LANE PARTNERS | SRI INTERNATIONAL

PARKLINE MASTER PLAN

MENLO PARK, CA

PROJECT DESCRIPTION

OCTOBER 31, 2022

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PARKLINE

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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The Parkline project (Project) proposes to redevelop the outdated SRI International (SRI) research and development (R&D) campus by creating a revitalized transit-oriented, mixed-use campus adjacent to City Hall and proximate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 new sustainable research and development campus with no net increase in commercial square footage, new housing units at a range of affordability levels, new bicycle and pedestrian connections, and approximately 25 acres of open space.

The Project is anticipated to attract leading R&D and life science companies, while also enabling SRI to continue its operations within the existing Buildings P, S, and T that will remain on-site and operational by SRI and its tenants. Under current conditions, the Project site includes 38 existing buildings that have been utilized by SRI over the years for a range of R&D purposes; the Project will demolish most of the existing structures – with exception for Buildings P, S, and T – and will decommission the existing natural gas cogeneration power plant facility and convert most of the campus to a sustainable all-electric design.[1]

A. Project Objectives

Parkline seeks to achieve the following project objectives:

- Redevelop an aging existing R&D campus into a financially viable, mixed-use neighborhood that achieves a cohesive balance between office/R&D space, multi-family residential, 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 by providing at least 450 new housing units with a mix of unit types and sizes, including approximately 68 units (15%) available for low- and moderate-income households, in addition to dedicating a portion of the Project site to an affordable housing developer for the future development of up to approximately 100 units of affordable or special needs housing.

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

- Retain adequate facilities for SRI that are essential to its current and continued long-term R&D operations in the City and recognize SRI's contributions to society and the growth of Silicon Valley.

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

[1] Separate from the improvements described in this Project Narrative, SRI anticipates undertaking certain independent limited tenant improvements to Buildings P, S and T in connection with its ongoing operations of those facilities, as further described in **Section 3(B)** below.

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

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

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

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

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

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

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

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

- Reinforce the City's reputation as a hub for technological advancement and innovation.

- 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.

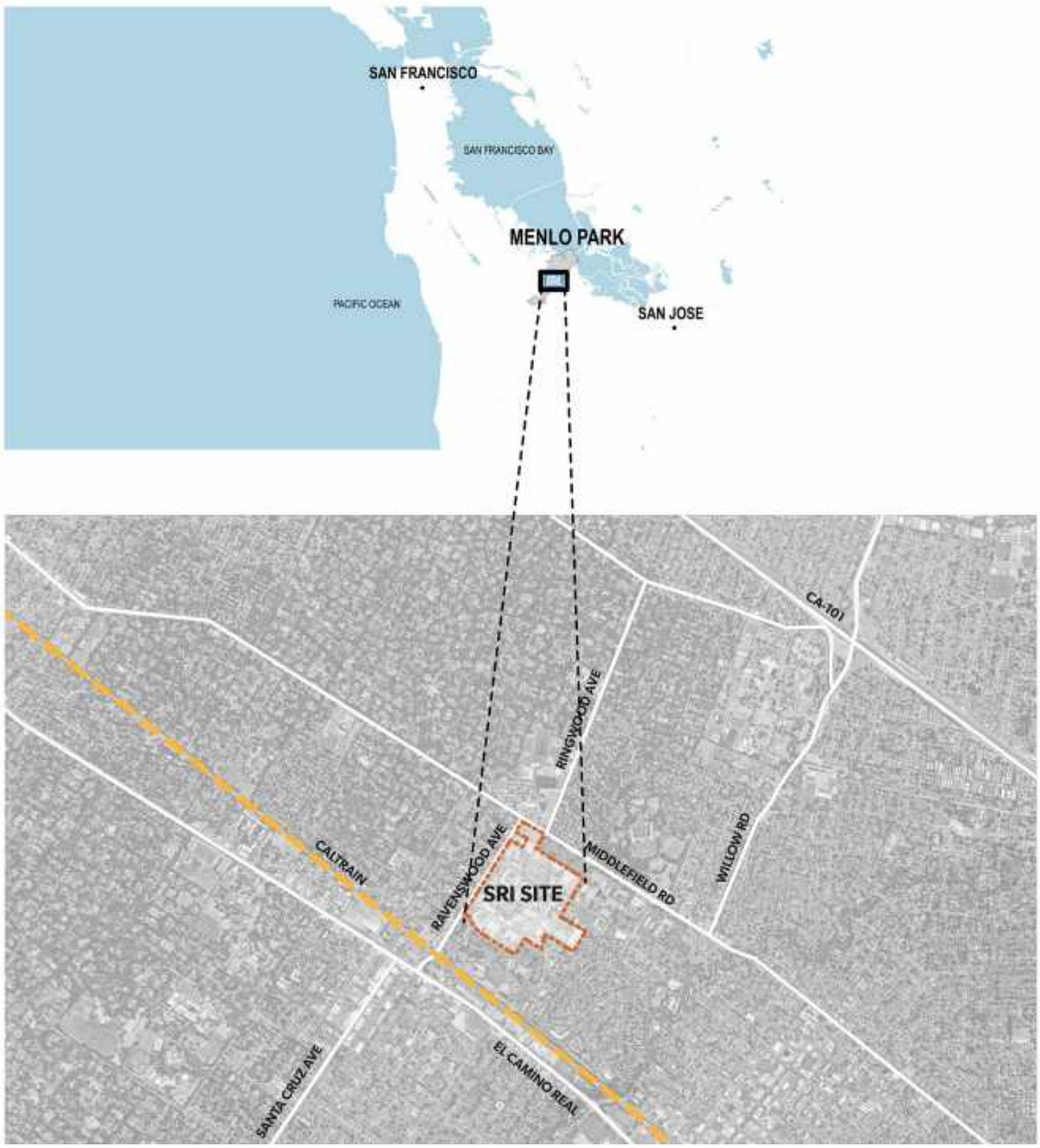
B. Community Engagement

Both Lane Partners and SRI are proud to call Menlo Park home and recognize the importance of soliciting community input to help inform redevelopment of the Project site. To date, Lane Partners and SRI have hosted a series of community meetings in July and August 2021, and again in June 2022 and October 2022, to solicit feedback that has been utilized to inform the Project site plan. These outreach meetings have been attended by more than 200 community members and stakeholders. Community feedback has also been solicited through written surveys that have yielded over 370 survey responses to date providing feedback on the Project programming, design, and amenities. As the Project moves forward, further outreach meetings will be calendared with community stakeholders and members of the public.

2. Project Site Location

The Project site is comprised of approximately 63.2-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 (Assessor's Parcel Numbers 062-390-660; 062-390- 670; 062-390-730; 062-390-760; 062-390-780) located at 333 Ravenswood Avenue and related addresses.

Figure 1: Project Site Location

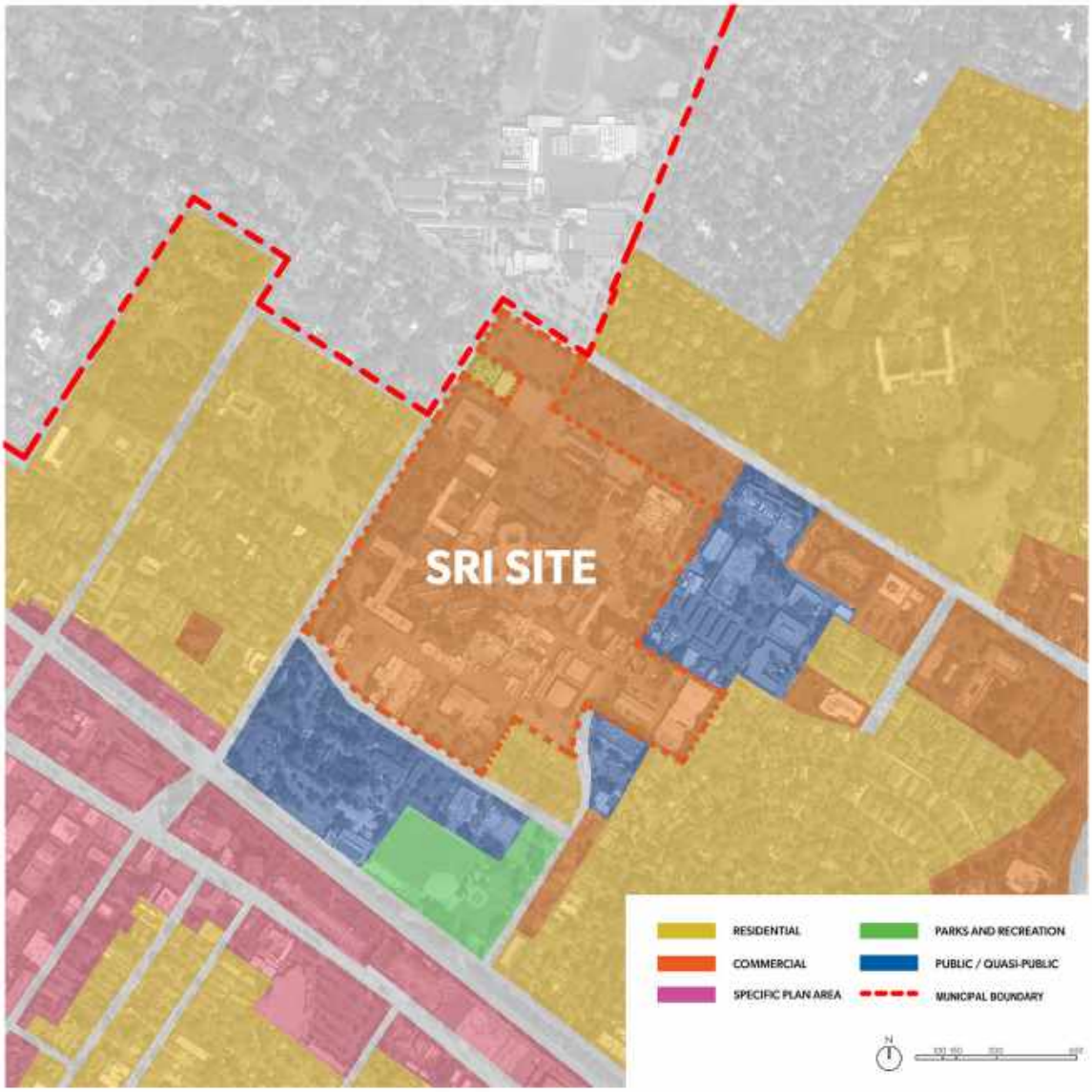


3. Project Setting, Site Context and Existing Site Conditions

A. Surrounding Land Uses and Circulation

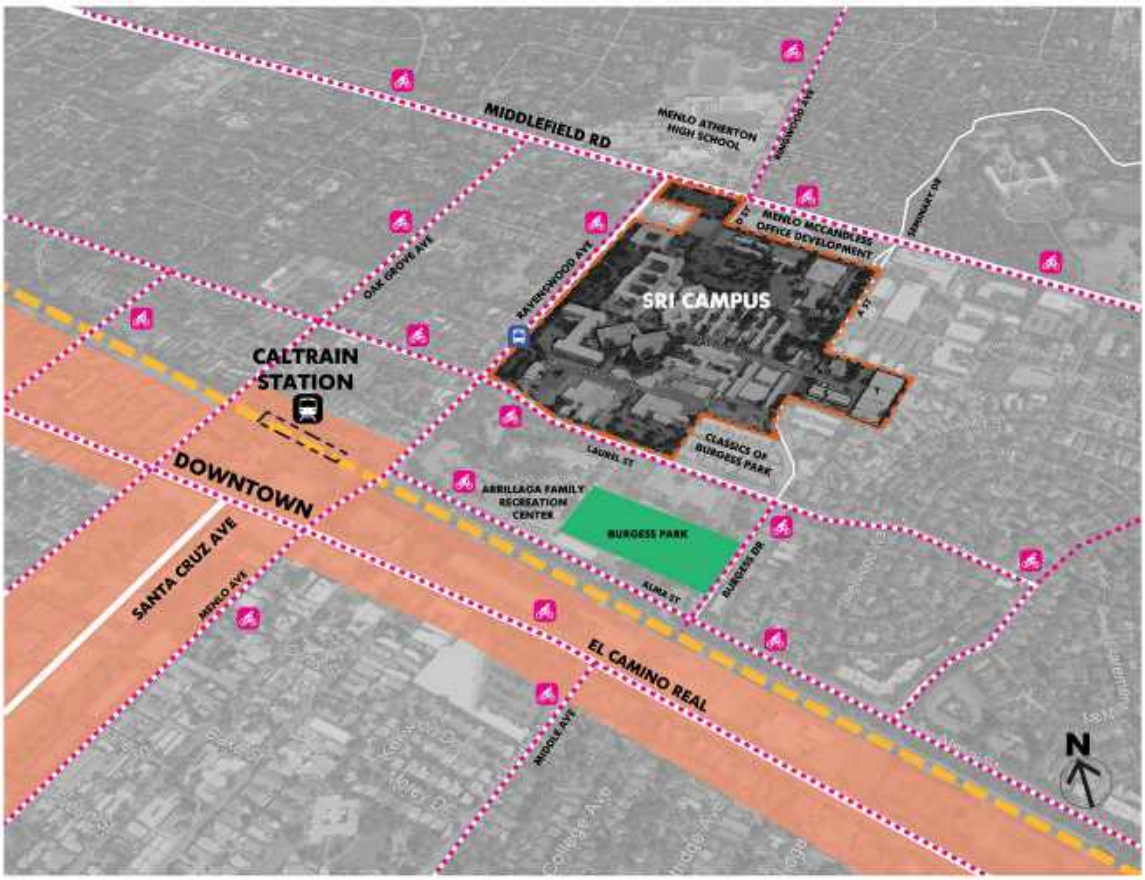
The Project site surrounding area consists of residential neighborhoods and public facilities. Across Laurel Street to the west are City Hall, Burgess Park, and a childcare facility. To the north along Ravenswood Avenue. are single-family and multi-family residences to the east are Menlo-Atherton High School, single-family residences, and a mix of office buildings, including the United States Geological Survey federal offices, along Middlefield Road. To the south of the site are a mix of offices, single-family residences, and multi-family residential units in the Linfield Oaks neighborhood. Along Ravenswood Avenue, the Project site surrounds on three sides an existing church site located at 201 Ravenswood Avenue. **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 ¼ 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 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 manner that allows for energy sustainable operations, and no longer adequately support SRI's R&D needs. Due to their age, some of the older buildings do not incorporate modern seismic

safety features, ventilation systems, utility infrastructure, or energy/water efficient features. Typical of the time these buildings were constructed, the buildings are sited on a grid, and not oriented to take advantage of seasonal daylight patterns in a manner that would allow for improved energy efficiency. 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 far exceeds SRI's current or projected needs.

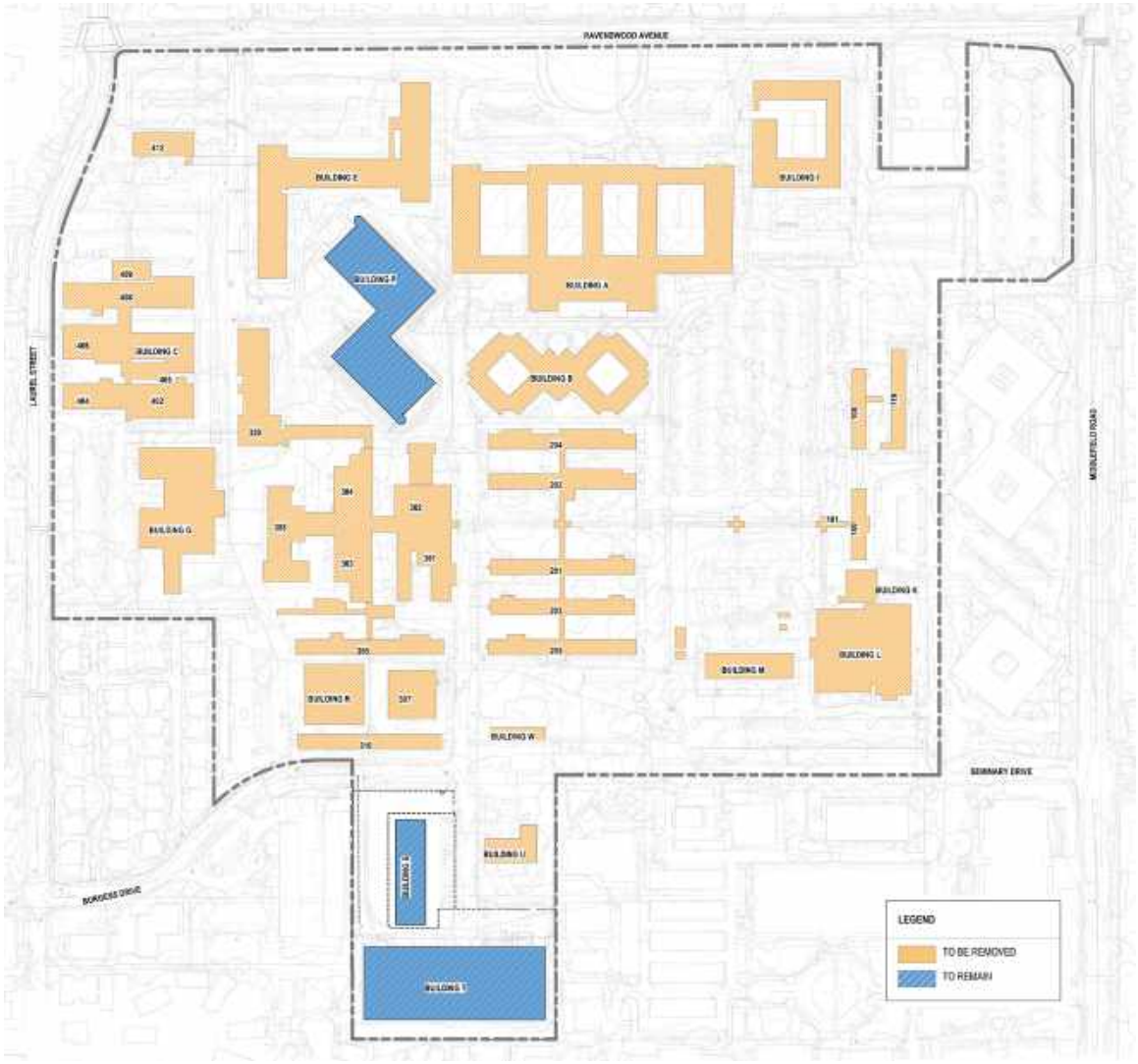
At present, SRI intends to make certain tenant improvement upgrades to the existing Buildings P, S, and T to satisfy its current and foreseeable business needs through installing new lab equipment, improving internal floors plans, and other related improvements. SRI is currently pursuing tenant improvements 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. 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. These SRI tenant improvements will be implemented in advance of the Parkline project and are independent from and unrelated to Parkline, as those improvements are controlled by SRI and will move forward regardless of the proposed Project.

C. Existing Conditions

The Project site is improved with 38 existing buildings, totaling approximately 1.38 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**.**

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, which cover approximately 72% of the total site area. The existing site includes many existing heritage trees distributes 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 38 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 footages and building land uses to be retained and demolished.

Table 1: Existing Site Development[2]

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

[2] Building information provided in this **Table 1** sourced from SRI Campus Modernization Project narrative, dated March 2013.

Existing Building	Square Footage (SF)	Land Use(s)
303	4,267	Office/Research
304	22,978	Office/Research
305	9,982	Office/Research
306	14,331	Office/Research
307	9,600	Office/Research
309	9,236	Office/Research
320	19,440	Office/Research
404	16,867	Office/Research
405	2,055	Office/Research
406	16,520	Office/Research
408	15,395	Office/Research
409	5,527	Office/Research
412	5,858	Office/Research
A	276,113	Office/Research
B	135,110	Office/Research
E	171,980	Office/Research
G	59,536	Office/Research
I	39,220	Office/Research
I	17,700	Amenity
K	4,101	Office/Research
L	75,267	Office/Research

Existing Building	Square Footage (SF)	Land Use(s)
M	**25,772**	**Office/Research**
R	**23,009**	**Support**
U	**5,400**	**Support**
W	**1,819**	**Support**
M1	**1,440**	**Office/Research**
Total SF to be Demolished	***1,093,602***	

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

A Historic Resource Evaluation was prepared by Page & Turnbull that documents the Project site's history and evaluates the historic significance of the campus and its 38 existing buildings. Page & Turnbull's report summarizes the eras of development that preceded SRI's use of the site and provides historic context to inform their assessment of the various architectural styles that are represented throughout the site.

As documented in the Historic Resource Evaluation, 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. In addition, Page & Turnbull found that SRI's campus may be eligible for listing as an Historic District for its association with SRI's contributions to society. There are 26 buildings and two landscape features that are considered contributors to the Historic District.

It is anticipated that the environmental review for the Project pursuant to CEQA will evaluate impacts to existing or potential historic resources, including the evaluation of Project alternatives to the demolition of Buildings A, E, 100, and any contributors to the Historic District, if any such alternatives are determined to be feasible.

D. Current Land Use Designations & Existing Entitlements

The City's current General Plan, adopted in November 2016, and Zoning Ordinance designate the Project site as described below. 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 18.5 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 is 40%, the maximum FAR is 30% (lower than what is permitted under the current General Plan), and maximum height is limited to 35 feet. 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, 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 development components, which are further detailed in this **Section 4** and summarized in **Table 2** below.

- **Creation of Office/R&D and Residential Districts:** The Project will create two distinct yet integrated land use districts – (1) an approximately 53-acre Office/R&D District and (2) an approximately 10-acre Residential District – both of which include open space areas. In addition, the Project will establish a separate approximately one-acre parcel of land to be dedicated to an affordable housing developer for the future construction of a 100% affordable housing or special needs residential project.

- **Open Space**: The Project will provide approximately 25 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. These open space features are described in more detail in **Section 4(E)** below.

- **Community Serving Spaces**: The Project will provide new community-oriented facilities, including a community playing field for soccer games and other sporting events, a children's playground area, and a community amenities building that accommodates retail uses, such as a juice bar and bike repair station, and publicly accessible restrooms.

- **Heritage Tree Preservation:** The Project master plan 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 both the Office/R&D and Residential Districts.

- **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.

- **Sustainability:** The Project will utilize enhanced sustainability features, including LEED Gold certification or equivalent standards, all-electric buildings that will reduce greenhouse emissions and operational and embodied carbon, 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, creates new multi-modal connections, and enhances 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 by demolishing 35 of the existing 38 building, replacing those uses with modernized and sustainable commercial buildings yielding no net increase in commercial square footage, and developing 450 units of new housing, significant bicycle and pedestrian connections, and approximately 25 acres of public open space. The Project will preserve the existing Buildings P, S, and T, which will allow for SRI to continue its current operations in those facilities. In addition to this proposed development, the Project will establish a separate approximately one-acre portion of land which is proposed to be dedicated to an affordable housing developer for the future construction of a 100% affordable housing or special needs project which would be separately rezoned as part of the Project for up to 100 units (in addition to the residential units proposed within the 10-acre Residential District). The precise location of this dedicated land area remains under review.

To accomplish this redevelopment strategy, the Project master plan strategy creates two land use districts as shown in **Figure 6** below – an approximately 53.2-acre Office/R&D District and an approximately 10-acre Residential District – in addition to public open space realms – each of which will be subject to discrete land use and development standards in accordance with the Project's proposed uses and features.[3] Generally, the development standards would be limited to permitted uses, FAR, height, open space, and setbacks, including a maximum residential density of approximately 45 dwelling units per acre for the Residential District and approximately 0.6 FAR for the Office/R&D District. These districts will be established through a Zoning Ordinance text and Zoning Map amendment, as described in **Section 11** below.

[3] In addition to these two land use districts, the Project will also establish a separate approximately one-acre parcel of land to be dedicated to an affordable housing developer for the future construction of a 100% affordable housing or special needs residential project.

Figure 5: Conceptual Master Plan

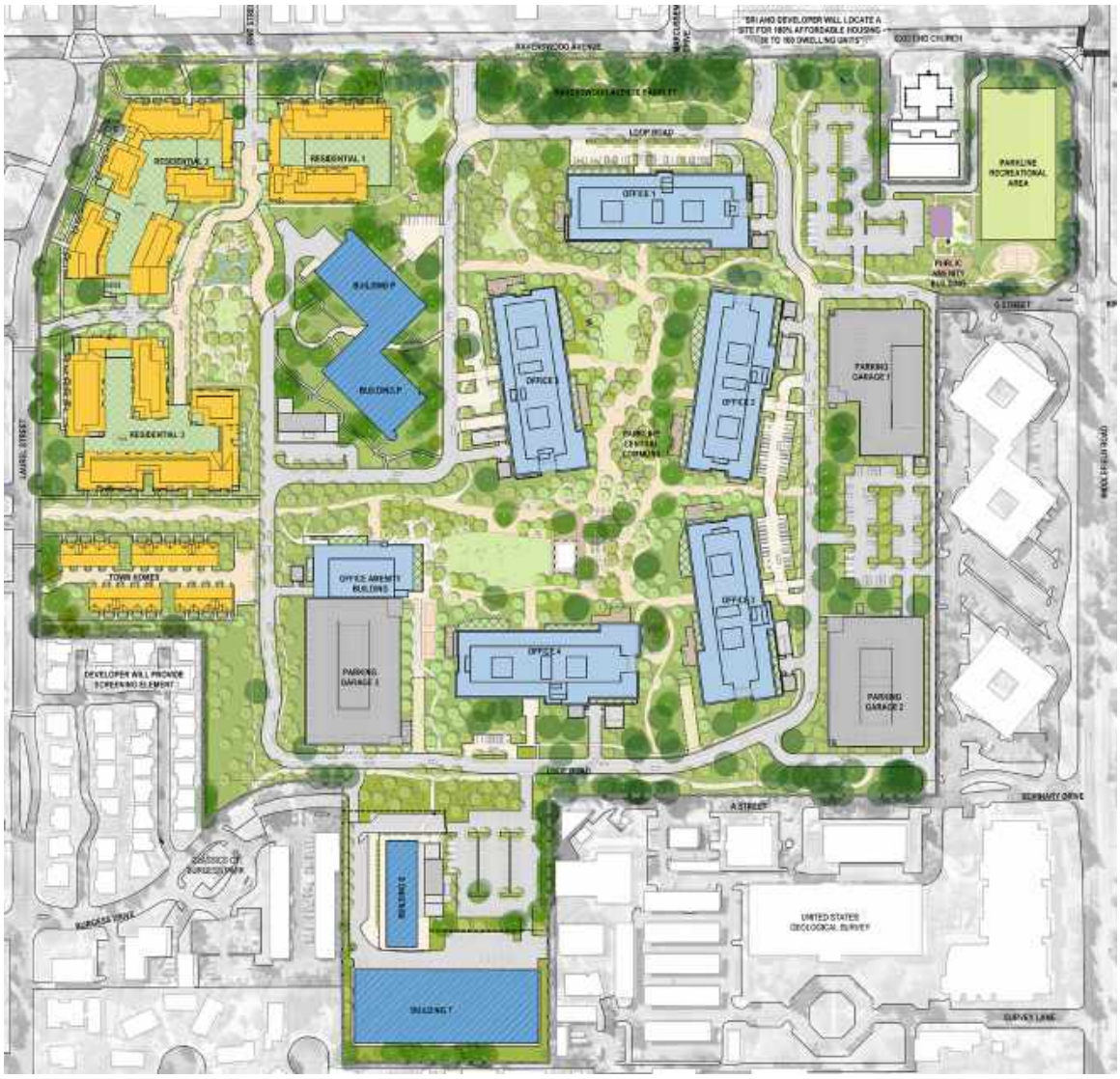


Figure 6: Conceptual Parkline Land Use Districts[4]

[4] This Figure 6: Conceptual Parkline Land Use Districts does not reflect the approximately one-acre parcel to be dedicated to a non-profit developer as a community benefit and utilized for development of an affordable residential project. The precise location of this affordable housing area will be determined as Project design and planning advances.

Table 2: Project Site Data Summary[5]

Site Area	
• **Office/R&D District**	2,318,435 sf (approx. 53.22 acres)
• **Residential District**	435,600 sf (approx. 10.00 acres)
Total Site Area	**2,754,035 sf (approx. 63.22 acres)**
Site Development Intensity	
Building FAR Per District	
• Office/R&D District FAR:	Approx. 0.60
• Residential District FAR	Approx. 1.19
Total Site-Wide FAR:	Approx. 0.69
Building Area Summary	
Office/R&D District - Building Area	
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
• Community Building	2,002 sf
Subtotal Proposed Buildings	**1,093,602 sf**
Existing Office/R&D Buildings (to be retained)	
• Building P	183,423 sf[6]
• Building S	21,241 sf[4]
• Building T	82,066 sf
Subtotal Existing Buildings	**286,730 sf**
Total Proposed and Existing Office/R&D Buildings	**1,380,332 sf**
Residential District - Building Area & Residential Density	
Residential Buildings	
• Site Area	**10.00 Acres**
• Total Dwelling Unit (DU) Count	450 DUs
• Density	45 DU/Acre
• Building Area	518,599 sf

[5] It is anticipated that some data presented in this Table 2: Project Site Data Summary above may be revised as planning and design progresses.

[6] 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 Summary (Dwelling Units)	
• Building 1	120 DU
• Building 2	162 DU
• Building 3	149 DU
• Townhouses	19 DU
Total Number Dwelling Units[7]	450 DU
On-Site Parking Summary	
Office/R&D District Parking	
Minimum Office/R&D Building Parking (@ 2.0 spaces/1,000 sf)	
• Surface Parking	500 Spaces
• Parking Garages	
PG-1	690 Spaces
PG-2	710 Spaces
PG-3	640 Spaces
• Underground Parking	
Building 1	120 Spaces
Building 5	120 Spaces
Total Office/R&D Parking Provided	**Approx. 2,800 Spaces**
Residential District Parking	
Minimum Residential Parking (@ approximately 1.0 spaces/DU) for apartment units and 2.0 spaces per townhouse + visitor parking)	
• Podium Parking Structures and Surface Parking Areas for multifamily buildings, and garage and surface parking for townhouses.	469 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 District

The Project will develop 450 rental residential units distributed across three multifamily buildings and additional townhomes within the approximately 10-acre Residential District. The Residential District is intentionally sited along Laurel Street and Ravenswood Avenue proximate to the Caltrain station and the City's Downtown to encourage public transit utilization, and provide residents with convenient access to retail, restaurants, and services along nearby El Camino Real

[7] The residential unit count presented in this **Table 2** does not include the affordable residential units to be built on the approximately one-acre parcel to be dedicated, as the Project applicant would not implement this project component but would instead dedicate the land to a non-profit developer as a community benefit. However, for purposes of CEQA and entitlements, the Project seeks to pursue rezoning of that site and to analyze the full development capacity in connection with CEQA review for the Project.

and Santa Cruz Avenue, including existing public facilities, such as Burgess Park and the Arrillaga Family Recreation Center. The two-story townhouses and residential open spaces areas are sited between the Project's multifamily residential buildings and the existing Classics of Burgess single-family residential neighborhood to further diversify the housing mix and provide a scaled transition from the new multi-family buildings to the existing single-family residences. The new multifamily residential buildings will be setback from Laurel Street and Ravenswood Avenue to preserve existing heritage trees and to incorporate pedestrian and bicycle connections.

The Residential District will be accessible from either Laurel Avenue or Ravenswood, with the primary entrances located on Laurel Street; access to the townhouses is provided by a separate driveway accessible from Laurel Street.

(i) *Dwelling Unit Type and Unit Mix*

The 450 rental units will include a mix of unit types to serve a diverse range of future residents. The three apartment buildings will be scaled between 3 and 6-story buildings with surrounding private and public open space. The Residential District will incorporate 15% of new units as income-restricted, consistent with Menlo Park's Below Market Rate housing program.

The dwelling units will consist of studio, 1, 2, and 3 bedrooms, distributed throughout the three residential buildings and townhouses. **Table 3** describes the residential dwelling unit mix, type, size, and number.

Table 3: Summary of Proposed Residential Dwelling Unit Type and Mix[8]

Unit Type	**Square Footage Range**	**Number DUs (% of Total Units)**
Studio/1Bath	500 to 600 sf	75 (16.67%)
1 Bedroom/1 Bath	650 to 800 sf	198 (44%)
2 Bedroom/2 Bath	1,000 to 1,200 sf	144 (32%)
3 Bedroom/2 Bath	1,300 to 1,550 sf	14 (3.11%)
3 Bedroom/2 Bath (Townhouse)	2,150 to 2,400 sf	19 (4.22%)
Totals		**450 (100.0%)**

(ii) *Private Open Space for Residential Development*

Approximately 3.7 acres of at-grade open space and landscaping will be provided within the Residential District. The three multifamily buildings will include second floor private open spaces distributed throughout the buildings which will be available to occupants of the buildings. These spaces will be improved with landscaping, special paving, and trellises. The first floors will open to private patios, whereas the above-grade units will contain private balconies.

The townhomes are designed to incorporate private open spaces located at the primary entrance of each unit. These private open spaces will provide opportunities to extend the interior living spaces to the exterior.

[8] See Footnote 7 above.

D. Office / R&D District

The Project will demolish and existing 1,093,602 square feet of outdated existing commercial/R&D space and replace it with a modern commercial/R&D campus, distributed across five (5) Office/R&D buildings, one office amenities building, and one community amenities building within the approximately 53-acre Office/R&D District. The Office/R&D District is sited along Ravenswood Avenue and will include multiple access points along Ravenswood Avenue and two entrances along Middlefield Road. Access to the Office/R&D District will not be accessible from Laurel Street in order to reduce vehicle trips within that area. The Office/R&D District and Amenity buildings 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.

The Office/R&D District land use program consists of the below key components and operational characteristics. Taken together, the Project site will maintain approximately 1.38M total square feet of total commercial development, thereby yielding no net increase in commercial square footage within the Project site relative to existing conditions.

- **Office/R&D Demolition and Replacement:** 1,093,602 square feet of commercial/R&D and supporting uses. This square footage will be distributed across five new commercial/R&D buildings, an office amenity building, and a new community building. This new square footage will replace the which will replace 1,093,602 square feet of existing office/R&D space on the site to be demolished.

- **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.[9]

- **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 for the existing SRI campus. Generated power is 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 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 exception for Buildings P and T. Demolition of the existing cogeneration plant is anticipated to result in significant reductions in greenhouse gas emissions within the City and region.

- **Flexible Office/R&D Design:** The Project will develop modernized state-of-the-art facilities to attract cutting edge tenants, continuing SRI's legacy as a hub for innovation and research. The Office/R&D District buildings will be flexibly

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

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, environmental review for the Project is anticipated to evaluate at least two variants (one focused on office occupancies and a second focused on R&D/life science occupancies), with different occupancy projections to ensure that the environmental review evaluates and discloses 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 District 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

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

Office/R&D Buildings: The Office/R&D District includes five new office/R&D buildings totaling approximately 1,093,602 square feet. Key attributes include the following:

- **Architectural Character**: Office/R&D District and 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 sunshading 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.

Office Amenities Building: The Office/R&D District includes one campus-serving amenities building of approximately 39,800 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. 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:
  - First Floor: 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: (Tentative, Under Study): May include supportive commercial amenities, 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 the 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.

Community Amenities Building: The Office/R&D District includes a one-story community amenities building located on the northeast corner of the site, adjacent to the proposed recreational field. It will include public amenities, community-serving retail uses (which may include, e.g., a bicycle repair shop and juice bar), and publicly accessible restrooms.

E. Open Space Programming

In total, the Project includes approximately 25 acres of open space areas and supporting amenities. Overall, the Project will create a robust network of accessible pedestrian and bicycle trails, open spaces, and active/passive recreational areas available to tenants and the public. Key open space features include the following:

- **Ravenswood Avenue Parklet**: A generous landscaped setback of approximately 6 acres 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, 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 community recreational sports area of approximately 2 acres located on the northeast corner of the site at the intersection of Ravenswood Avenue and Middlefield Road, adjacent and connected to the Ravenswood shared-use path. This open space area will provide publicly accessible community functions, such as a recreational field, public parking, a children's play area, and other activity areas. In addition, a community amenities building (approximately 2,000 square feet) will contain publicly accessible restrooms, and possible small retail spaces. Specific programming functions for these facilities will be determined in coordination with the City and through community outreach.

- **Parkline Central Commons**: The Parkline Central Commons provides a central open space of approximately 9 acres located between the Office/R&D buildings and office amenities building and 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.

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 615 existing trees and to incorporate approximately 912 new trees, resulting in a total of 1,527 trees on the Project site, which is an overall increase compared to existing conditions.

Existing Trees: The Project site currently contains approximately 1,375 existing trees. Of these, 565 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 siting roads, parking areas, and buildings in 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 of Menlo Park's tree replacement ordinance, resulting in a net increase in trees on the Project site.

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

- 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.

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 in parking structures will be screened and controlled so as not to disturb surrounding properties, while ensuring adequate public security.

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 District & Residential District by providing independent vehicular access and circulation within each District.
- 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 vehicular circulation to and from Laurel Street related to the Office/R&D District
- Provide adequate emergency vehicle access throughout the Project site, including providing for improved emergency vehicle access connectivity for surrounding areas.

In connection with the Project entitlement review and processing, all proposed driveway access points will be evaluated to determine if they warrant new signals. A preliminary traffic analysis prepared by Fehr & Peers for the Project suggests that new signals will be warranted at the main entry to the campus along Ravenswood Avenue (at approximately the same location as the existing main driveway entry to SRI's campus) and at the intersection of Middlefield Road and Seminary Drive.

Residential District Access & Circulation: The Residential District will include three access points to serve the residential portion of the site by utilizing existing and/or relocated driveways in the following locations: (1) One entry points along Ravenswood Ave, toward the west side of the site; and (2) two entry points along Laurel Street: One for the multi-family residential buildings and one for the proposed townhouse development. An internal loop road will link the three main residential buildings to provide vehicular access to parking and loading areas as well as required emergency vehicle access. Proposed driveways along public streets will be designed per City standards.

Office/R&D District Access & Circulation: The Office/R&D District will include four access points to serve the commercial portion of the site by utilizing existing and/or relocated driveways in the following locations: (1) two along Ravenswood Ave: One near the west, and one near the east side of the site; and (2) two along Middlefield Road at Ringwood Avenue and at Seminary Drive. The latter will be a new driveway that will utilize an existing right-of-way easement on the south side of the site. 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 District:** 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 within the Residential District access road (see below) in order to minimize vehicular ingress and egress onto Laurel Street. The Office/R&D loop roads will connect to the Residential District private access road via a limited access path for emergency vehicles only. The Office/R&D 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 District:** The new private access road will link the three residential buildings and provide access to surface parking areas, parking garages, and service areas.

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, and the Menlo Park Downtown area.

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

- **Class I Shared Used 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 loop southward into the Project site toward the east and provide a crossing at Ringwood Avenue and Middlefield Road. This will provide safe access to Menlo Atherton High School and will connect to the existing bicycle path on Middlefield Road.

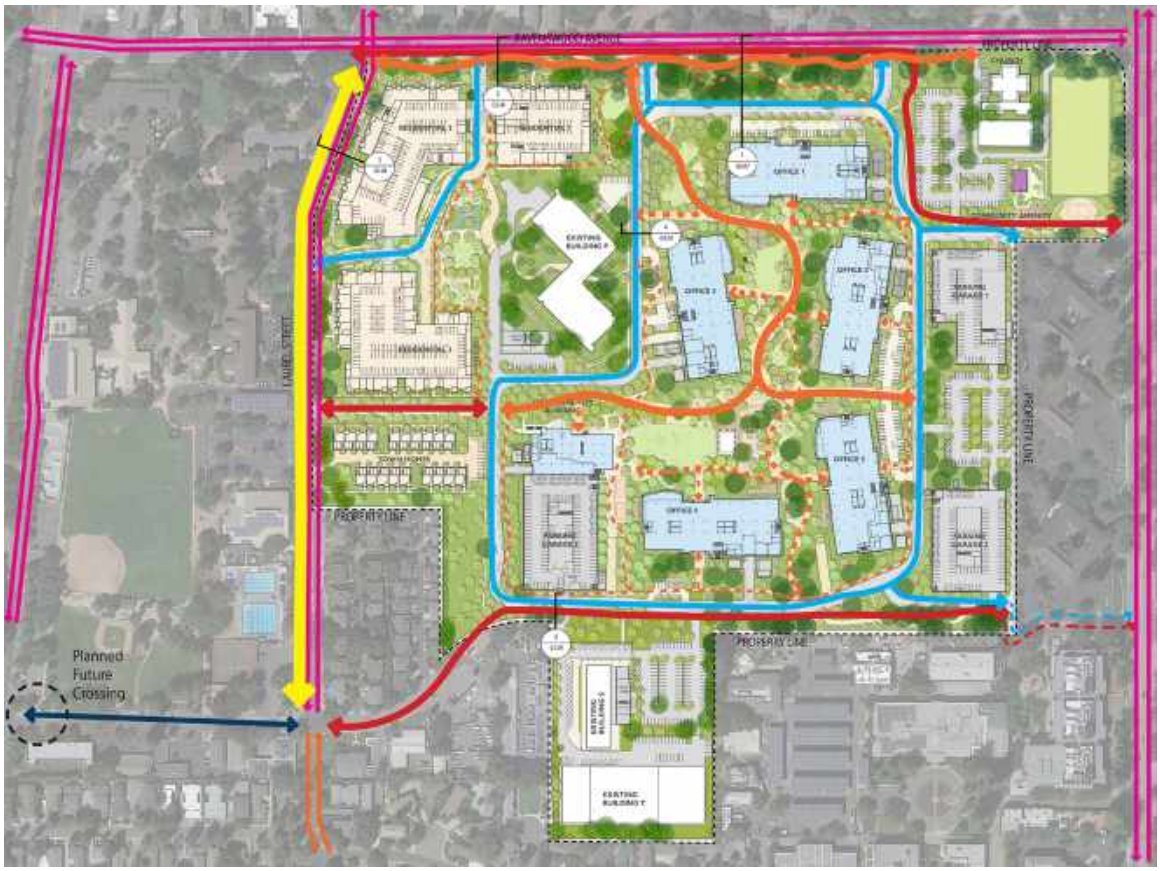
- **Internal Loop Road**: The proposed Loop Road will incorporate Class 2 and Class 3 bicycle lanes and pedestrian walkways into the overall design to accommodate and

promote safe and convenient circulation and access to Menlo Park's existing bicycle paths on west, north, and east sides of the site.

- **Class I Shared Used Pathway Along Burgess Drive**: A Class I multi-use bicycle and pedestrian path will extend from Laurel Street at Burgess Drive along Burgess and the south side of the Project site to connect to Middlefield Road at Seminary Drive. On the west, this path is situated at Laurel Street to connect to the City's proposed Caltrain undercrossing at El Camino Real.

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

Figure 7: Proposed Bicycle & 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.

As discussed below, the Project will implement a Transportation Demand Management program targeting a 20% single-occupancy vehicle trip reduction target, which will further reduce parking demand as will the site's proximity to the downtown Menlo Park Caltrain Station.

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 pervious 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 District Parking

Within the Residential District, parking will be provided through a combination of garage and limited surface parking. For each of the three multifamily residential buildings, resident parking will be provided in above-grade, one-story podium garages, creating a podium on the second floor for private open space with adjacent amenities for residents. In addition, Buildings R1 and R2 will contain one level of below-grade parking. All garages will be provided with code-required electric vehicle charging stations. The parking garages will be flanked with residential units, thus, screening most of the parking from external view. Limited surface parking for short-term or visitor parking will be provided along the private streets adjacent to these multifamily residential buildings. 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.

B. Office/R&D District Parking

Within the Office/R&D District, off-street parking 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 four 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.

The parking garages are sited to maximize the retention of existing heritage trees and provide convenient access to the buildings. Landscaping and other treatments will be incorporated to screen 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 and community building on evenings and weekends will be provided via the northeast parking lot adjacent to that area, which will also meet certain ongoing private parking obligations reflected in an easement benefiting the existing church property at 201 Ravenswood Avenue.

D. Off-Street Loading

Within the Office/R&D and Residential Districts, 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.

- **Office/R&D District:** 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.

- **Residential District:** Each of the three 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.

E. Emergency Vehicle Access

Interior streets in the Office/R&D and residential districts will be privately owned. An Emergency Vehicle Access Easement (EVAE) will be provided 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 will develop a Project-specific TDM plan for both the residential and commercial uses to reduce the total number of single-occupancy vehicle trips affiliated with the Project by 20%. Overall, the Project will implement TDM measures that complement its mixed-use campus land use program and its proximity to the downtown Menlo Park Caltrain station. It is anticipated that the Project will provide electric-powered shuttles for use by employees and residents for access to and from the Caltrain station.

The Project's TDM plan will be further coordinated with City staff through the Project review and entitlement process and will ultimately include a list of the TDM features and programs, an estimate of the potential trip reductions, and a recommended monitoring program. It is anticipated that the Project will include a range of design features (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., 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.

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, and storm drain mains. This utility corridor may include a new recycled water line for future use, as may be required by the City. 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 R&D/laboratory activities within Buildings P and T. Joint Trench design will be phased such that service to Building P will not be interrupted. All residential utilities will connect to existing mains in Laurel Street or Ravenswood Ave. The commercial utilities will connect to existing mains in Ravenswood Ave. and Middlefield Ave. (via existing utility easements). Two existing buildings (Buildings S and T) at the southeast portion of the site will continue to receive water and sewer service from existing connections on Laurel Street via existing utility easements. Storm, joint trench, and recycled water connections for these buildings will be provided 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. Off-Site Improvements

Improvements in the public right-of-way are anticipated to be included as part of the Project, the scope of which will be determined based on environmental review and City requirements. At the current time, the scope of potential offsite improvements is not specifically defined. At a minimum,

new curbs, gutters, and sidewalks along the Project's frontage as well as a full-street 3" grind and overlay of Laurel Street and Ravenswood 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). The final offsite improvements will be determined in conjunction with the City's Public Works Department during the entitlement and Project review process.

9. Sustainability

A key Project objective is to provide a state-of-the-art energy-efficient and sustainable campus environment focused on reducing emissions and natural resource usage. To do so, the Project prioritizes a robust commitment to sustainability throughout the Project master plan design and operations. Nearly all of 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 all-electric reach code and green building program, CalGreen, and California Title 24's new renewable energy mandates. Significantly, the Project will remove the existing 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:

- **SB 7 Environmental Leadership Development Project:** The Project will pursue certification by the state as an Environmental Leadership Development Project pursuant to CEQA. As part of that certification, the Project must demonstrate that it will result in no net additional GHG emissions compared to existing conditions.

- **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 across the Office/R&D and Residential Districts, including:

- **Office/R&D District**
    - 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 District**
    - 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 Reach Code, reducing overall greenhouse gas emissions relative to a typical building using natural gas. It is possible that limited exceptions may be requested to accommodate life science uses.

- **Solar Energy:** The Project is exploring utilizing of solar arrays as a strategy to achieve Reach Code compliance by generating power on-site, which will power electric vehicle charging stations and offset energy use from each building. 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 and the multifamily buildings will include one EV-ready space per unit including 15% of the total parking installed with EV chargers.

- **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 where feasible, 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. Construction and Project Phasing

The Project is anticipated to be constructed in one phase, with site preparation occurring over the course of 12 to 15 months and buildout of site infrastructure and vertical improvements occurring afterwards over the course of 30 to 36 months. However, ultimate project delivery may vary based on several factors, including market conditions, availability of financing, and tenancy requirements. Therefore, it is possible that the Project will be constructed in phases as generally set forth below, with the initial phases focused on reconfiguring the site utilities and infrastructure to accommodate the entire residential component, community serving facilities, and the first Office/R&D buildings. Additional details regarding potential Project phasing will be developed during the Project entitlement and review process; some details provided below may be subject to change.

- **Site Preparation (Approx. 12 to 15 months)**
    - **Demolition:** Remove existing electrical substation adjacent to Laurel Street; demolish the existing buildings and site components
    - **Site grading**
    - **Site utilities:** Install utilities and infrastructure required to support Phase 1 and the existing buildings, as needed

- **Phase 1 (Approx. 30 to 36 months)**
    - **Residential District:** Construct all proposed structures (three multifamily residential buildings and townhouses) and related site improvements
    - **Office/R&D District:**
        - Construct 2 office/R&D buildings, PG-3 parking garage and associated surface parking areas.
        - Construct the office amenities building, community building, recreational field, and related community-serving facilities
    - **Site Improvements**: Construct roads, infrastructure, landscaping, surface parking areas, and associated site improvements. Future pads for the remaining office buildings and parking structure would be landscaped and secured during interim conditions before Phase 2 is commenced.

- **Phase 2 (Approx. 30 to 36 months)**
    - **Office/R&D District:** Construct remaining office/R&D buildings, parking garages, and site improvements

11. Anticipated Entitlements and Other Required Governmental Approvals

A. Entitlements Process

The current land use and zoning designations applicable to the Project site (see **Section 3(D)** above) will not accommodate the Project's proposed range of uses and intensities that would be appropriate for a modern mixed-use transit-oriented development. As proposed, the Project is designed as an integrated master plan with all parcels held in common ownership that allows for a continuous and complementary site plan and program. To achieve this goal, the Project proposes to establish site-specific tailored land use controls, including applicable development standards, that will guide development on the Project site and reflect the Project's specific development objectives. Applicable development standards will include density, FAR, and height, regulations.

The Project applicant is currently considering several potential strategies for structuring the entitlements, including establishing a new Planned Development district. The specific entitlement strategy and regulations for the zoning district and Project-level permit will be further developed in coordination with the City.

Overall, the applicable policies and land use controls will be reflected in a new General Plan land use designation that would apply to the entire site, along with separate implementing zoning district(s) applicable to the commercial and residential portions of the site, as generally outlined below. The proposed land use and development controls will be adapted from other City precedent to ensure that the Project's development standards are compatible with the City's existing zoning framework. It is anticipated that the Project will be implemented through a Project-level permit (e.g., a Conditional Development Permit (CDP)) that addresses site-specific topics, such as Public Works requirements, open space improvements, rules for modifications, design controls, phasing, mitigation measures, operational requirements, and other conditions of approval.

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 General Plan land use designation will be required to provide for the proposed range of Project land uses, including multi-family apartments, public and quasi-public, office, R&D, and compatible uses. The designation would apply to the entire Project site and establish a maximum residential density at 45 du/acre (to allow for 450 units on approximately 10 acres) and a maximum commercial FAR of 0.6 (based on the amount of existing commercial square footage on-site to allow approximately 1.4M square feet of commercial uses on approximately 53.2 acres), with additional density allowed to accommodate a future 100% affordable housing or special needs project with higher allowable densities. Further details related to the proposed General Plan Amendment will be developed through further review and coordination with the City.

- **Zoning Amendment** – A Zoning Ordinance text amendment will create one or more new zoning districts to establish discrete development standards in accordance with the Project's proposed uses and features. The new zoning district(s) will establish development standards limited to permitted uses, FAR, height, open space, and setbacks, including a maximum proposed residential density of 45 units per acre for the residential district and approximately 0.6 FAR for the commercial district.

Additional development standards are anticipated to be developed to accommodate a future 100% affordable housing or special needs project with higher allowable densities. Further details related to the proposed Zoning Amendment will be developed through further review and coordination with the City.

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

- **Project-specific Development Permit** – Project-level development permit(s) (such as a CDP is anticipated to be utilized to implement the Project and specify site-specific construction, design, phasing, and operational requirements.

- **Development Agreement** – It is anticipated that 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 either concurrent with the other entitlements or limited to the first phase if Project phasing is pursued.

- **Heritage Tree Removal Permit** – A Heritage Tree Removal Permit will be required 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 five parcels of varying sizes. The Project site will be resubdivided through a phased Vesting Tentative Map in a manner that reflects the new site plan and infrastructure improvements, as well as to provide flexibility for phased construction based on market demand. It is anticipated that each new building will be located on its own parcel, with the balance of open space, private streets, and other common areas being located on a separate parcel (or parcels). In addition, the size and location of the residential parcels are intended to provide a 10-acre site to accommodate the proposed residential density at 45 units per acre in the aggregate for the multifamily apartment units and townhouses, as well as a separate parcel that would be dedicated to an affordable housing developer. Multiple final maps may be prepared to match project phasing.

B. Responsible Agencies and Other Potentially Interested Agencies:

The various review and approvals by 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 environmental review or 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

12. Project Team

The Project team is comprised of the following firms:

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

LANE PARTNERS

March 9, 2023

Corinna D. Sandmeier
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Re: Parkline Project – Project Description Updates (March 2023)

Ms. Sandmeier:

On behalf of Lane Partners, I am writing to share updated project description information regarding the Parkline project (Project) proposal in connection with the City Council's upcoming study session on March 14th. As you are aware, over the last several months, our team has continued to make significant progress in advancing the Project, including through conducting meaningful community outreach and soliciting feedback from City staff, the Planning Commission, and other stakeholders. As a result of that ongoing outreach, and as typical for large master plan projects like Parkline, we have continued to refine the project site plan and program details. This letter provides a brief summary of our Project description refinements to further assist the City in its ongoing review of the Project application and related CEQA analysis.

Section I of this letter is intended to supplement our prior Project Description document previously provided to the City on December 5, 2022, and to clarify the changes that have been incorporated as a result of the feedback and input described above. Section II provides an overview of anticipated updates to the Increased Residential Variant to be studied under the Environmental Impact Report (EIR), subject to the City Council's input at the upcoming study session.

I. Project Updates and Refinements

Overall, the Project remains consistent with the scope, land use program and vision as reflected in our December 5, 2022, project description. With respect to commercial uses, the Project site will maintain approximately 1.38M total square feet of total commercial development, with no net increase from existing conditions. The Project also maintains approximately 25-acres of publicly accessible open space distributed across the 63.2-acre campus.

Project refinements are limited to the following general changes within the approximately 10-acre Residential District and the area in the vicinity of the proposed recreation field at the corner of Middlefield and Ravenswood. The Project team is preparing updated Project plans that will

incorporate comprehensive detailed information regarding the changes described below, which will be provided to the City as soon as feasible.

1. **Relocation of Dedicated Affordable Housing Site to 10-Acre Residential District:** In response to community feedback, the Project's land to be dedicated (via ground lease) to an affordable housing developer for the future construction of a 100% affordable housing or special needs residential project has been relocated from the northeast corner of the site to instead be relocated adjacent to the Project's residential buildings within the approximately 10-acre Residential District, which is located along Laurel Street and Ravenswood Avenue proximate to the Caltrain station and the City's Downtown. This modification also "frees up" the northeast corner of the site, leaving more space for active and passive recreational uses and other community-oriented programming, all of which will be refined through future outreach efforts.

2. **Corresponding Revisions to Multi-Family Buildings (R1, R2, R3):** The total Project residential unit count to be evaluated in the EIR remains 550 units total (inclusive of 100 units to be implemented by an affordable housing developer). However, to accommodate relocation of the affordable housing site within the Residential District as described above, certain revisions have been made to the footprints, layouts, and unit count distribution of the multifamily R1, R2 and R3 buildings. No changes have been made to the location, unit count, or size of the low-rise townhomes sited between the Project's multifamily residential buildings and the existing Classics of Burgess single-family residential neighborhood.

3. **Limited Site Circulation and Parking Revisions within Residential District:** To accommodate the refinements to the siting and configuration of the multifamily residential buildings, the residential-serving Project driveway at Laurel Street has been relocated slightly to the south to be located between multifamily building R3 and the dedicated affordable housing site. Additionally, a surface parking lot of approximately 80 vehicle stalls has been incorporated to the east of the dedicated affordable housing site, in part to offset the increased costs associated with the revisions described above which would materially increase the amount of below-grade parking required. Total residential parking remains unchanged for a total of 519 vehicle spaces (approximately 1.0 spaces/unit for multifamily units and 2.0 spaces per townhouse + visitor parking).

II. Updates to EIR "Increased Residential Variant"

In connection with its environmental review of the Project pursuant to CEQA, the City is currently preparing an EIR to evaluate the potential environmental impacts of the Project. To provide a conservative and comprehensive analysis, the EIR for the Project will analyze two project "variants," including an "Increased Residential Variant" that studies a maximum residential density within the Project site above the Project proposal, as well as a variant that evaluates the siting of a City emergency water storage reservoir and associated facilities within the northeast corner of the site.

Based on community and City stakeholder input, we anticipate that the Increased Residential Variant will study an increase in the number of on-site residential units to 800 units, subject to final input by the City Council. The Increased Residential Variant represents an increase from the 600-units previously proposed for study as a variant (and yields the maximum number of residential units that could be attainable on the Project site based on various site constraints and SRI's key ongoing operational and business objectives). At the City's request, our team will prepare conceptual site diagrams and related details for analysis of this Increased Residential Variant and we look forward to providing those materials to the City for review as soon as feasible.

* * *

We look forward to continued dialogue with the City regarding our Project and to making further progress on Project entitlements and CEQA review in the coming months. Please do not hesitate to contact me directly if you have any questions.

With appreciation,

Mark Murray