

Updated Project Description Narrative

The Parkline project (“Project”) will transform SRI International’s existing campus located at 333 Ravenswood Avenue into an open and inviting mixed-use neighborhood. The Project includes a new sustainable research and development campus, housing units at a range of affordability levels, bicycle and pedestrian connections, and large publicly accessible open space areas.

The Project site’s size, proximity to transit and downtown commercial area, as well as prime location within the greater Silicon Valley area, make it ideally suited for this type of unique transit-oriented project. This is a once-in-a-generation opportunity to create the type of urban infill development that reflects advances in planning, design, and sustainability, and serves as a model for what is needed to address the state’s structural housing and transportation challenges.

Since the original application was filed in October 2021, the Project site plan has been refined in response to feedback received through a series of community meetings and input from City officials. There has been significant support for the Project’s overall layout, mix of uses, substantial open space, circulation improvements, and other amenities; however, the community and City stakeholders have also emphasized a desire for additional housing units to meet the City’s increased state housing product target, as well as a City-led interest in utilizing a portion of the site for an emergency water reservoir.

Based on that feedback, the Project team undertook further design efforts to maintain a well-balanced site plan that stays true to the Project’s original intent and objectives, but that would also accommodate 800 residential units on the site, while maintaining no net increase in commercial square footage. However, due to site plan space constraints, early planning studies for those 800 residential units resulted in large six-story buildings along Laurel Street and the removal of lower density townhomes immediately adjacent to the Burgess Classics neighborhood.

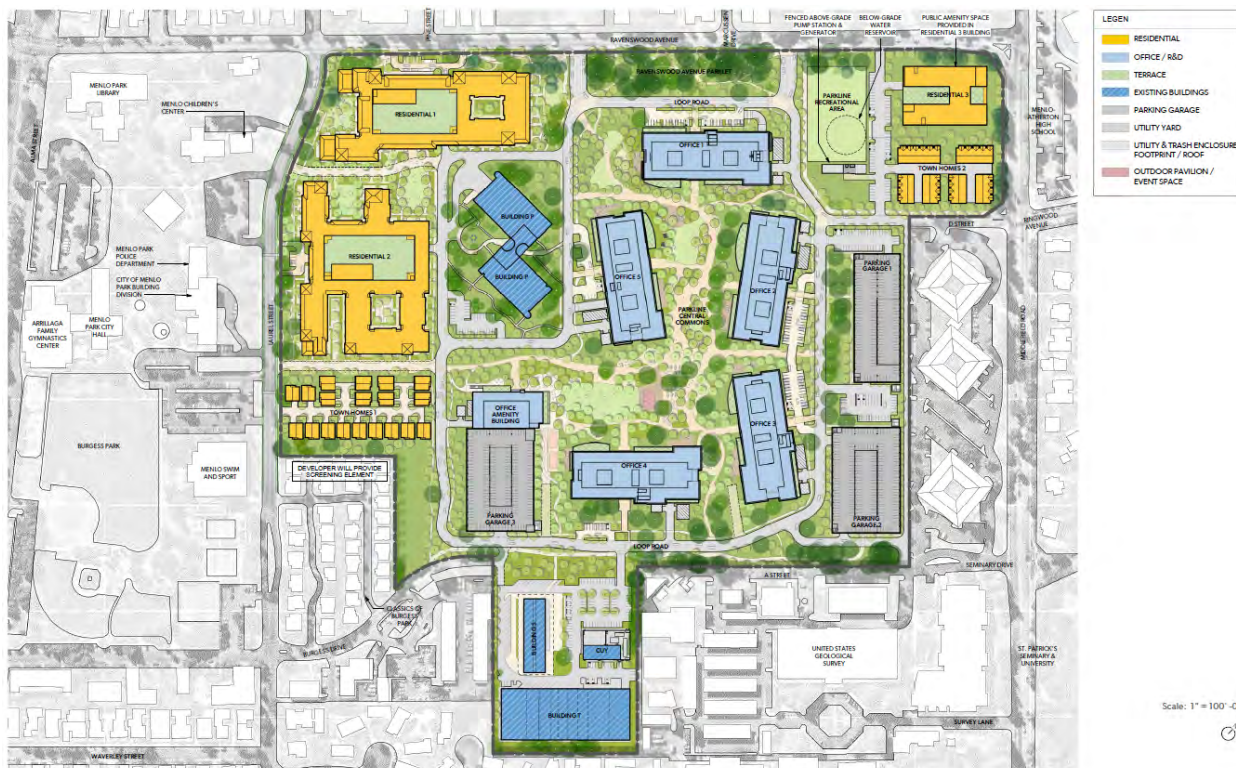
In response to further community feedback regarding the height and massing, the Project team determined that additional space was needed to provide more flexibility for improved design solutions. Ultimately, the Project team was able to increase the overall site acreage by entering into an agreement to acquire the Christian Science Church’s property located at 201 Ravenswood Avenue in the northeastern corner of the site. Incorporation of that parcel creates a continuous project frontage along Ravenswood Avenue and allows for a better distribution of residential density across the Project site. Importantly, incorporating the church parcel also eliminates the need to preserve substantial surface parking adjacent to the existing church building, which is required under an easement that can now be removed.

The resulting site plan, referred to as the “Project Variant” – shown in **Figure 1** below – integrates the church parcel, restores the lower-density townhomes adjacent to Burgess Classics, and makes other improvements to the overall design. This Project Variant is the preferred version of the Project for purposes of evaluation under the City’s entitlement and environmental review processes.

The new site plan shown in **Figure 1** depicts the elements necessary to create a viable commercial component of approximately 1.1 million square feet of replacement office/R&D uses – the Project’s economic driver and thus the key element that supports the other site plan components – and a distributed residential component that will help solve ongoing Citywide and regional housing challenges, all with no net increase in commercial square footage.

This project description narrative provides an overview of the Project Variant and highlights the primary differences between the preferred Project Variant and the Project as originally submitted.

Figure 1: Preferred Project Variant Site Plan



General Overview

The Project Variant would demolish 36 of the 39 buildings on the site to create a new office/R&D campus and up to 800 new rental dwelling units at a range of affordability levels. The reconfigured site would provide a network of new bicycle and pedestrian connections and expansive open space and active/passive recreational areas. In addition, the site would include a variety of community-oriented facilities, including approximately 20 acres of publicly accessible improved open space, dedication of an approximately 2.7-acre area for future programming by the City with active public recreational uses (such as a community playing field) that would be built as part of the Project Variant, a children’s playground area, an amenity building with a publicly accessible café/restaurant, and a dog park, among other community benefits.

The existing Buildings P, S, and T would remain intact and operated by SRI International. The existing 6-megawatt natural gas cogeneration plant that generates power and steam energy for the existing campus would be decommissioned and the new Project uses would be converted to an all-electric design, except for necessary back-up generators. The sustainability benefits of removing the cogeneration plant are substantial, as the cogeneration plant is one the City’s highest single sources of greenhouse gas emissions, generating annual emissions equivalent to total electricity use for 4,782 homes or 61,974,977 miles driven by an average gasoline powered passenger vehicle.

In total, the site is approximately 64 acres and would result in approximately 2,474,330 square feet of mixed-use development, with approximately 1,378,330 square feet of office/R&D uses, including 1,091,600 square feet of office/R&D uses in new buildings, and approximately 1,096,000 square feet of residential uses.

Residential Overview

800 dwelling units are proposed – a 250-unit increase compared to the initial October 2021 proposal. The additional dwelling units would be located along the western and northeastern portions of the site. In the western portion of the site, two multifamily buildings, Buildings R1 and R2, would each accommodate 300 units for a total of 600 multifamily rental units. South of R2 along Laurel Avenue, the Project Variant maintains 19 townhomes, referred to as TH1, which also serve as a buffer between R2 and the adjacent single-family residences in the Classics of Burgess community.

The incorporation of the church parcel allows for a more cohesive and efficient distribution of the residential units in the northeastern corner of the site. The layout accommodates the units, large recreational area, and a potential location for an emergency water reservoir (and associated at-grade equipment facilities).

In the northeastern portion of the site, a 6-story multifamily, 100% affordable building with up to 154 units (referred to as Building R3), to be separately developed by an affordable housing developer, would be located at the corner of Ravenswood Avenue and Middlefield Road. An approximately 1.63-acre parcel will be dedicated to a nonprofit affordable housing developer who would then be responsible for design and construction of the building. An additional 27 attached townhomes would be located immediately to the south of Building R3 (referred to as TH2). In all, the Project Variant slightly increases the average square footage of residential area per unit by including more 3- and 4-bedroom units compared to the original proposal.

In terms of massing, the reconfigured Buildings R1 and R2 accommodate the additional units and an above-ground parking podium utilizing a “wrapped” construction typology. The height of the buildings along Laurel Street is minimized to maintain community character with three- and four-story facades. A portion of R1 along Ravenswood Avenue would increase from four stories to five stories, and small interior portions of Buildings R1 and R2 would include a sixth story to accommodate rooftop amenity space for residents. The detached TH1 townhomes along Laurel

Avenue would remain two stories and serve as a buffer between the multifamily apartment buildings and the Burgess Classics neighborhood. In the northeast corner at Ravenswood Avenue and Middlefield Road, Building R3 would be six stories. The TH2 townhomes along Middlefield Road would be three stories.

Commercial Office/R&D Overview

The Project Variant’s commercial component is sited along Ravenswood Avenue and is largely unchanged from the initial proposal as it contains approximately 1,378,330 square feet of office/R&D uses (accounting for existing buildings P, S, and T to be retained). The five newly constructed office/R&D buildings ranging from approximately 184,000 square feet to 229,000 square feet would result in approximately 1,051,600 square feet of floor area, which is roughly the same amount as the building area to be demolished, resulting in no increase in office/R&D square footage compared to existing conditions. In addition, there would be one new commercial amenity building of approximately 40,000 square feet that would include a publicly accessible café/restaurant. Multiple points of access along Ravenswood and Middlefield provide ingress and egress to the center of the site, including two entrances along Middlefield Road, one at Ringwood Avenue, and one at Seminary Drive. Parking is described below and is similar to the initial proposal except for the removal of underground parking connecting Buildings 1 and 5.

Site Access, Circulation and Parking

Site access and vehicular, bicycle, and pedestrian circulation are similar to the original proposal. Improvements from the original design have been made to shift trips associated with R1 and R2 onto Ravenswood Avenue and Middlefield Road, and away from Laurel Avenue.

R1 ingress and egress is located on Ravenswood Avenue and via the internal road that connects to the Loop Road. No access is available from Laurel Avenue. R2 ingress is located on Laurel Ave. and via the internal road that connects to the Loop Road and the driveways on Ravenswood Avenue and Middlefield Road. R2 egress is provided only via the internal road to the driveways on Ravenswood Avenue and Middlefield Road. No egress for R2 is available onto Laurel Avenue. The TH1 townhomes are accessible only from Laurel Avenue. The R3 and the TH2 townhomes are accessible from Ravenswood Avenue and Middlefield Road.

All parking for the new buildings and retained Buildings P, S and T will continue to be provided onsite. Total commercial parking spaces for the office/R&D buildings would be 2,800 spaces (which is unchanged from the original proposal). The parking is accommodated in a combination of underground parking for Office/R&D 1 and Office/R&D 5 and PG1 and PG2. The square footage and heights of PG1 and PG2 have been increased as compared to the original proposal due to the loss of proposed underground parking connecting the office buildings.

Total residential parking would be 919 spaces (compared to 519 spaces under the original proposal) to provide parking for the additional units. Buildings R1 and R2 provide residential parking at 1.25 spaces per unit. The townhomes provide 2 spaces per unit for TH1 and TH2. Building R3 provides

0.5 spaces per unit. Parking within PG1 and PG2 would be available during nights and weekends. Residential parking is all above-grade.

Open Space and Landscaping

True to the Project’s name, the site plan has been developed to balance the natural and built environments by providing ample open space and vegetation for tenants, residents, and the community to enjoy. Buildings are oriented in a manner to minimize disturbance to existing trees and ensure that vegetation (both existing and new) is distributed throughout the site.

The Project Variant includes approximately 20 acres of open space areas and supporting amenities that would be available to the public. Publicly accessible open space features would include the (1) 6-acre Ravenswood Avenue Parklet on the northern edge of the site with a share-use path and small-scale public spaces, (2) the approximately 9-acre Parkline Central Commons in the center of the site with a flexible-use lawn area, multi-use plaza, and event pavilion, and (3) the approximately 2.7-acre Parkline Recreational Area.

Proposed Entitlements

The site is currently zoned “C-1(X)” (Administrative and Professional District, Restrictive). The “X” indicates that the site is currently governed by a Conditional Development Permit, which 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 limitations.

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. A General Plan Amendment, Zoning Text Amendment, and Zoning Map Amendment are therefore necessary in order to create a new zoning district that establishes development standards and regulations tailored to the Project Variant’s specific parameters and objectives. Those amendments would be combined with a new conditional development permit that addresses 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 proposed new district, Transit Oriented Development – Mixed Use (T-MU), is adapted from and builds off of existing rules and recent precedent to ensure that the development standards are generally consistent and compatible with the City’s existing zoning framework. Among other things, the zoning regulations include a “master planned development” concept which would allow projects on large sites to aggregate FAR and open space requirements across the entire site. The district also includes the City’s most recent residential design standards, with some slight modifications, to comply with state laws that require objective standards.