- **Function and Uses:** Full-service café with kitchen, servery, and dining areas that would be accessible to the public, including outdoor seating areas. Other possible amenities may include a fitness center. The specific design and program of the office amenity building remains in progress, but the conceptual program includes the following:

    - <u>First Floor</u>: Full-Service Kitchen, Servery, and Dining Area.

        - Kitchen (Approx. 6,000 to 7,000 sq. ft.): Includes multiple cooking stations, preparation areas, large freezers and refrigerators, dry goods storage, small employee changing area and restroom, dishwash area, multiple sinks and hand-wash stations, and receiving area.

- Servery (Approx. 4,000 to 5,000 sq. ft.): Includes customer pick-up areas, counters, points-of-sale, condiment stations.

- Dining Area: (Approx. 9,000 to 10,000 sq. ft.): Will include open and partially enclosed areas for tables and chairs.

- Second Floor: May include supportive commercial amenities that are not publicly accessible, such as fitness center and tenant conference area. The development team is currently studying these specific program functions and will determine at a later date, whether to implement this program, which may include following:

    - Fitness Center (Approx. 6,000 to 7,000 sq. ft.):

        - Changing and Shower facilities with attached Restrooms (Approx. 2,500 sq. ft combined).

        - Fitness Area (Approx. 4,000 to 4,500): Includes general open fitness area, yoga room and water station.

    - Tenant Conference Area (Approx. 3,000 to 3,500 sq. ft.): Includes two to three large conference rooms, open seating and lounge area, adjacent restrooms, and pantry (approx. 300 sq. ft.) for occasional food service.

        - Pantry (approx. 300 sq. ft.) will include sink, refrigerator, sink, dishwasher, preparation areas, and other equipment. No cooking will occur in this space.

- **Design**: Two-story building in the middle of the campus open space area for use by tenants.

    - First Floor will include the main entrance facing north, the food service facility, large open dining areas, and adjacent exterior decks that extend to the north and east toward a major landscaped gathering space.

    - Second Floor will include other amenity functions and two adjacent exterior decks that are oriented to the north and east.

    - Adjacent open space decks and balconies to create positive indoor-outdoor relationships.

    - Loading and service area that is screened from public view.

E. Open Space Programming

In total, the Project includes over 29 acres of open space areas and supporting amenities, which are connected by a robust network of accessible pedestrian and bicycle trails, and active/passive recreational areas that are available to tenants and the public. Approximately 12-acres will be publicly accessible open space.

Hours of operation for the publicly accessible open spaces will generally be from a minimum of sunrise until a half hour after sunset consistent with standard operating hours for parks in Menlo

Park, although community events may be held during the evening within the Central Commons area intermittently throughout the year subject to obtaining special event and other applicable permits as required by City code. Pedestrian and bicycle pathways throughout the campus would not be physically closed during the evening, nor would the publicly accessible open space areas. Operations would be similar to Meta Park. Rules and regulations for the parks and open spaces would be established in consultation and coordination with the City as part of project implementation. Key open space features include the following:

- **Ravenswood Avenue Parklet**: A generous landscaped setback located on the northerly edge of the site along Ravenswood Avenue will protect the existing heritage trees and provide a well landscaped and screened frontage. A shared-use path will weave through the existing trees in the setback area to connect with and support pedestrian and bicycle circulation throughout the site. This shared-use path will provide a safe path of travel and separate pedestrians from automotive traffic along Ravenswood Avenue. Small scale and intimate public spaces, such as picnic areas and exercise stations, and a children's playground, will directly connect to the shared-use path, offering residents and neighbors a unique opportunity to move through the site, utilize active and passive areas and utilize a setting that features mature trees and natural landscaping. The Ravenswood Avenue Parklet also leads to a large multi-use plaza which provides a 'front door' to the Parkline campus and visual connection to the Parkline Central Commons.

- **Parkline Recreational Area**: The Parkline Recreational Area will provide a multi-use recreational area of approximately 2.65 acres located near the northeast corner of the site, adjacent to building R3 and connected to the Ravenswood shared-use path. The land will be dedicated to the City and the City will be responsible for designing and constructing the improvements, subject to the Project Sponsor funding the costs of design and construction as set forth in the Development Agreement.

- **Parkline Central Commons**: The Parkline Central Commons provides a central open space with approximately 5 publicly accessible acres located between the Office/R&D buildings and office amenities building which offers a variety of programmed open space, such as flexible-use lawn areas and multi-use plaza that can accommodate gatherings. The Parkline Central Commons is anticipated to include an event pavilion and landscaped areas. Additionally, smaller landscaped spaces for tenant use will be located adjacent to the buildings, which will provide outdoor seating and shaded tree groves. Primary pedestrian circulation paths connect all the edges of the site to the Parkline Central Commons. Along with the new landscaping and building placements, existing and new trees will contribute to the Parkline Central Commons to create a holistic campus environment.

- **Dog Park:** An approximately 3,000 sq. ft. dog park will be located adjacent to Residential Building 2. The dog park will be open to the public, subject to rules established by the applicant and approved by the City.

In addition to these features, strategically located public open space amenities will also be located throughout the project site and include picnic areas, shaded court areas, multi-use lawns, and other features.

F. Heritage Tree Preservation

A key component of the Project conceptual master plan is maximizing the preservation of existing heritage trees distributed across the site. The proposed land use program and site orientation has been developed to ensure existing and new trees are distributed throughout the Project site. In total, the Project proposes to maintain approximately 532 existing trees and to incorporate approximately 860 new trees, resulting in a total of 1,392 trees on the Project site, which is an overall increase compared to existing conditions.

Existing Trees: The Project site currently contains approximately 1,342 existing trees. Of these, 600 are anticipated to qualify as heritage trees under the City's Heritage Tree Ordinance. A substantial number of trees are located along the property line at Ravenswood Avenue and Laurel Street, delineating the edge of the Project site and creating a visual buffer to passersby and adjacent properties. Due to the age of the existing campus, there are a variety of tree species in a wide range of health conditions. A complete tree survey and disposition plan have been prepared to document the location, species, size, and condition of each tree.

Project Planning Approach for Tree Preservation and Replacement: The Project's tree management and retention plan is informed by the following considerations:

- Preserve and protect healthy heritage trees that are of a desirable tree species, consistent with the City's regulations to the maximum extent feasible. This evaluation includes consideration of tree health, invasive species, fire hazards, and water use. Specific efforts were made to preserve and protect the following species based on their native habitat and ecological significance: Coastal Live Oak (Quercus Agrifolia), Valley Oak (Quercus Lobata), and Coast Redwoods (Sequoia Sempervirens).

- Incorporate existing heritage trees into the overall design by intentionally locating roads, parking areas, and buildings in a manner that allows for heritage tree preservation.

- Replace trees that need to be removed due to poor health or to accommodate the Project in compliance with the City's Heritage Tree ordinance, resulting in a net increase in trees on the Project site.

- Data Driven Approach to Tree Preservation and Planning:

    - *Existing Tree Survey*: An on-site analysis was conducted to document each tree (with reference number), its location, species, size, and condition.

    - *Tree Disposition Plan*: Additional analysis has been conducted to indicate existing trees, heritage trees and their locations, trees to be removed, and proposed master landscape plan indicating existing and proposed new trees to be added.

Review and Approval Process: The City has already conditionally approved the removal of trees for development and non-development (i.e., declining health, invasiveness, etc.) related reasons. As a condition of the Heritage tree removal permit, an updated arborist report and tree preservation feasibility analysis for certain trees that are close to proposed building footprints and other improvements will be required for each architectural control permit application for a

proposed building or facility, in order to facilitate the Planning Commission's review of whether minor design changes could accommodate tree preservation. Stated differently, the intent is for the Planning Commission to have the ability to take a "second look" at certain trees during the architectural control phase prior to their removal.

G. Site Lighting Concept

The Project site will incorporate a lighting plan that complies with California State Title 24 and the City's lighting guidelines. All exterior fixtures will be energy-efficient and color balanced, and reduce glare and unnecessary light spillage, while providing safe routes of travel for vehicles and pedestrians.

Lighting will contribute to wayfinding throughout the site with the use of tall scale area lights for roadways and pedestrian scale path lights along sidewalk circulation. Luminaire locations will be cohesive with the landscape design so that pedestrians are drawn through the flowing Project pathways, with key destination points specifically indicated through special lighting applications unique to the destination they are illuminating. For example, lawn spaces will be lit with taller scale poles and adjustable flood lights so that focused lighting can be provided for the large areas, accommodating a variety of potential activities.

5. Circulation and Mobility

A. Vehicular Access

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

Overall Project Vehicular Access: The Project master plan includes a vehicular circulation plan that is designed to achieve the following key objectives:

- Create separation between the office/R&D uses and residential uses by providing independent vehicular access and circulation within each component of the Project.
- Create publicly accessible but privately owned and maintained on-site roads to manage internal vehicular circulation and access to new buildings, loading and parking areas.
- Minimize vehicle trips to Laurel Street.
- Provide adequate emergency vehicle access throughout the Project site, including providing for improved emergency vehicle access connectivity for surrounding areas.

Residential Access & Circulation: Access to the residential buildings along Laurel Street is limited to: (1) One entry point along Ravenswood Ave, toward the west side of the site; and (2)

two entry points along Laurel Street: one entry for the multi-family residential buildings and a second entry for the proposed townhouse area. An internal loop road will link the two multifamily buildings to provide vehicular egress as well as required emergency vehicle access. Proposed driveways along public streets will generally be designed per City standards.

Office/R&D Access & Circulation: Access to the office/R&D buildings is limited to: (1) two along Ravenswood Ave: One near the west, and one near the east side of the site; and (2) one along Middlefield Road at Ringwood Avenue. A potential new access point at Seminary Drive is being evaluated and may be provided at a later date. These Office/R&D District entry points are designed to provide efficient and dispersed access along the north and east sides of the site. An internal loop road will provide access to all office/R&D buildings, office amenity building, community building, parking garages, surface parking areas, loading areas, as well as emergency vehicle access. Proposed driveways along public streets will be designed per City standards.

Internal Street/Road Design: All internal streets and roads will be private and designed to emphasize safety. They will also accommodate emergency vehicle access as required.

- **Office/R&D Buildings:** A loop road will be developed to route through the Project site providing vehicular access to each of the surface parking areas in front of the Office/R&D buildings as well as access to separate loading and service areas and parking garages. Normal vehicular traffic on this loop road will be separated from vehicular circulation with the residential buildings in order to minimize vehicular ingress and egress onto Laurel Street. The loop road will connect to the access to the residential buildings via a limited access path for emergency vehicles only. The loop road will contain Class II or III designated bicycle lanes in both directions. These will allow local residents access through the site traversing southwest to northeast, and around the site, providing new safe bicycle pathways.

- **Residential Buildings:** The new private access road will link the three residential buildings and provide access to surface parking areas, parking garages, and service areas.

All proposed streets within the Project would be private streets, subject to public access and service easements.

B. Bicycle and Pedestrian Access

The Project site is currently closed to the public and is generally surrounded by a secured perimeter. The existing bicycle and pedestrian facilities are limited to on-street bicycle lanes and narrow sidewalks along the perimeter of the site's roadway frontages within the public right-of-way. The Project will eliminate the existing security perimeter and will open the Project site to the surrounding community by creating new, clear, accessible, and safe multi-modal pathways for bicycles and pedestrians to circulate throughout the site as shown below in **Figure 7**. These bicycle and pedestrian pathways will be located along the Project perimeter and throughout the interior of site to create safe and inviting east-west bicycle and pedestrian linkages that connect the Project site to Burgess Park, the future Caltrain undercrossing, the Menlo Park Downtown area, neighborhoods to the north and east, and Menlo-Atherton High School.

The Project's primary bicycle and pedestrian pathways include the following:

- **Class I Shared Use Pathway Adjacent to Ravenswood Avenue**: A Class I multi-use bicycle and pedestrian path will be located on the north side of the site along Ravenswood Avenue. This on-site path will create a protected alternative option for bicyclists currently using the bike lane on Ravenswood Avenue (which would remain in place). The Class I path will extend to the Ravenswood/Middlefield intersection. In addition, a Class I path will loop southward into the Project site toward the east and provide a crossing at Ringwood Avenue and Middlefield Road. These paths will provide safe access to Menlo Atherton High School and will connect to the existing bicycle path and bike lanes on Middlefield Road.

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

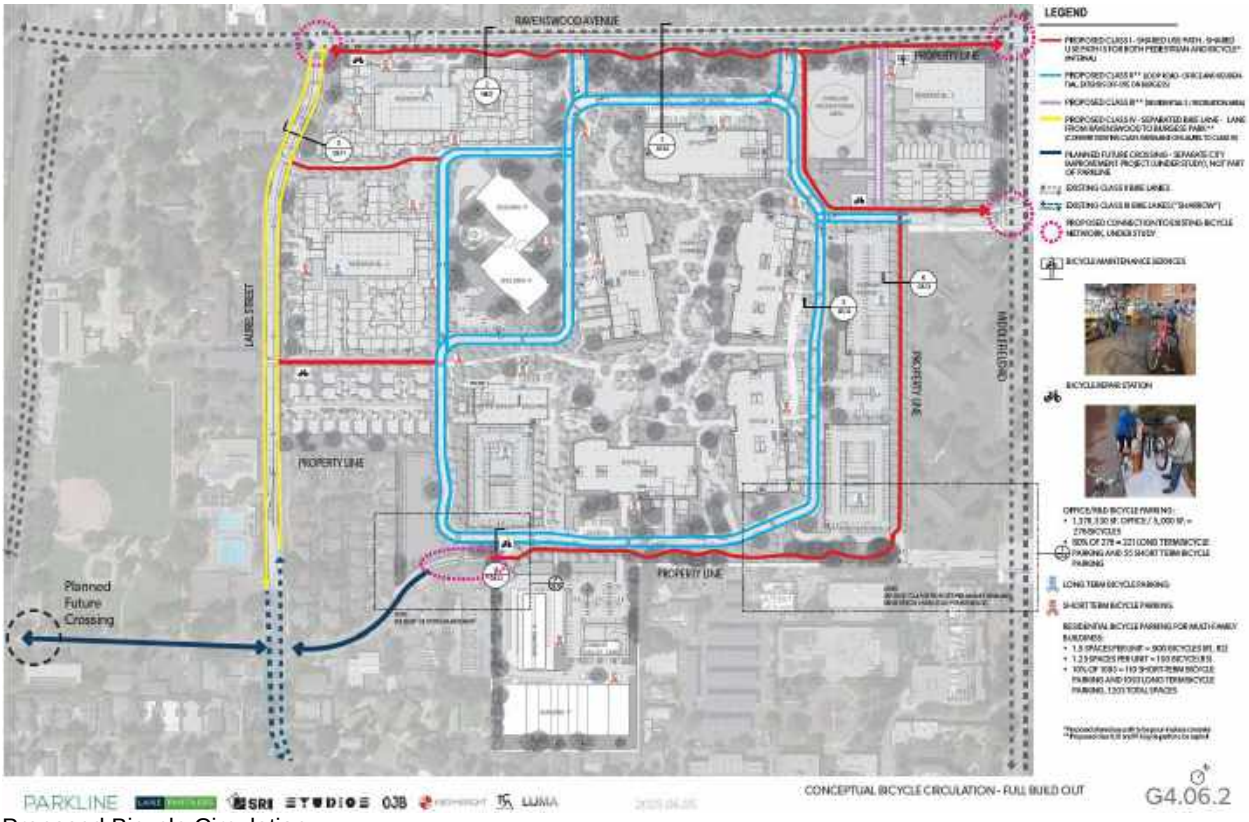
- **Class I Shared Use Pathway Along Burgess Drive**: A Class I multi-use bicycle and pedestrian path will extend from Burgess Drive along the south side of the Project site to connect to Middlefield Road at Seminary Drive. The path will also extend along the east side of the Project site to connect to Ringwood Avenue. Safety lighting, landscaping, wayfinding and other features will be installed to ensure the pathways are well-lit, accessible, and create a high-quality experience for users.

- **Class I Shared Use Pathway Connection to Ringwood Avenue:** A Class I multi-use bicycle and pedestrian path will extend along the eastern edge of the Parking Garages 1 and 2, providing a direct connection to Ringwood Avenue. This shared path will incorporate lighting, landscaping, wayfinding and other features to ensure the pathways are well-lit, accessible, and create a high-quality experience for users.

- **Multiple Pedestrian Access Points and Paseos**: The site will be designed to promote pedestrian access from the northwest (to and from the Caltrain station), and provide multiple entrance points on the west, north, east, and south sides of the site. Two dedicated paseos would connect Laurel Street to the interior of the site.

- **Public Wayfinding:** Robust and thoughtful wayfinding, signage and lighting throughout the Project site will ensure the public is invited to the various open spaces.

Figure 7: Proposed Bicycle & Pedestrian Circulation



Proposed Bicycle Circulation

Proposed Pedestrian Circulation

6. Off-Street Parking & Loading

Under existing conditions, onsite parking for the SRI campus is primarily provided through large surface parking areas, which result in significant impervious areas and constrain opportunities for landscaping and accessible open space. The Project will modernize this parking strategy to instead provide well-located structured and limited surface parking for all proposed land uses at parking ratios consistent with transit-oriented projects within the City, thus, returning valuable land for use as landscaped open space and other uses.

Most of the onsite parking will be provided in above-grade structured parking garages that are screened from public view and located in areas that provide convenient access to tenants and residents. The Project minimizes the amount of impervious surface parking areas as a strategy to increase the amount of previous landscaped open space. See **Table 2** above for a summary of the proposed minimum parking ratios and total parking counts within the Residential District and Office/R&D District.

A. Residential Parking

Parking for the residential uses will be provided through a combination of garage and limited surface parking. For the two multifamily residential buildings, resident parking will be provided in above-grade garages, wrapped by the residential units thus screening most of the parking from external view. All garages will be provided with code-required electric vehicle charging stations. Each of the townhouses will have parking spaces within private garages located within each unit, organized around a driving court. Visitor parking is provided in an adjacent surface parking area.

For the affordable building, on-site parking will be provided at a ratio of 0.5 spaces per dwelling unit, with shared parking provided on evenings and weekends within the commercial parking structures and adjacent surface parking lots. It is anticipated that a shared parking agreement or plan would be submitted for approval as part of the future architectural control process in order to provide more details regarding how shared parking will work operationally.

Parking ratios are proposed as follows:

- Apartment units: 1.25 space / DU + .33 space / DU for visitor parking
- Townhomes: 2.0 spaces / DU
- 100% affordable units: 0.5 space / DU

For the Apartment Units, 1.25 spaces per unit are proposed based on the minimum amount of parking required for functionality, economic feasibility and financing, and to avoid spillover parking impacts into adjacent neighborhoods. A significant share of the units will be two- and three-bedroom homes which are more likely to be occupied by households with more than one vehicle. The 1.25 ratio is also consistent with industry underwriting standards, which require a baseline level of parking to support market absorption and financing. Ideally, the parking provided for new multifamily projects would provide an allowance for up to 1.5 spaces per dwelling unit in addition to visitor parking, but the Project Sponsor believes a 1.25 ratio plus a .33 allowance for visitor parking would not unduly impair the ability to obtain financing. This ratio remains well below suburban norms and aligns with the City's sustainability goals while still addressing practical needs for tenant mobility and project viability. The proposed ratio is also lower than required elsewhere in Menlo Park.

B. Office/R&D Parking

Parking for the office/R&D uses will be provided in a combination of three above-ground structures, surface lots, and two, one-level underground garages below two of the new buildings. The three office/R&D parking garages (“PG(s)”) are located on the east and west portions of the Office/R&D District to provide convenient access to the new office/R&D buildings and existing Buildings P, S and T. PG-1 and PG-2 are each four-stories tall, yielding five levels of parking total. PG-3 is designed as three-stories, yielding five levels of parking. The single-level underground parking garages will be located below commercial buildings B1 and B5. All garages will be provided with code-required electric vehicle charging capacity and monitored security systems. Given the reduction in the total amount of non-residential square footage to 1 million square feet, changes to the parking program are envisioned in order to reduce the amount of non-residential parking commensurately.

The parking garages are sited to maximize the retention of existing heritage trees and provide convenient access to the buildings. In addition, public restrooms will be provided within PG1. Landscaping and other treatments will be incorporated to screen the parking garages from view. The garage facades will be comprised of materials that are compatible with the overall architectural language of the Project site.

C. Public Parking Areas and Shared Parking

Public parking to serve the recreational field on evenings and weekends will be provided via the northeast surface parking lot adjacent to that area. Structured parking for the commercial campus

would also be available for public use on nights and weekends, with operational details to be established by a future shared parking plan subject to City approval.

D. Off-Street Loading

Designated off-street loading areas will be provided at each building. The loading areas will be designed to allow adequate circulation to ensure that trucks and other large vehicles can easily access these locations. Each office/R&D building will contain an off-street loading area that can accommodate up to two, 30-40 ft Class 3 commercial trucks. The loading areas will generally be visually screened from the loop road to the extent feasible. Both of the multifamily residential buildings will contain separate, designated off-street loading areas. These will be utilized for major deliveries, occupant moves, and normal services such as trash removal. These loading areas will extend from the proposed residential district internal road system.

The passenger loading / drop off area, including rideshare/TNC loading, for Residential Building 1 at the Ravenswood entrance is 200' x 45'. The passenger loading / drop off area for Residential Building 2 at the Laurel Street entrance is 70' x 100'. The passenger loading / drop off area for Residential Building 3 is 70' x 100'. These loading zones are composed of several components:

- Drive Aisles: two way aisles, a minimum of 24' wide; one way aisles, a minimum of 20' wide
- Parking stalls: perpendicular, a minimum of 8' x 18'; parallel, a minimum of 8' x 22'
- Loading Stalls: box truck sized parking stall (Amazon, UPS), a minimum of 10' x 26'
- Move in / out loading areas: loading for residential move-ins will be provided parallel and adjacent to the street at secondary entries to the apartment buildings. A minimum 10' x 50' space will be provided.

E. Emergency Vehicle Access

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

7. Transportation Demand Management

A. Transit Proximity

The Project site is well served by transit with direct access to SamTrans and Menlo Park Community Shuttle bus stops located on Middlefield Road and Ravenswood Avenue. The Project site is served by SamTrans routes 81, 82, 296, and 397, and the M1 and M4 Menlo Park shuttles. In addition, a significant portion of the Project site is located within a 0.5-mile of the downtown Menlo Park Caltrain Station.

B. Transportation Demand Management (TDM) Commitments

The Project includes a TDM plan that will reduce the total number of daily vehicle trips by 35% for multifamily residential and office/R&D uses. TDM measures will be implemented that complement the mixed-use campus land use program and its proximity to the downtown Menlo Park Caltrain station. A range of design features are incorporated into the Project (e.g., onsite amenities to reduce additional trips offsite, carpool parking, long-term bicycle storage, showers and changing rooms) and ongoing operational programs (e.g., shuttle to downtown, commute assistance center/kiosk information) to achieve TDM mode shift targets and thereby reduce the number of trips made by the office/R&D tenants and residents.

The office component will be monitored by the commercial landlord or property management company. Individual tenants would be responsible for complying with certain TDM measures as part of their lease agreements. The multifamily residential buildings will be monitored by the property managers according to the CCAG guidelines. The recreational facilities that will be programmed by the City along Ravenswood Avenue will not be monitored. Annual reports will be submitted that assess the effectiveness of the TDM plan. If any component does not comply with the trip reductions, a detailed mitigation and monitoring plan is required that identifies steps to be taken to bring it into compliance.

8. Site and Infrastructure Improvements

A. Grading Design

The Project site grading strategy is designed to protect existing heritage trees and balance earthwork quantities to limit the need for import or off-haul to/from the Project site. For example, the first-floor elevations for proposed buildings have been set to minimize potential impacts to adjacent existing trees. This approach will limit the amount of earthwork required and promote tree preservation. The Project's site grading strategy includes the following: generally align with existing grades, utilizing gentle slopes; raise first floor elevations to allow drainage to and within landscape areas and minimize impacts on pedestrian gathering spaces and walkways; slope to the perimeter of the site and utilize the loop road to manage storm water drainage paths to the city's storm drain system, and allow internal roads and driveways to align with existing conditions at the project perimeter along public streets. Overall, the Project drainage will maintain existing drainage patterns towards the northeast corner of the site (low point of property).

B. Utility Design

New utility infrastructure is required to support the Project. A utility corridor beneath the new streets and internal loop road will include water, sewer, recycled water, and storm drain mains. A joint trench will provide space for electric and telecommunication conduits and pathways. No natural gas will be provided, except as required to support SRI's existing ongoing activities within Buildings P and T. Joint Trench design will be phased such that service to Building P will not be interrupted. All residential and commercial utilities will connect to existing mains in Laurel Street, Ravenswood Avenue, Middlefield Road, and the internal loop road which will be dedicated as a public service easement. Storm, joint trench, and recycled water connections for these buildings will be provided via the proposed utility corridor.

C. Stormwater Treatment

The Project will reduce impervious areas across the Project site by introducing new landscaped and open space areas and by reducing surface parking and hardscape. The Project will provide approximately 45% of pervious area across the site, compared to only 28% pervious area under existing conditions. Due to the reduction in impervious area across the site, the expected flow rate leaving the Project will be less than existing conditions, meaning that no additional hydromodification measures will be required.

The Project will conform to San Mateo County C3 requirements and will utilize LID stormwater treatment measures. The Project will primarily feature bioretention ponds and may incorporate larger centralized treatment areas that can also serve as open space. It is anticipated that a Stormwater Operations & Maintenance agreement with the City will be required to ensure that any installed stormwater facilities are properly maintained.

D. Recycled Water

All new commercial buildings and the multifamily apartment buildings will be dual plumbed for recycled water applications. Future recycled water connections will be provided at the intersection of Ringwood Avenue and Middlefield Road, and at Laurel Street and Burgess Drive as part of the Project's community benefits package. These connections will be run within the limits of the public service easement loop road for distribution and connectivity to Laurel Street and Burgess Drive.

E. Off-Site Improvements

Improvements in the public right-of-way are anticipated to be included as part of the Project approvals. At a minimum, new curbs, gutters, and sidewalks along the Project's frontage as well as a full-street 3" grind and overlay of Laurel Street, Middlefield Road, and Ravenswood Avenue are anticipated to be required consistent with the City's standard requirements. Trench restoration will also be required wherever there are new utility connections. It is anticipated that the Project will implement certain green infrastructure features within the public rights of way (to be owned and maintained by the City), including stormwater treatment of certain public streets along Project frontage(s) at Ravenswood Avenue and Middlefield Avenue, as well as other off-site improvements projects identified in the TIA prepared for the Project.

9. Sustainability

A key Project objective is to provide a sustainable campus environment focused on reducing energy and water emissions, carbon footprint, and the usage of natural resources. To do so, the Project prioritizes a robust commitment to sustainability throughout the Project master plan design and operations. The existing outdated and energy inefficient buildings within the Project site will be replaced with buildings and related improvements that reflect the latest green and sustainability requirements, including the City's reach code and green building program, CalGreen, LEED Gold, and California's Title 24 new requirements for onsite renewable energy generation and energy storage. Significantly, the Project will remove the existing inefficient and outdated cogeneration plant and establish all-electric energy design throughout the Project site (with exception for Buildings P and T, which will retain natural gas use for continued laboratory and R&D purposes).

A. Sustainability Features and Performance Standards

The Project will minimize both construction and operational carbon emissions through a range of sustainability measures and commitments, including:

- **Construction Waste Diversion**: Throughout construction, waste will be source-separated and tracked to divert waste away from landfills, with a target of recycling over 80% of construction and demolition waste and comply with City requirements.

- **Replacement of Existing Inefficient Buildings**: The existing site includes buildings built over decades that reflect the needs of various uses and occupants at different periods of history, that therefore do not incorporate the latest advancements in sustainable design. The Project will demolish existing buildings onsite, including the existing cogeneration plant, with exception for Buildings P, S, and T, and will replace those inefficient buildings with new, sustainable, and energy-efficient buildings.

- **LEED Certification**: The Project will incorporate a range of LEED certification strategies or equivalent standards, including:

- **Office/R&D Buildings**

    - Minimum LEED Gold certification by the U.S. Green Building Council or as verified through the City of Menlo Park's LEED Performance Program, or achieve equivalent standards.

- **Residential Buildings**

    - LEED New Construction certification or equivalent standards for multifamily residential buildings

    - LEED for Homes certification or equivalent standards for residential townhouses

- **Reach Code Compliance for New Buildings**: The new office/R&D, existing Building S, the new office and community amenities buildings, and new residential buildings are all anticipated to utilize an all-electric system per the City's current Reach Code requirements, reducing overall greenhouse gas emissions relative to a typical building using natural gas.

- **Solar Energy**: The Project will utilize solar arrays to achieve Title compliance by generating power on-site, which will offset power use for buildings and electric vehicle charging stations. Under current Reach Code requirements, the Project may alternatively utilize purchased renewable energy credits and/or participation in a comparable clean energy program.

- **Electric Vehicle Parking**: The Project will incorporate adequate electric vehicle ready parking spaces within both the Office/R&D and Residential Districts to meet code requirements. The Office/R&D will incorporate approximately 15% of parking spaces as EV-ready, including 10% of spaces installed with EV chargers. Within the Residential District, the townhomes will include 1 EV-ready space each and

the multifamily buildings will include one EV-ready space per unit including 15% of the total parking installed with EV chargers.

- **Grey Water Reuse**: Multifamily residential buildings include greywater capture and reuse systems to meet the current Reach Code requirements.

- **Building Design**: The building design approach will also target reduced carbon emissions, including operational carbon, embodied carbon, and transportation related carbon in building design. The sustainability program will investigate embodied carbon within building materials and give preference to materials from sustainable sources by providing specification language for reduced embodied carbon materials and construction phase material tracking. For example, for the office amenities building, a mass timber structural system is being considered, which would yield a lower carbon footprint than traditional steel or concrete systems.

- **Water Use Management**: To responsibly manage and reduce potable water use, the Project will comply with all applicable state and local codes and regulations regarding water usage, and will incorporate certain features, such as low-flow fixtures, options for greywater use, and recycled water for landscape irrigation, among others.

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

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

10. Signage

Signage for all components of the Project will be established in a comprehensive Master Sign Program, which will set forth the maximum amount of signage permitted for the entire Project as well as standards governing the size, type, and location, of signage in lieu of compliance with Chapter 16.92 of the City's Code. Approval of the Master Sign Program is anticipated to occur later in the process.

11. Construction and Project Phasing

Construction of the Project could occur in one phase but is likely to be constructed in three phases, with Phase 1 split into two subphases, and take a total of 99 months. The timing will depend on several factors, including market conditions, availability of financing, and tenancy requirements. Construction consists of multiple stages, starting with site preparation upon recordation of the first Final Map and issuance of a demolition permit. That stage involves the removal of the majority of

existing utilities, irrigation, overhead lines and poles, and unused public utility laterals within the City's right-of-way, as well as the cogeneration power plant and the existing PG&E substation.. Following the removal of the designated utilities, asbestos and lead based paint abatement will take place. Demolition would follow when all landscaping would be removed except for certain Heritage trees in compliance with Heritage Tree Removal Permit. All buildings, underslab utilities, and foundations would then be demolished except for Buildings P, S, and T, as well as all concrete, AC pavement, base rock subgrade, and surface utilities.

Grading and installation of utilities follows the demolition phase, which is estimated to take approximately five to seven months to complete. Construction of the Phase 1 buildings will commence after the utilities are installed. During construction of the Phase 1 improvements, the future phase parcels would be secured by construction fencing with a maintenance gate for limited access and stabilized with stormwater and bio-retention improvements necessary to meet C3 requirements.

With respect to vertical improvements, it is anticipated that Phase 1 would involve the residential components (R1 and R2 as part of Phase 1A, and the townhomes as part of Phase 1B). Phase 2 would involve construction of the non-residential buildings, and remainder of the Loop Road. The 100% affordable building would be constructed by the affordable housing developer in Phase 3, although the delivery of the 100% affordable building could occur at the same time as Phase 1 or Phase 2 with timing dependent on the ability to secure financing.

As part of the Development Agreement for the Project, the Applicant is also willing to commit to a framework that would ensure that the office/R&D buildings cannot commence until specific milestones are achieved with respect to the residential components (i.e., the project cannot break ground on new office/R&D buildings until specific residential milestones are achieved). Details regarding this aspect of phasing will be specified in the Development Agreement.

12. Anticipated Entitlements and Other Required Governmental Approvals

A. Entitlements Process

The applicable General Plan and zoning designations do not accommodate the Project's desired range of densities, intensities, and uses, and are generally ill-suited for mixed-use transit-oriented development. In addition, there are no other existing General Plan and zoning designations that would allow for the size and scale of this type of development. Accordingly, a General Plan Amendment, Zoning Text Amendment, and Zoning Map Amendment are necessary in order to create a new zoning district that establishes development standards and regulations tailored to the Project's specific parameters and development objectives.

The various amendments described above would be combined with a CDP, which would address site-specific issues (i.e., Public Works' requirements, open space improvements, rules for modifications, etc.), design controls, phasing, mitigation measures, and operational requirements, among other conditions of approval, which are appropriate for the development of such a large site.

The following discussion provides a preliminary overview of the proposed entitlement approach, which is subject to revision following input from the City.

- **General Plan Amendment (Text and Map)** – A new city General Plan land use designation would be required to provide for the range of Proposed Project land

uses, including multi-family residences and public and quasi-public, office, R&D, and compatible uses.

- **Zoning Amendment** – A zoning ordinance text amendment would create one new zoning district to establish discrete development standards in accordance with the Proposed Project's uses and features.

- **Rezoning** – An amendment to the City's zoning map will be required to apply the new district to the Project site, along with a conditional development "X" overlay in order to facilitate development flexibility, as needed.

- **Conditional Development Permit** – Project-level conditional development permit to implement the Project and specify site-specific construction, design, phasing, and operational requirements.

- **Development Agreement** – The Project will be subject to a negotiated Development Agreement that provides vested rights in exchange for community benefits and additional project commitments.

- **Architectural Control** – Architectural Control approval will be required for approval of the Project's architectural elements; this entitlement is anticipated to occur after the approvals described above are in place. Use Permits may also be sought in connection with the Architectural Control process for modifications to the design standards to the extent necessary to accommodate building designs.

- **Heritage Tree Removal Permit** – A Heritage Tree Removal Permit will be required to remove Heritage Trees in accordance with Chapter 13.24 of the City's Municipal Code.

- **Vesting Tentative Map** – The Project site is currently comprised of six parcels of varying sizes. A phased Vesting Tentative Map would create 28 parcels as part of Phase 1, followed by creation of an additional 9 parcels as part of future phases, for a total of 37 parcels at full buildout. The re-parcelization reflects the master plan for new buildings, open space and circulation improvements, and infrastructure improvements necessary to serve the new buildings. The VTM would also allow for flexibility in construction phasing to develop the site based on market demands; accordingly, it is anticipated that multiple Final Maps will be recorded.

B. Responsible Agencies and Other Potentially Interested Agencies

Responsible and other potentially interested agencies that may be needed for the Proposed Project to proceed are identified below. Some of these agencies will need to approve certain parts of the Project prior to full implementation, but their approval is not required for EIR certification pursuant to CEQA. The list below includes responsible agencies and other agencies that may be interested in the Project and environmental review. This list is not intended to confer responsible agency status to each listed agency and is provided for informational purposes only.

- Pacific Gas & Electric

- California Regional Water Quality Control Board/San Mateo Countywide Water Pollution Prevention Program

- Native American Heritage Commission
- City/County Association of Governments
- Bay Area Air Quality Management District
- San Mateo County Transportation Authority
- San Mateo County Environmental Health Division
- Menlo Park Fire Protection District
- West Bay Sanitary District

13. <u>Project Team</u>

The Project team is comprised of the following firms:

- SRI International, Owner
- Lane Partners, Development Manager
- STUDIOS Architecture, Master Planner/Architect
- TCA Architects, Residential Architect
- OJB, Landscape Architect
- Kier + Wright, Civil Engineer
- Ramboll, Air Quality Consultant
- Brightworks, Sustainability Consultant
- PAE Engineers, Mechanical-Electrical Engineer
- Page & Turnbull, Historic Architectural Consultant
- IMEG, Structural Engineer
- Watry Design, Parking Consultant
- Fehr & Peers, Transportation Consultant
- HortScience/Bartlett Consulting, Arborist
- LUMA Lighting Design, Lighting Consultant
- ATC Design Group, Environmental Consultant