STAFF REPORT

**Planning Commission**
**Meeting Date:** **9/22/2026**
**Staff Report Number:** **26-161-CC**

**Study Session:** **Review and provide feedback on proposed revisions to the approved Parkline masterplan project to redevelop the SRI research campus with a residential, office/R&D, and retail mixed-use project, located at 201, 301 and 333 Ravenswood Ave. and 555 and 565 Middlefield Rd.**

## Recommendation

Staff recommends the City Council conduct a study session for revisions to the Parkline masterplan development project (Parkline Phase 2 or revised project), approved in fall 2025 and located at 201, 301 and 333 Ravenswood Ave. and 555 and 565 Middlefield Rd. Staff also recommends that the City Council receive a presentation from the applicant team (Lane Partners), solicit public comments, request clarifying information from the applicant, if necessary, and provide feedback on the revised project to comprehensively redevelop the project site with a residential, office, and neighborhood-serving commercial mixed-use project. The revised project includes revisions to the approved conditional development permit (CDP), below market rate (BMR) housing agreement including modifications to the City's BMR Guidelines, heritage tree removal permits, and vesting tentative map. Separately, architectural control permits would be required for building design and site improvements.

## Policy Issues

The proposed revised project will require the City Council to consider the merits of the applicant's proposed modifications to the approved CDP, BMR agreement, vesting tentative map, and consistency with adopted policies and programs of the City. The City Council would be the final decision-making body for the requested modifications to the approved project. The City Council would also be the decision-making body if any amendments are needed to the approved development agreement (DA), which provides vested rights in exchange for community benefits. (Staff will evaluate whether amendments to the DA are needed in the early stages of consistency review.) The Planning Commission would be the acting body for architectural control permits for all proposed new buildings and the recommending body on all other entitlements. The revised project qualifies as a housing development project pursuant to Government Code Section 65589.5(h)(2)(B)(ii) and is subject to protections of the Housing Accountability Act ("HAA"). Under state density bonus law (SDBL), the project is permitted (i) two concessions to the City's development standards and/or zoning ordinance that result in identifiable and actual cost reductions and (ii) unlimited waivers to the City's development standards to the extent application of a particular standard or regulation has the effect of physically precluding the construction of the development with the concessions or incentives permitted by SDBL. Further, separate and apart from SDBL, the City's Below Market Rate Guidelines contain provisions allowing for modification of the BMR Guidelines in order to

carry out the purposes of the BMR Housing Program and the Housing Element.

## Background

SRI International is located on an approximately 63-acre campus at 301 and 333 Ravenswood Ave. and 555 and 565 Middlefield Rd. (SRI campus). In addition to the SRI campus the project site includes an approximately one-acre parcel at 201 Ravenswood Ave., developed with the First Church of Christ, Scientist, and the former location of Alpha Kids Academy (FCCS site). Together the SRI Campus and the FCCS site comprise the project site, that encompasses approximately 64 acres. The existing site plan is included in Attachment A.

On Sept. 30 and Oct. 7, 2025, the City Council approved the Parkline masterplan project with the following actions:

- Certified the Final Environmental Impact Report (EIR), made California Environmental Quality Act (CEQA) findings, adopted a statement of overriding considerations for significant and unavoidable impacts, and approved the mitigation monitoring and reporting program (MMRP) for the project;
- Amended the General Plan Land Use Element and General Plan land use map;
- Amended the Zoning Ordinance, amended the Zoning Map, rezoned the project site and adopted a CDP;
- Approved a BMR housing agreement;
- Approved a vesting tentative map; and
- Approved a DA between the City and the project applicant.

The City-maintained project page (Attachment B) includes details on the approved project, including links to the approved plans, certified environmental impact report (EIR), and related studies. The City Council staff reports provide a detailed analysis of the approved project and are included as Attachment C (Sept. 30, 2025) and Attachment D (Oct. 7, 2025). The approved site plan is included as Attachment E.

Site location and existing site

For purposes of this staff report, Ravenswood Avenue is oriented east to west. The project site is generally bound by Laurel Street to the west, Ravenswood Avenue to the north, Middlefield Road to the east and Burgess Drive and the former USGS campus to the south. Presidio Bay Ventures proposes to comprehensively redevelop the former USGS site (345 Middlefield Rd.) with a mix of uses consisting primarily of residential and office uses, with childcare and neighborhood serving retail and restaurant components. More information on this proposed project is available on the city-maintained project page (Attachment F). Attachment G includes a location map depicting the Parkline project site and nearby landmarks.

## Analysis

Project description

The City Council's 2025 approval of the project included a reduction of the non-residential square footage from approximately 1.38 million square feet proposed to one million square feet, consisting of up to 925,000 square feet of office/R&D space and the balance for commercial amenity or commercial/retail uses. Since the 2025 approval, as contemplated in the terms of the DA, SRI has determined they will

vacate Buildings P, S, and T, allowing the removal of these buildings and consolidation of the non-residential buildings in a smaller area, with the potential for SRI to occupy one of the proposed office/R&D buildings.

The proposed revisions would increase the number of housing units, reduce the non-residential square footage, add community-serving retail space, and modify the site plan, all of which is consistent with the Modified Project Approval authorized under the DA and described in Table 1.

**Table 1: Project components**

| Component | Approved project | Proposed revised project |
|---|---|---|
| Multifamily units | 600 units in two buildings | No change |
| Attached townhomes | 27 units | 108 units |
| Single-family units | 19 units | 220 units |
| 100% affordable building | 154 units and community serving space | No change |
| Total housing units | 800 | 1,082 |
| Total BMR units | 251 | 294 |
| Demolition | Demolition of approximately 1.1 million square feet in 35 buildings on the SRI campus | Demolition of approximately 1.38 million square feet in 38 buildings on the SRI campus |
| Existing buildings to remain | Buildings P, S and T | None |
| New non-residential buildings | Up to five office/R&D bldgs. and an office amenity building | Four office/R&D bldgs. and a retail village consisting of nine buildings |
| New non-residential square footage | 925,000 square feet office & R&D uses; 40,000-square-foot amenity; Not to exceed 1M square feet | 901,493 square feet office/R&D uses and 40,629-square-feet of retail uses; Not to exceed 1M square feet |
| Non-residential parking structures | Three parking structures | Two parking structures |
| Potential emergency water storage reservoir (City) | Included | Potential footprint increased, increasing constructability |
| Open space | 29.9 acres of open space; approximately 12 acres publicly accessible | 26.9 acres of publicly accessible open space; approximately 13.8 publicly accessible |

The revised project would also increase the office/R&D building heights and modify various project development regulations, including definition of gross floor area and aspects of the City's BMR Guidelines applicable to the project, potentially through revisions to the approved CDP and the BMR housing agreement. Separately, architectural control permits would be required for building design and site improvements. To date, architectural control permit applications for the commercial and for-sale residential portions of the project have been submitted. Architectural control permit applications have not been submitted for the multi-family residential buildings, and the applicant has not provided a timeframe for submittal.

This staff report provides an overview of the Sept. 14, 2026, Planning Commission study session on the

proposed revised project and potential discussion items for City Council. For a detailed analysis comparing the approved and proposed revised project, please review the Sept. 14 Planning Commission staff report (Attachment H). Table 2 summarizes topics discussed and location within the Planning Commission staff report for reference.

| Table 2: Planning Commission staff report organization | | |
|---|---|---|
| **Section** | **Topics discussed** | **Page(s)** |
| Background and existing conditions | Existing uses, site location, and Planning Commission review | 2-3 |
| Project description | Description of proposed changes, comparison with approved project, project data, and proposed layout | 3-6 |
| Residential buildings | Residential buildings (multi-family, 100% affordable, townhomes, and single-family homes) | 6-7 |
| Non-residential buildings | Non-residential buildings (Office/R&D and retail village), comparison of approved and proposed revised square footages | 7-8 |
| Floor area ratio and gross floor area (GFA) | Square footage limitations in CDP and DA, proposed modifications to definition of GFA applied to the revised project | 8-9 |
| Building height | Comparison of approved and revised heights | 9-10 |
| Vehicular access, circulation, and parking | Vehicular access, circulation, and residential and commercial parking rates | 10-12 |
| Pedestrian and bicycle circulation | Pedestrian and bicycle circulation, comparison of approved and revised project | 12-13 |
| Open space, trees, and landscaping | Publicly accessible open space, trees/heritage trees, and landscaping | 13-15 |
| BMR housing | BMR housing proposal, requested concessions and modifications to BMR guidelines | 15-17 |
| Sustainability | All electric buildings (with exception of diesel back-up generators), energy, LEED certification, recycled water, and bird friendly design | 17 |
| Hazardous materials and bio-safety levels | Hazardous materials, diesel back-up generators, and bio-safety levels | 17-18 |
| Requested entitlements | Requested entitlements and potential future entitlements (use permit for alcohol sales and service, administrative permits for back-up diesel generators and a master sign program) | 18 |
| Project phasing | Phase 1 (demolition/grading), phase 2 (residential/interior roads/central commons), phase 3 (office buildings/retail village/Ravenswood Ave. parklet), and phase 4 (100% affordable building/ tenant improvements) | 18-19 |
| Next steps | Next steps and future hearings | 19 |
| Correspondence | Summary of comments received prior to publication of staff report | 20 |
| Environmental review | Approach to CEQA review (potential EIR addendum) | 20 |

The City-maintained project page (Attachment I) for the proposed revised project includes links to the proposed plans and project description letter. The proposed site plan is included as Attachment J.

Planning Commission study session

The Planning Commission held a study session on the proposed revised project Sept. 14, 2026. Public comments at the study session focused on a number topics, including:

- Concerns about circulation and increased traffic, including from other proposed projects in the vicinity;

- Safety for bicyclists and pedestrians/additional and more protected bicycle and pedestrian paths;
- Potential jobs/housing imbalance and BMR housing;
- Building heights, setbacks, and privacy concerns related to Burgess Classics; and
- Additional sustainability measures that could be implemented, including solar ready balconies, a virtual power plant, and not using artificial turf.

Planning Commissioners discussed a variety of topics, especially focused on topics raised during public comment, and asked the applicant and City staff clarifying questions. Chair Silverstein conducted straw polls (unofficial votes) on various study session items to summarize feedback to the applicant. Commissioner Behroozi was absent during the straw polls but all other Commissioners were present. The following items were supported by a majority of Commissioners present:

- Balconies being solar ready, meaning the correct plug ins would be available on balconies for residents to plug in photovoltaic equipment;
- Not using artificial turf for all public open spaces, including the recreation area to be dedicated to the City;
- An adequate buffer, which could include open space or other means such as hedges, that would persist between Parkline and Burgess Classics;
- A protected bike lane along Ravenswood Avenue in addition to the proposed bike/pedestrian path along Ravenswood Avenue;
- Decoupling the construction of the detached single-family units from the construction of the townhomes, meaning the BMR units for the single-family homes would likely be constructed after the single-family homes, during the construction of the townhomes;
- The applicant's proposed modifications to the BMR Guidelines;
- Requiring the applicant develop a plan to move away from the use of diesel back-up generators; and
- Asking the City Council to direct staff to develop a comprehensive traffic management plan for the Middlefield Road corridor and communicating the plan to the public.

A majority of the Commissioners did not support limiting the height of the two-story single-family homes abutting Burgess Classics to 28 feet, and no Commissioners supported a requirement to enable a virtual power plant, which would require batteries within residences.

City Council review

This study session is an early opportunity for the City Council and members of the community to learn more about the proposed revised project and request clarifying information from staff and the applicant team, if needed. Staff developed the list below for the Planning Commission study session. These topics are discussed in more detail in the Sept. 14, 2026, Planning Commission staff report.

- Land uses and site density and intensity, including increased office/R&D building heights;
- Application of definition of gross floor area (GFA) related to covered balconies;
- Site layout;
- Site access, including vehicular, pedestrian and bicycle;
- Linkages to other sites and within the project site, including bicycle/pedestrian access;
- Conceptual architectural styles;
- Design, layout, and modifications to open space;
- Treatment of property edge between this project site and the 345 Middlefield Rd. project;
- Parking locations and ratios; and

- Sustainability measures.

Staff and the applicant are evaluating the Planning Commission's feedback. In addition to the above list, the City Council may wish to use the summary of the Planning Commission's discussion and its straw poll votes to provide additional feedback to the applicant and staff on the proposed revised project.

Correspondence

The applicant conducted outreach over several years while the approved project was under review and held an open house Aug. 31, 2026, as public outreach for the revised project. Since publication of the Sept. 14, 2026, Planning Commission study session staff report, staff received 14 additional items of correspondence on a variety of topics including circulation and traffic congestion, housing and BMR housing, building heights, setbacks and privacy, open space and heritage trees, artificial turf and sustainability measures. Correspondence received after the publication of the Sept. 14, 2026, Planning Commission staff report is included as Attachment K.

Next steps

The project is currently in the completeness review stage and staff intends to commence the environmental analysis of the proposed revised project following the City Council study session. Once all materials necessary to review the project for compliance with applicable City standards are submitted, the application will be deemed complete and in-depth review of the plans will commence for consistency with the municipal code, adopted policies and regulations, and governing documents from the approved project (CDP and DA).

The following future public meetings will be required or potentially required for the revised project:

- Housing Commission review and recommendation on the applicant's below market rate housing (BMR) proposal and modifications to the BMR Housing Guidelines;
- Environmental Quality Commission, if there are appeals to future heritage tree removal permits;
- City Council potential review and readoption of the Water Supply Assessment (WSA) depending on the findings of the CEQA analysis;
- Planning Commission recommendation to City Council on the modifications to the CDP, vesting tentative map, BMR agreement and BMR Housing Guidelines modifications, and if applicable the DA, and action on the architectural control permits; and
- City Council action on the proposed modifications to the CDP, BMR agreement and BMR Housing Guidelines, vesting tentative map, and potentially the DA, as well as any appeals of the heritage tree permits or the Planning Commission's action on the architectural control permits.

## Impact on City Resources

The project sponsor is required to pay planning, building and public works permit fees, based on the City's Master Fee Schedule, to fully cover the cost of staff time spent on the review of the project. The project sponsor is also required to fully cover the cost of work by consultants performing environmental review and additional analyses to evaluate potential impacts of the project, including an updated fiscal impact analysis.

## Environmental Review

The consistency review will also include analysis of the revised project's potential impacts under the

CEQA. The City will evaluate the proposed revised project to determine if the changes are consistent with the findings of the certified EIR for the approved project. If there are no anticipated changes in the environmental effects of the revised project, staff will prepare an addendum to the certified EIR. On Aug. 11 the City Council approved a scope for ICF International to prepare an addendum to the certified EIR. If the CEQA analysis determines that a subsequent or supplemental EIR is appropriate, the scope and budget would be amended accordingly. Additionally, a fiscal impact analysis will be prepared to evaluate the potential fiscal effects of the revised project alongside the preparation of the CEQA analysis.

**Public Notice**

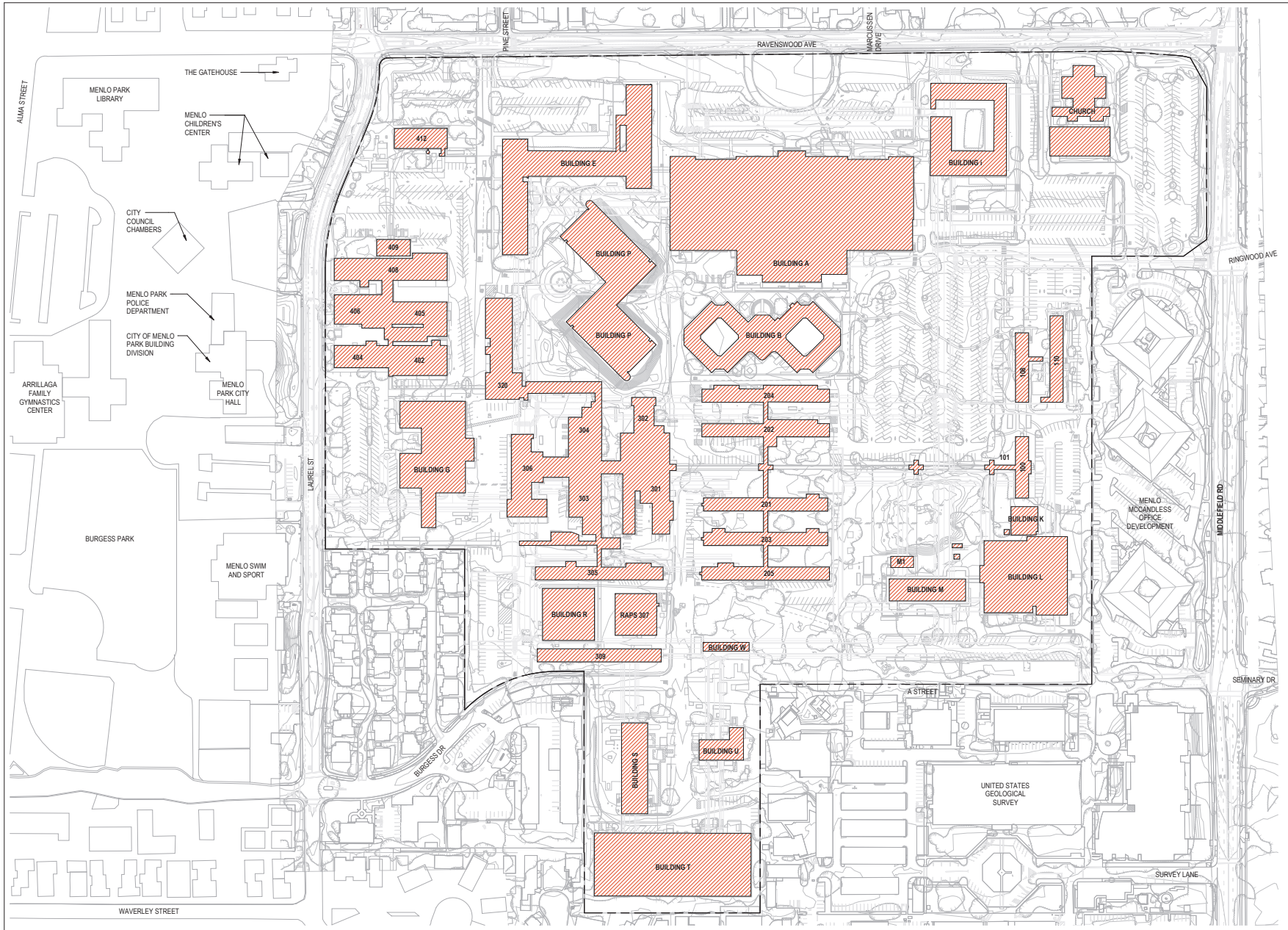
Public notification was achieved by posting the agenda, with the agenda items being listed, at least 72 hours prior to the meeting. Public notification also consisted of publishing a notice in the local newspaper and notification by mail of owners and occupants within a ¼ mile radius of the project site. An email notification was also emailed to everyone who signed up for project updates on the website and notification through the Weekly Digest.

**Attachments**

A. Existing site plan
B. Hyperlink – Project page, approved project: www.menlopark.gov/parkline
C. Hyperlink – Sept. 30, 2025, Staff Report #25-043-CC: www.menlopark.gov/files/sharedassets/public/v/2/agendas-and-minutes/city-council/2025-meetings/20250930/j1-20250930-cc-parkline.pdf
D. Hyperlink – Oct. 7, 2025, Staff Report #25-154-CC: www.menlopark.gov/files/sharedassets/public/v/2/agendas-and-minutes/city-council/2025-meetings/20251007/i2-parkline-second-readings_reduced.pdf
E. Approved site plan
F. Hyperlink – Project page, 345 Middlefield Rd. (former USGS campus – www.menlopark.gov/345middlefield
G. Location map
H. Hyperlink – Sept. 14 Staff Report #26-041-PC: www.menlopark.gov/files/sharedassets/public/v/2/agendas-and-minutes/planning-commission/2026-meetings/agenda/20260914-planning-commission-agenda-packet.pdf#page=255
I. Hyperlink – Project page, proposed revised project: www.menlopark.gov/parkline_phase2
J. Proposed revised project site plans
K. Correspondence

Report prepared by:
Corinna Sandmeier, Principal Planner

Report reviewed by:
Kyle Perata, Assistant Community Development Director
Deanna Chow, Community Development Director




**G1.06**
**EXISTING BUILDING FOOTPRINT AND DEMOLITION PLAN**

| BUILDING NUMBER | BUILDING COVERAGE (SF) | GROSS FLOOR AREA (SF) | HISTORICUSES |
|---|---|---|---|
| A | 75,673 | 276,113 | R&C |
| B | 33,150 | 135,110 | R&C |
| E | 42,995 | 171,980 | R&C |
| G | 32,858 | 59,536 | R&C |
| I | 24,750 | 56,920 | R&D SUPPORT |
| K | 4,101 | 4,101 | R&C |
| L | 36,062 | 75,267 | R&C |
| M | 12,822 | 25,772 | R&D |
| P | 42,446 | 183,423 | R&D |
| R | 14,400 | 23,009 | R&D SUPPORT |
| S | 12,599 | 21,241 | R&D |
| T | 52,985 | 82,066 | R&D |
| U | 5,400 | 5,400 | R&D SUPPORT |
| W | 1,819 | 1,819 | R&D SUPPORT |
| 100 | 4,503 | 9,006 | R&D |
| 108 | 5,047 | 10,093 | R&D |
| 110 | 6,418 | 12,836 | R&D |
| 201 | 9,139 | 9,139 | R&D |
| 202 | 10,514 | 10,514 | R&D |
| 203 | 10,070 | 10,070 | R&D |
| 204 | 10,557 | 10,557 | R&D |
| 205 | 10,039 | 10,039 | R&D |
| 301 | 19,943 | 19,943 | R&D |
| 302 CAF | 2,893 | 2,893 | R&D SUPPORT |
| 303 | 4,267 | 4,267 | R&D |
| 304 | 22,978 | 22,978 | R&D |
| 305 | 9,982 | 9,982 | R&D |
| 306 | 14,331 | 14,331 | R&D |
| 307 | 9,600 | 9,600 | R&D |
| 309 | 9,236 | 9,236 | R&D SUPPORT |
| 320 | 19,440 | 19,440 | R&D |
| 402/404 | 16,867 | 16,867 | R&D |
| 405 | 2,055 | 2,055 | R&D |
| 406 | 16,520 | 16,520 | R&D |
| 408 | 15,395 | 15,395 | R&D |
| 409 | 5,527 | 5,527 | R&D |
| 412 | 5,858 | 5,858 | R&D SUPPORT |
| M1 | 1,440 | 1,440 | R&D |
| SBSTN | 595 | - | R&D SUPPORT |
| **SUBTOTAL** | **635,263** | **1,380,332** | - |
| CHURCH | 12,700 | 12,700 | WORSHIP |
| **TOTAL** | **652,197** | **1,397,266** | - |

NOTES:

1. THE CITY HAS REVIEWED ITS RECORDS AND HISTORICAL ANALYSIS PREPARED FOR THE PROJECT AND DETERMINED ALL EXISTING BUILDINGS ARE USED FOR EITHER R&D OR R&D SUPPORT USES.
2. SEE CIVIL SHEETS C2.0-C6.0 FOR LOCATION AND DIMENSIONS OF EXISTING STRUCTURES.

LEGEND

TO BE REMOVED

0 10' 20' 40'
SCALE: 1" = 100'-0"

LANE PARTNERS SOM

PARKLINE MASTER PLAN
CONDITIONAL DEVELOPMENT PERMIT MODIFICATION
MENLO PARK, CA

APPLICANT
LPGS MENLO, LLC
MENLO PARK, CA

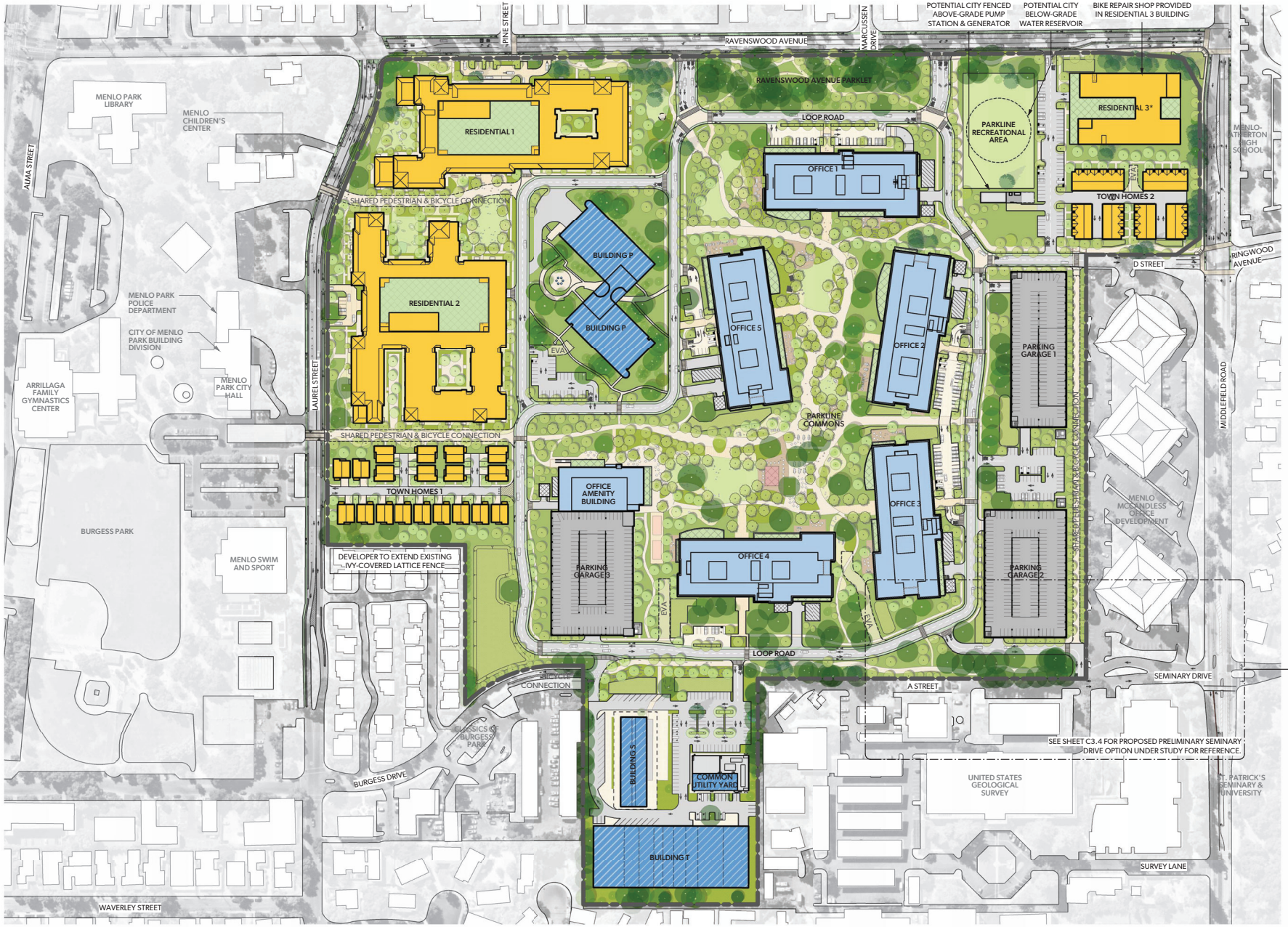
ARCHITECT
SKIDMORE, OWINGS & MERRILL
ONE MARITIME PLAZA, SAN FRANCISCO, CA

EXISTING BUILDING FOOTPRINT AND DEMOLITION PLAN

CONDITIONAL DEVELOPMENT PERMIT MODIFICATION 07/31/2026

G1.50

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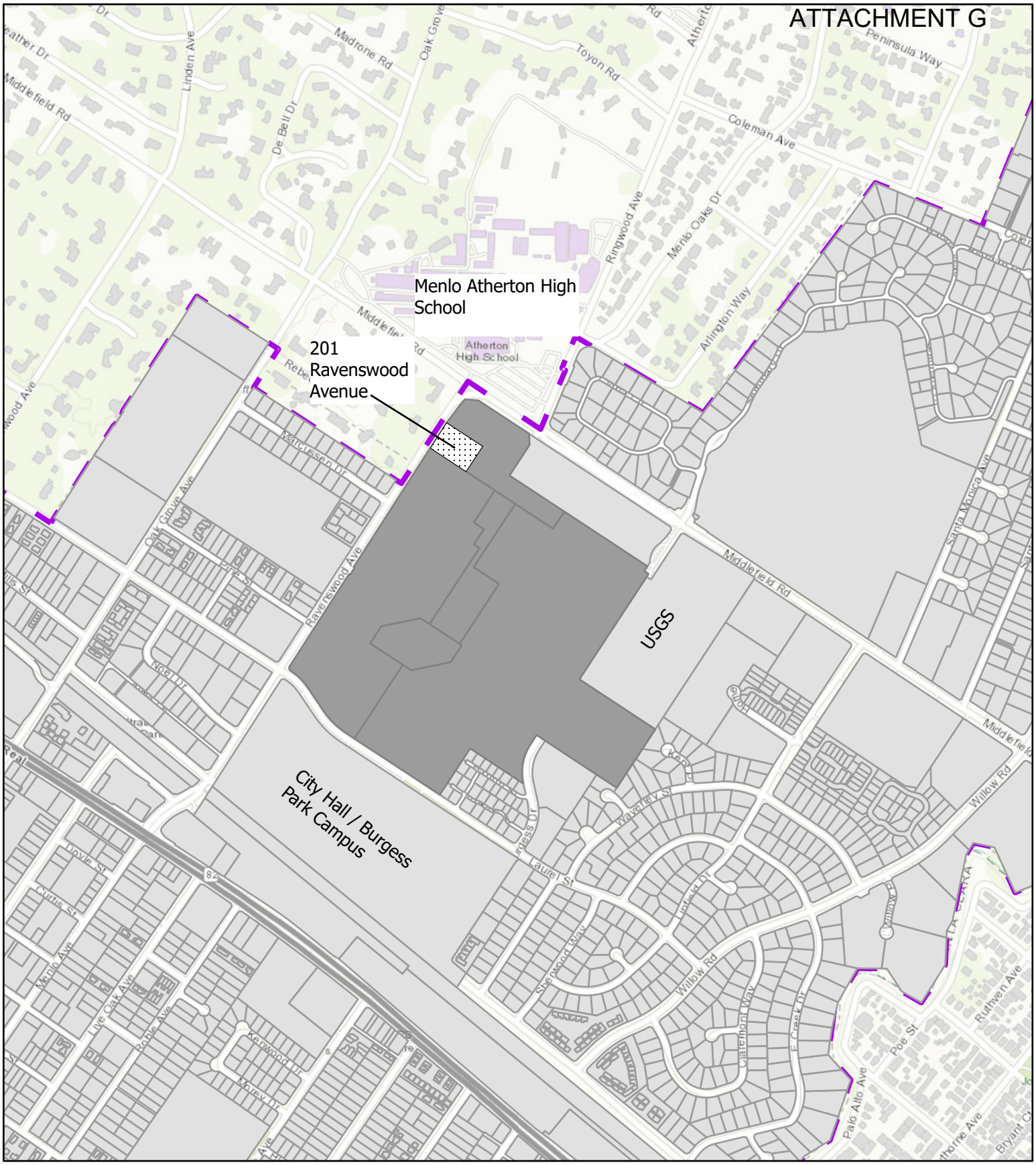

PARKLINE LANE PARTNERS SRI STUDIOS OJB KIER+WRIGHT TCA LUMA

2025.06.24

CONCEPTUAL MASTER PLAN - FULL BUILD OUT

G2.03.4

ATTACHMENT G




# CITY OF MENLO PARK

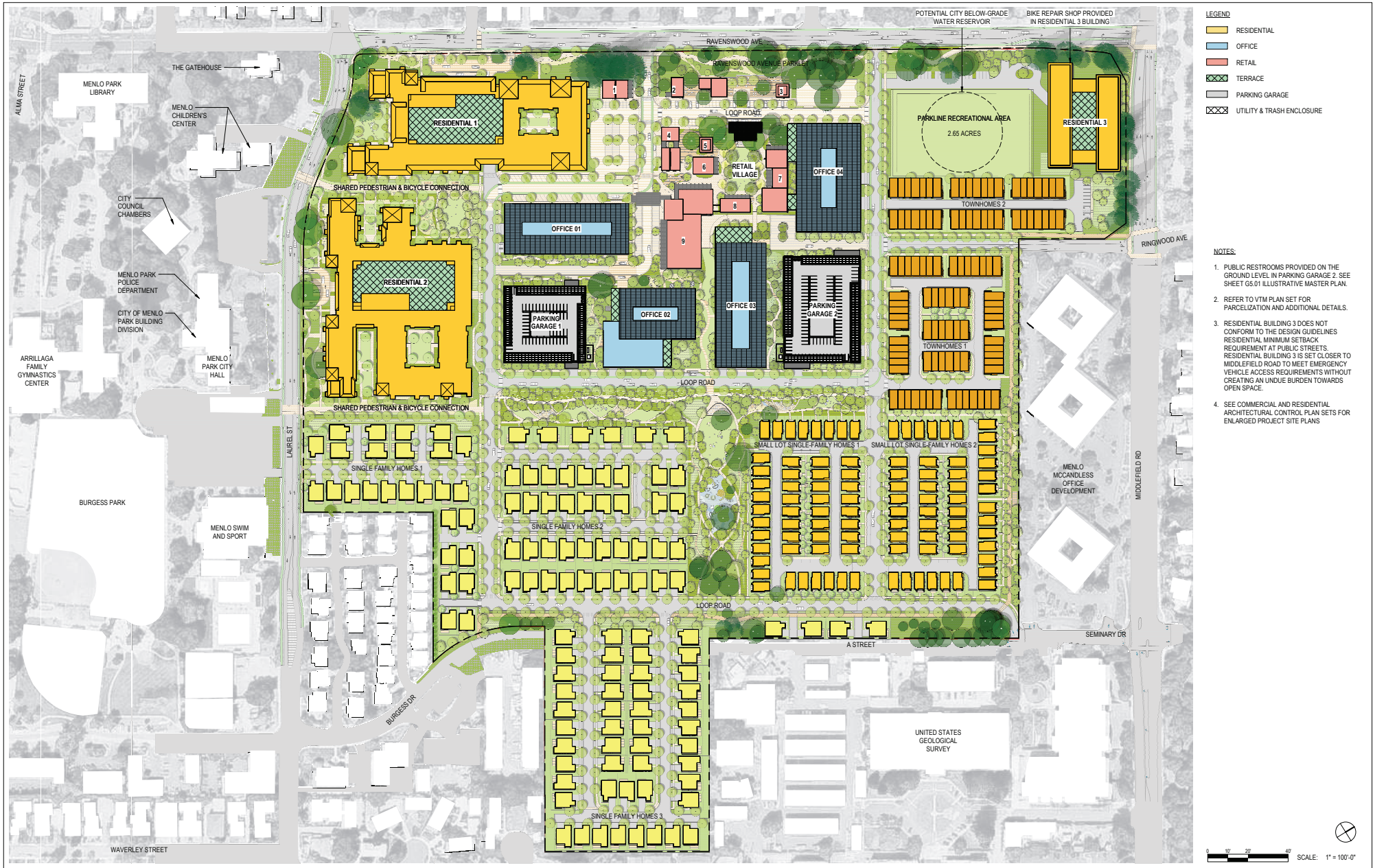
## LOCATION MAP

333 RAVENSWOOD AVENUE - PARKLINE

CITY OF MENLO PARK

Scale: 1:9,000 Drawn By: CDS Checked By: KTP Date: 3/5/2025

N




LANE PARTNERS SOM

PARKLINE MASTER PLAN
CONDITIONAL DEVELOPMENT PERMIT MODIFICATION
MENLO PARK, CA

APPLICANT
LPGS MENLO, LLC
MENLO PARK, CA

ARCHITECT
SKIDMORE, OWINGS & MERRILL
ONE MARITIME PLAZA, SAN FRANCISCO, CA

CONCEPTUAL MASTER PLAN - FULL BUILD OUT

CONDITIONAL DEVELOPMENT PERMIT MODIFICATION 07/31/2026

G3.01

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**From:** Brittani Baxter
**To:** Planning Commission
**Subject:** Agenda item G1: in support of Parkline
**Date:** Monday, September 14, 2026 2:20:28 PM

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Dear Housing Commissioners and Staff,

I'm a D3 resident who lives within walking distance of Parkline, and I wanted to write in full support of the project and its revisions.

I've watched the project evolve over the last several years and I'm more excited than ever for its latest updates. The team has incorporated an incredible amount of community feedback and I can't wait to see this huge parcel come to life with new housing -- and even a bit of retail on our side of El Camino!

As a millennial who's had *so* many of my friends move away from the area due to the high cost of housing, I'm really impressed by the range of types of housing that the project team has managed to work into the site as the project has evolved.

Not only are there ownership units, but there are affordable ownership units! I can't think of any other recent local project that has come anywhere close to this one's scale and diversity in housing stock, and it's fitting of the huge opportunity that a large parcel like this represents for the community. I'm a big fan of housing of all kinds and it feels like there's something here for everyone, no matter the income level.

We know from the City's Housing Element (page 3-6) that 96% of the city's workforce commutes in, adding traffic and congestion. I believe that number is from 2023, and unfortunately I have to doubt that it's gotten better in the years since. Not much has been built so far in this Housing Element cycle, and rents and mortgages continue to balloon. A project even of this scale can't solve the housing crisis alone, but it's a really meaningful contribution to our city's housing stock and ability to retain the next generation of workers and young families in particular.

I'm in strong support of Parkline's approval for many reasons, including so that the units can count in this Housing Element cycle, which is going by fast!

Thank you,
Brittani

**Open Letter to Menlo Park Planning Commission**

**Re: Burgess Classics Perspective on Parkline Project on SRI Campus**

September 14, 2026

**Overview**

We are supportive of the Parkline project - it's a great opportunity to develop an underused space and address the city's housing needs. The new Phase 2 plan has several positive aspects, including community and retail spaces, bike corridors, and mixed density buildings. As neighbors directly adjacent to the Parkline site, we want to have a seat at the table as plans evolve, especially on aspects that directly impact us and surrounding neighborhoods. One concern many of us have is the potential traffic impact on Laurel Street. We urge the City and the project developer to ensure that primary vehicular access to the site is limited to Ravenswood and Middlefield. A second crucial point is the inclusion of a suitable buffer surrounding our community for the privacy and security of existing homes. Finally, we're very concerned about the overall scale of the project overwhelming local infrastructure and services, especially given the parallel proposals at the USGS and 80 Willow sites. Over-development of any one area will create new problems and hinder sustainable growth. We should be looking across the city's entire footprint to meet new housing demand, including in downtown Menlo Park. We strongly oppose the counterproductive proposals in Measure P to block more broad-based development.

**Concerns about Building Height and Overall Scale**

The proposed office buildings of up to 10 stories in the Phase 2 Parkline master plan are much higher than any existing building in Menlo Park and incompatible with the character of the neighborhood. The corresponding large number of new office workers, on top of the many new residents, will overwhelm local traffic and road use. Ultimately, the imbalance between new workers and new housing units will further exacerbate the housing shortage in subsequent planning cycles. We request that the Planning Commission reconsider the height and total office square footage in the Parkline project.

Additionally, given the massive scale of the Parkline, USGS and 80 Willow projects, as well as their proximity to each other, we urge the Planning Commission to assess the overall *joint* impact of these urban scale projects on the existing suburban infrastructure. Individual project decisions must take into account this overarching view if we hope to preserve the livability of our neighborhoods.

**Detailed Design Recommendations**

We have several detailed recommendations regarding the design of the Parkline project as outlined in the updated Phase 2 plan. These points are informed by the proximity and direct impact of the project on our neighborhood. We believe these recommendations and requests are reasonable and actionable by the developer to minimize impacts on our neighborhood while still achieving the Commission's goals to increase housing availability in Menlo Park. Moreover, we would like to see these design elements explicitly included in the Developer Agreement so that they are protected in case of future changes to the project's execution.

***Limit Laurel Traffic and Keep Burgess Drive Closed***

As we have expressed in previous letters to the Council regarding the Parkline project, traffic impacts to Laurel Street are a major concern. Introducing thousands of new drivers into our neighborhood will exacerbate traffic and gridlock on Laurel street and threaten the Bike Safe path used by kids and cyclists.

Currently the Phase 2 plan indicates that the driveway into the Residential 2 apartment building from Laurel Street provides access to the main residential parking area. We request that this driveway only provide access for passenger drop-off, delivery, and short-term parking. It should NOT be used as the main parking entrance for residents. Limiting residents' daily ingress and egress to the interior loop road accessed by the larger Ravenswood and Middlefield corridors is essential to prevent intractable traffic on Laurel Street.

Although the Phase 2 plan does not currently show Burgess Drive connected with vehicular access, there could be pressure in future plans to open it up to traffic from the new development. Opening access to Burgess Drive will inevitably lead to significant and dangerously fast cut-through traffic through our Burgess Classics narrow streets, which are privately owned and maintained by Burgess Classics.

Each of these stipulations should be codified by inclusion in the Development Agreement to ensure that Laurel Street is not overwhelmed and Burgess Drive remains closed.

These recommendations are summarized in Figure 1.

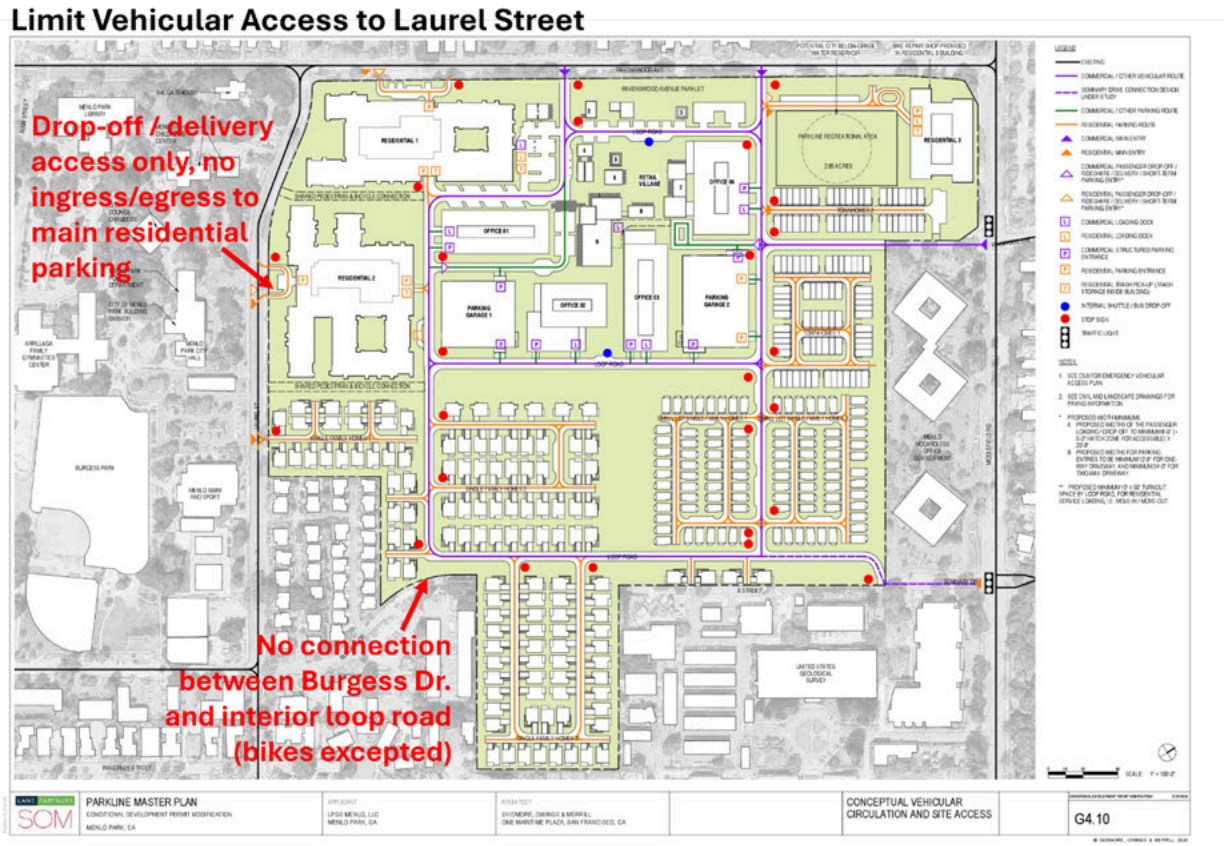



**Figure 1.** Recommendations to limit vehicular access to Laurel Street.

***Enhance Buffer Adjacent to Burgess Classics Homes***

Whereas the previous plan approved in 2025 included a large open space behind the homes on Barron Street, the new Phase 2 plan includes single family homes very close to the fenceline with minimal buffer. While we agree with the change to replace the parking garage in the earlier plan with single-family homes, a wider buffer is needed to ensure sufficient privacy and security for us and the new residents. We believe a setback of at least 50 feet from the fenceline is a minimally acceptable distance and is consistent with the layout of our community and neighboring areas.

Consistent with the current plan, the existing pittosporum trees outside of the Burgess Classics fenceline should remain, as they have taken many years to mature and provide a valuable natural screen. These trees and land containing them should be maintained by Parkline to preserve the privacy buffer between the two neighborhoods. The Developer Agreement should include the stipulation that these trees not be removed.

These two measures (minimum 50 feet of setback and preservation of current trees) are necessary to address our concerns about the buffer, but they may not be sufficient. In the current Phase 2 plan, our fencelines along Barron Street are exposed directly to streets and

driveways with public access right up to the backyard fences of our homes, creating privacy and security concerns even with a wider buffer.

One potential solution, already discussed with Lane Partners, is the inclusion of a second fence on the Parkline side of the trees to reinforce the buffer, with locked access for tree maintenance. This fence and tree maintenance would be the responsibility of Parkline property management.

A second potential solution is to re-orient the homes adjacent to Barron Street such that the rear of the homes faces our fenceline (similar to the orientation of the single-family homes facing the other side of our community). This would reduce the impact of their close proximity by creating a quieter interface and allowing the new homes to act as a physical barrier between Barron Street and the rest of the Parkline development.

We also request that the design of the new houses that share our property line be considerate of our proximity and privacy concerns. Specifically, we request:

- Limit placement of second story windows on the side facing our homes to avoid sightlines into our property (e.g. above eye-level).
- Keep the elevation of the homes next to us the same as ours. The 32’ elevations and very deep rooflines in the current plan are too tall and imposing relative to our homes.
- Choose lighter tones/colors to make them less obtrusive and unappealing.

Each of these stipulations should be codified by inclusion in the Development Agreement to ensure that the interface between Parkline and Burgess Classics respects our privacy.

These recommendations are summarized in Figure 2.

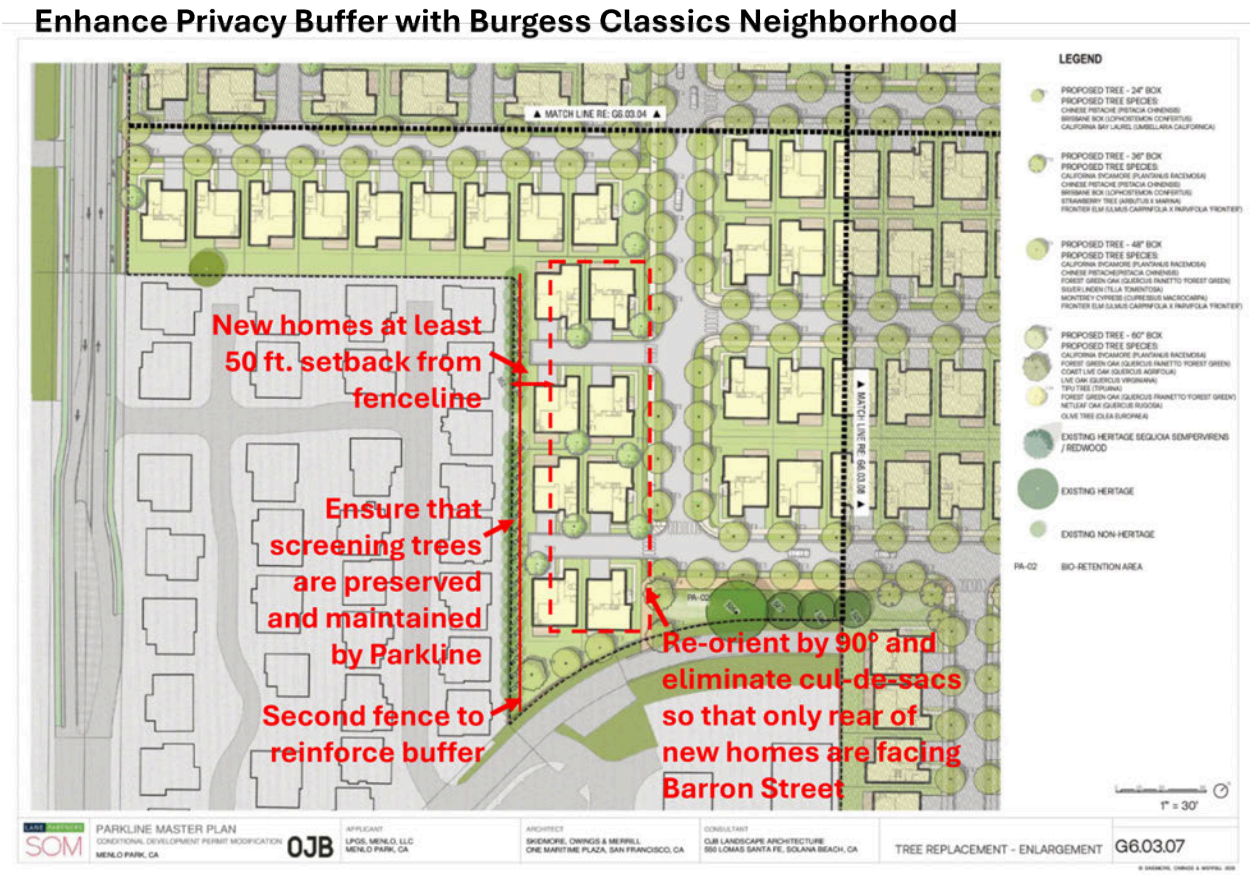



**Figure 2**. Recommendations to enhance the privacy buffer with Burgess Classics.

Thank you for your stewardship of Menlo Park's shared resources and your careful consideration of these crucial design elements. We are ready to collaborate actively with the City Council, Planning Commission, and Lane Partners to make sure the Parkline project works for everyone.

Geoff Blanford

On behalf of Burgess Classics HOA

| | |
|---|---|
| **From:** | Sue Connelly |
| **To:** | Planning Commission |
| **Cc:** | Jeff Schmidt City Council District |
| **Subject:** | ParkLine Phase 2 concerns and requests |
| **Date:** | Monday, September 14, 2026 1:17:58 PM |

Dear Planning Commissioners,

First, thank you for your work on behalf of the residents and city of Menlo Park to advocate and advise for wise new development — while mitigating the severity of the many impacts on existing residents.

Our neighborhood is most impacted by ParkLine, and also by the massive 80 Willow/Sunset and USGS developments so close to us.

I ask that you please imagine if this large new development is in your own back yard, looking into your own bedroom.

We appreciate that you need to balance the need for housing — which Burgess Classics residents support — but we ask your help to reduce the largest negative impacts on us.

I support the points in the group letter from Burgess Classics, and I want to clarify the importance of the biggest concerns for those of us who share fences with ParkLine:

**1. Keep Promised Buffer for Privacy and Safety**

Our neighborhood has worked for years with Mark Murray/Lane Partners and SRI to mitigate the significant negative impacts on Burgess Classics, and especially those who share property lines with SRI (a THIRD of the homes in Burgess Classics!).

Mark has worked with us to build in safeguards for us. He promised a buffer zone, which he confirmed again in the 8/31 Community Meeting on Phase 2. The buffer zone also protects the natural pittosporum privacy screening that SRI planted and maintains along our back fences.

The buffer zone is agreed to be fenced in with a locked gate for access the care of the trees by ParkLine and to provide security for our homes. We want to have that enshrined in the Developer Agreement to protect it after Lane Partners is done and it moves to a property management company.

It's important that this buffer zone, fencing and tree care is owned and maintained by ParkLine — and not the HOA for the new homes. It has taken 25 years for these trees to mature. Giving the new HOA have the rihht to cut them down and replace with smaller trees, if at all, is a significant threat to our privacy — especially since the new homes are so close (10 feet in the plan?) to us, looking directly into our bedrooms and private spaces (kitchens, family rooms, and back yards).

**2. Limit Roof Height and Windows of Homes Next to Us for Privacy**

Please require that the 2-story homes — only the ones right next to each of our homes — are no taller than ours. The new plan calls for considerably higher elevations and rooflines.

Please limit the number of windows on the second floor. Even after 25 years of growth, the pittosporum bushes/trees still have gaps between them.

In the Phase 2 plans, there are 2-story homes which have only TWO narrow windows upstairs. Since those rooms have larger windows on the other walls, these windows are “extra.” We’re requesting that the 2-window plan is used for homes facing our private rooms so close to them. Also, we’re requesting that those windows are set higher/clerestory, so they are above eye level while still giving light.

**3. Reduce Office Height**

While we at Burgess Classics support the shift to more housing — the new office height is too tall at 10 and 8 stories. The number of employees they bring still creates a Housing Element deficit. Please consider reducing their height, which will reduce employees and traffic, while fixing the housing-to-worker imbalance for which our city is paying such a heavy cost with the Builders Remedy.

Thanks so much for your help on these safeguards for our privacy.

Best regards,

Susan Connelly
Burgess Classics resident

| | |
|---|---|
| **From:** | Brooke Cotter |
| **To:** | Planning Commission |
| **Subject:** | Parkline/SRI project |
| **Date:** | Monday, September 14, 2026 3:12:36 PM |

Dear Members of the Planning Commission,

Thank you for your time, service, and dedication to our community.

I live near the proposed project and have been actively engaged with its planning process for many years. As you consider this application, I respectfully urge you to give particular attention to two issues with significant consequences for nearby residents: traffic safety on Laurel Street and the project's setbacks from neighboring homes.

**1. Traffic access and safety on Laurel Street**

Please closely examine the proposed vehicle access to Residential Building 2, which is planned from Laurel Street.

Under the current Menlo Park General Plan, Laurel Street is classified as a "neighborhood collector"—a primarily residential street where the City "should prioritize walking and bicycling." In contrast, Middlefield Road and Ravenswood Avenue are designated as avenues and main routes intended to accommodate higher volumes of all modes of traffic, including automobiles. Locating the primary access point for a large residential complex on Laurel Street would direct thousands of vehicle trips onto a neighborhood street and designated Safe Route for children biking to school. Driveways are among the most dangerous conflict points for people riding bicycles and walking, particularly when vehicles must cross bike lanes and sidewalks. The proposed driveway would create hundreds—and potentially thousands—of vehicle crossings over the bike lane and pedestrian path.

Although the driveway has been described as ingress-only, the plans show a U-shaped configuration intended for pickup and drop-off activity. This design will generate both entering and exiting movements, creating multiple conflict points across the bike lane and sidewalk. In addition, the driveway connects to the project's primary parking area and broader internal circulation system, creating the potential for cut-through traffic onto Laurel Street.

There should be no primary vehicle entrance to the large residential parking complex from Laurel Street. Vehicle access should instead be directed to streets designated and designed to carry higher volumes of automobile traffic. At a minimum, if the Laurel Street driveway remains in the plan despite these concerns, its limitations must be clearly codified and enforceable. It should never be permitted to function as both ingress and egress to the parking garage or as a cut-through route. Laurel Street should serve the priorities established in the General Plan: neighborhood safety, walking, and bicycling—not developer convenience or increased vehicle traffic.

**2. Building setbacks from neighboring residential properties**

I also ask the Commission to carefully evaluate the proposed setbacks, particularly in light of representations made to the neighboring community during earlier project discussions.

During initial meetings, Lane Partners represented to nearby residents and property owners who share a boundary with SRI that no new building would be located closer to neighboring homes than the existing Building G. Early plans showed setbacks of more than 60 feet from the surrounding residential zone, including a nine-foot setback between the property line and a privacy-screening fence.
However, the submitted plans place portions of the proposed townhomes substantially closer to neighboring residences than originally represented. The setback decreased from more than 60 feet, to approximately 52 feet in a subsequent iteration, and now to roughly 30 feet—or less in some locations.

This is not a minor adjustment. Reduced setbacks materially affect privacy, light, noise, visual impacts, and the quality of life of adjacent residents. The Commission should ensure that the project is evaluated based not only on the current drawings, but also on the commitments and expectations established during the community engagement process.

I recognize that this is a large and complex project with many competing considerations. However, safe street design and meaningful residential buffers are fundamental community protections. I respectfully ask the Commission to require a safer access plan that does not burden Laurel Street with major project traffic and endanger the lives of our children, and to ensure that building setbacks are consistent with the commitments made to neighboring residents.

Thank you for your careful consideration.
Brooke Cotter

**From:** LinhDan Do
**To:** Planning Commission
**Subject:** G1 Parkline Study Session
**Date:** Monday, September 14, 2026 9:54:25 AM

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Hello Chair Silverstein and Planning Commissioners,

I'm writing to comment on the topic of sustainability.

The agenda states that the approved CDP and DA require that "...all new buildings would be all-electric." Please ensure that this commitment would include the additional housing units that have been more recently proposed. This is so important for the health and safety of the future residents living here and the community overall, and in alignment with the City's climate goals.

It may be a bit early in the process to know the programming and therefore design features of the recreation area dedicated to the City. So hopefully this comment is not premature!
I'd love to ask that native, drought tolerant plants be selected and if a playing field is an option, that it is natural grass. There is a disconcerting trend of increasing turf installation, roughly the equivalent of 870 football fields across the state each year, according to this LA Times article. An individual with the San Mateo Union High School District is quoted as saying the artificial turf fields "...provide year-round playing time without the need for closures for regrowth or rain damage." So heartless! May we never value convenience so much that we ignore the rhythms of rest and regrowth of the natural world. In contrast Burgess Park is such a lovely green oasis, a wonderful place for soccer games, running around or throwing a football.

With the recent hot weather and each year seeming to bring more record breaking heat (and with my daughter informing me that at Hillview the artificial turf feels like it's "burning" her), this topic feels increasingly personal. If "[a]rtificial surface temperatures can get up to 60 degrees higher than natural grass and have been measured as high as 200 degrees Fahrenheit on a summer day," imagine the effect on anyone using the field or the heat island effect of this (source)

Thanks for listening, and of course, thank you for considering Parkline in its entirety, beyond the topic of sustainability, as this project evolves.

Linh Dan Do
D3 resident

**From:** Kristen Gracia
**To:** commission@menlopark.gov; Planning Commission
**Cc:** Justin I. C. Murphy; Mark Murray
**Subject:** Re: Agenda item G1 - Planning Commission Public Comment
**Date:** Monday, September 14, 2026 9:51:57 AM

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Members of the Planning Commission,

As superintendent of the Menlo Park City School District, I write to offer both support and encouragement as you review the plans and updates for the Parkline Development. Parkline is being developed within the Menlo Park City School District boundaries and we look forward to providing an excellent educational experience to future students and families who join our community as a result of this development.

Given the plans to expand the development's footprint and increase the number of units, I want to highlight the increased impact on our district and emphasize our priorities.
Using generation rates based on comparable districts and housing developments, the district conservatively anticipates this housing development will bring 180 elementary school students and 80 middle school students. That is 260 additional students joining our district from this development alone. We arrive at these estimates using the specifics provided in the report, without knowing the exact number of bedrooms the apartment buildings will offer. Knowing more of the specific information will help us plan more accurately as we consider future impact, including our capacity. Given the family friendly environment of the design, we anticipate more students than we are currently estimating.

Our priorities are as follows:

- We value partnering with the City and Lane Partners and have appreciated receiving updates, details, and timelines that will support our future planning. Please continue to keep MPCSD in the loop.
- While our enrollment has decreased due to low birthrates and the cost of living across the state, it is now stabilizing around 2,560. This leaves some room within the district; however, the distribution of students across schools creates a challenge when considering the direct impact on Encinal School from both the Parkline and USGS developments. We encourage you to consider the impact for MPCSD.
- We believe Parkline is an optimal opportunity for MPCSD staff to have designated access to Below Market Rate (BMR) housing at the low and moderate income levels. We ask for prioritization, given that Parkline is located within our district. This would be a great opportunity for our staff, many of whom commute from outside of San Mateo County. Having teachers and school staff live within Menlo Park benefits the entire community.
- Parkline is a great centrally located property when considering our district's geography. Having dedicated space on the property would be a supportive measure, as we find ways to make additional space for future students. We are unclear what "office amenity" is and are curious if this space, or other spaces, could be considered for MPCSD use in the future. We have programs like our Early Learning Center (preschool serving 2-4 year olds) and offices that currently occupy space on our school properties.

> Student safety to and from school is critical, and we support Safe Routes to School efforts, walking and biking pathways and protected bike lanes.

Thank you for your work and commitment. Please do not hesitate to reach out if you have any questions. We appreciate the ongoing partnership.

Kristen Gracia
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Kristen Gracia
*Superintendent*
*Menlo Park City School District*

**From:** Gail Gorton
**To:** Planning Commission
**Subject:** Parkline Project Phase 2 and Burgess Classics - Points of Concern
**Date:** Monday, September 14, 2026 4:33:52 PM

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Dear Planning Commissioners,

As a Menlo Park resident, I would like to thank you for your dedication to the city and to both its current and future residents. As a resident of Burgess Classics, I also want to express my support for the Parkline project, while respectfully noting my concerns. These concerns are outlined in detail in the letter you received from Geoff Blanford on behalf of the Burgess Classics HOA.

Our concerns have to do with:
- Limiting Laurel St. Traffic and Keeping Burgess Drive Closed
- Building Height and Scale
- Enhanced Buffers Adjacent to Burgess Classics Homes

As the homeowners most directly affected by this significant development, it is important that our community have a meaningful seat at the table and that our concerns be heard, discussed, and understood. Thank you for taking the time to review Geoff's letter in detail. We look forward to working together to help ensure that this project is successful for everyone involved.

Thank you,
Gail Gorton

**From:** Mary Maxwell
**To:** Corinna D. Sandmeier
**Subject:** Parkline Phase 2 Masterplan Revisions
**Date:** Wednesday, September 9, 2026 2:29:08 PM

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Hi Corinna,

I see that the revisions for this project includes revision to the heritage tree removal permits. What are these revisions to removing heritage trees? I hope the revision protects more of these tremendous trees that are basically irreplaceable.

Thank you,

Mary Maxwell

**From:** Fred Meyer
**To:** Planning Commission
**Subject:** ParkLine (SRI)
**Date:** Monday, September 14, 2026 12:52:42 PM

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Hello. I know that you're discussing the Park Line / SRI project this evening, but unfortunately I can't attend the meeting. I had one question.

My understanding is that Menlo Park is behind in building / providing housing units, and that the calculation is based on the number of jobs created in Menlo Park. Doesn't the business and commercial aspect of the Park Line project mean that there is an increase in the number of housing units required? Given the size of the proposed commercial and office space, is the project actually working to offset the city's current housing deficit? By how much? Or is it actually serving to make things even worse?

| | |
|---|---|
| **From:** | John Park |
| **To:** | Planning Commission |
| **Subject:** | RE: Agenda Item G1 - September 14, 2026, Study Session - Parkline Phase 2 Master Plan Revisions |
| **Date:** | Monday, September 14, 2026 8:00:32 AM |

**RE: Agenda Item G1 - September 14, 2026, Study Session - Parkline Phase 2 Master Plan Revisions (Staff Report 26-041-PC). Comments on the below market rate housing program, the two requested State Density Bonus Law incentives, and the three requested modifications to the City's BMR Housing Program Guidelines.**

Dear Chair Silverstein and Members of the Commission:

These comments concern one element of the revised project: the terms on which its affordable units would be delivered, and when. They address the two incentives requested under State Density Bonus Law and the three modifications requested under the City's Below Market Rate Housing Program Guidelines and take no position on the remainder of the project.

The staff report describes this as an area in which the acting body may modify the Guidelines as part of a project approval. I would ask the Commission to examine the five requests together rather than individually.

**1. Five separate requests affecting the same 50 units**

The applicant has asked for five pieces of relief affecting the affordable ownership program (Attachment V, and the Coblentz Patch Duffy & Bass letter of September 8, 2026, at Attachment U):

| Request | What is asked | Effect |
|---|---|---|
| Density Bonus Incentive No. 1 | Locate all 50 affordable ownership units within the attached townhome component | No affordable ownership units in the 220 detached and small-lot homes |
| Density Bonus Incentive No. 2 | Decouple detached single-family delivery from the townhome component | Market-rate homes may be permitted, built, sold and occupied ahead of any affordable ownership unit |
| BMR Guideline Mod. No. 1 (§ 5.1.1) | Waive bedroom-count proportionality | Affordable units 3-bedroom; market-rate detached homes four-plus bedroom |
| BMR Guideline Mod. No. 2 (§ 5.1.2) | Waive unit-size proportionality | Affordable units need not be proportionate in square footage to market-rate units |
| BMR Guideline Mod. No. 3 (§ 5.1, § 5.1.4) | Place all 50 affordable units in the Plan 1 townhome model | Affordable units receive tandem garages; Plan 2 and Plan 3 townhomes and the detached homes receive side-by-side two-car garages |

The applicant describes these as "limited requests" and "practical implementation tools." As the staff report summarizes them, Section 5.1.1 requires BMR units to have a per-unit bedroom count proportionate to the market-rate units; Section 5.1.2 requires them to be comparable in size; and Section 5.1.4 requires parking spaces at the same ratio as market-rate units. The applicant asks that all three be set aside - for all 50 units, in a single product type, and within a single model of that product type.

Per Table 8 of the staff report, the resulting for-sale program is:

| For-sale product | Units | BMR units |
|---|---|---|

| | | |
|---|---|---|
| Attached townhomes | 108 | 50 |
| Small-lot single-family | 98 | 0 |
| Single-family (detached) | 122 | 0 |

**2. The distribution shown on the applicant's BMR exhibit**

Sheet A1-0.6 of the applicant's architectural control package, the "Below Market Rate Exhibit" at Attachment U, identifies the proposed BMR units by shading. The shaded units appear in bands in the northeast portion of the site, along Middlefield Road - the same quadrant as the R3 affordable building at the Ravenswood/Middlefield corner. None appear among the detached or small-lot homes that occupy the center and southern portions of the site.

The September 8 letter states that the affordable ownership units would be "distributed throughout that neighborhood." Read with the staff report's siting of R3, the 154-unit affordable building and all 50 affordable ownership units - 204 of the project's 294 deed-restricted units - sit along a single edge of a 64-acre site. The remaining 90 deed-restricted units are rental units within R1 and R2 on Laurel Street.

I would ask the Commission to request that the applicant state, for the record: how many Plan 1 townhomes the project contains in total; whether any Plan 1 units would be market-rate; and whether the affordable units can be distributed across the townhome blocks rather than concentrated in the Middlefield-facing rows.

**3. The cost-reduction record is not quantified**

Government Code section 65915 entitles a qualifying project to incentives or concessions that result in "identifiable and actual cost reductions." The September 8 letter argues at length that each requested concession reduces cost - through construction cost differentials, capitalized interest, carrying costs, builder risk pricing and sequencing efficiency - but the letter as submitted in the agenda packet contains no dollar figures, no pro forma, and no quantified comparison of the proposal against the alternative.

I would ask the Commission to consider whether the record as submitted supplies the evidence that standard contemplates, and to request a quantified, unit-level analysis of the claimed cost reduction for each concession before the matter reaches the City Council.

I would also ask that the two density bonus concessions and the three BMR Guideline modifications be evaluated separately. They arrive in a single letter, but they are governed by different standards. The concessions run through section 65915. The Guideline modifications run through Section 5.1 of the City's own BMR Guidelines, which the staff report describes as provisions the acting body - in this case the City Council - may modify as part of a project approval (Staff Report 26-041-PC, p. 16).

**4. The phasing concession and the delivery sequence**

I would ask the Commission to give particular attention to Incentive No. 2.

As requested, the 220 detached and small-lot homes could proceed independently - "including for purposes of lot takedowns, building permits, vertical construction, sales, and certificates of occupancy" - without being tied to delivery of the attached townhome component in which all 50 affordable ownership units are located.

Table 9 of the staff report places construction of R3, the 154-unit 100% affordable building, in Phase 4: after the for-sale residential in Phase 2, and after the office buildings and retail village in Phase 3.

Read together, those two items appear to permit a sequence in which every market-rate for-sale home at Parkline is built, sold and occupied while no affordable ownership unit and no unit of the 154-unit affordable

building has been delivered. I would ask the Commission to consider whether that outcome is consistent with the purpose of the concurrency requirement from which relief is sought.

The concession need not be denied outright. There is a middle path. If phasing relief is granted, it can be paired with an enforceable backstop that protects the City's interest without restoring the constraint the applicant describes as costly - for example, an outside date for affordable ownership delivery, or a percentage trigger limiting the share of market-rate certificates of occupancy that may issue before a corresponding share of affordable ownership units has received building permits or certificates of occupancy. I would ask the Commission to consider whether a backstop of that kind could be crafted without rendering the project infeasible.

Relatedly, I would ask the Commission to request a status report on the Development Agreement milestones for the R3 site: the land dedication, the architectural control submittal deadline, and the applicant's stated "advanced discussions" and pending term sheet with a qualified affordable housing co-developer.

**5. Parking parity under Section 5.1.4**

Section 5.1.4 requires parking for BMR units at the same ratio as market-rate units. Under the proposal, all 50 affordable ownership units would be in the Plan 1 model with tandem garages, which - as the staff report notes - functionally provide two spaces but count as one, because only one is independently accessible. Plans 2 and 3, and the detached homes, receive side-by-side two-car garages.

Separately, Table 5 allocates the 154-unit affordable building 77 spaces - 0.5 per unit. R1 and R2 receive 750 spaces for 600 units, or 1.25 per unit. The for-sale homes receive 595 spaces plus 67 guest spaces for 328 units, or approximately 2.0 per unit.

The project carries no minimum parking ratios because of its proximity to the Caltrain station. Of the three multifamily buildings, R1 and R2 sit along Laurel Street, on the side of the site nearest the station; R3 sits at the eastern edge, on Middlefield Road. The building farthest from the station, and the only one that is entirely affordable, receives the lowest residential parking ratio in the project. I would ask the Commission to consider whether transit proximity is being applied evenly.

**6. Transportation burden and the location of the affordable components**

The revised project adds 282 homes and replaces the approved project's 40,000-square-foot office amenity building with a nine-building retail village of approximately 40,629 square feet, described by staff as community- and neighborhood-serving. I would ask whether the trip generation assumptions used for the approved project's amenity building remain applicable to a public retail village. The Planning Commission staff report for the approved project (25-038-PC, August 25, 2025) stated that the transportation analyses "were based on 1.38 million square feet of non-residential space" and that "an analysis was not prepared to determine if the reduced non-residential square footage of 1 million square feet still requires the improvement measures in the draft CDP." The revised project changes the program again. Staff notes that the City Council approved a scope on August 11 for an addendum to the certified EIR, and that the city will evaluate whether the revised project is consistent with the certified EIR's findings.

In its August 5, 2024, comments on the Draft EIR (Letter A4 in the certified Final EIR), the Town of Atherton identified Middlefield Road at Ravenswood Avenue as degrading from LOS C to LOS F, with 45.5 seconds of added delay in the 2027 analysis year and stated the Town's concern that "the analysis and proposed mitigation measures for the Project and Project Variants are insufficient."

That is the intersection at which this project places its affordable housing. R3 - 154 affordable units at 0.5 parking spaces per unit - sits at that corner, and staff notes the revision shifts it further toward the intersection to allow for a larger dedicated park. The 50 affordable ownership units sit in the townhome rows along Middlefield Road, per the applicant's BMR exhibit. The 220 market-rate detached, and small-lot

homes are sited away from that corner, each with a two-car garage per the staff report.

I would ask the Commission to consider whether the transportation burden and the parking reductions are distributed equitably across this project's housing types, and to request intersection-level analysis of the revised program rather than reliance on analysis prepared for a different one.

**7. Requests**

Respectfully, I ask the Commission to direct the following as it provides feedback to staff and the applicant:

1. Evaluate the two State Density Bonus Law concessions separately from the three BMR Guideline modifications, applying the standard appropriate to each.
2. Require a quantified, unit-level cost-reduction analysis supporting each requested concession before the matter reaches the City Council.
3. Ask the applicant to state the total number of Plan 1 townhomes, whether any would be market-rate, and whether the 50 affordable units can be distributed across the townhome blocks rather than concentrated along the Middlefield Road frontage.
4. Preserve the Section 5.1.4 parking parity standard or require the applicant to explain why side-by-side parking cannot be provided in the affordable units.
5. If phasing relief is granted, condition it on an enforceable delivery backstop tied to affordable ownership production.
6. Request a status report on the Development Agreement milestones for the R3 affordable site and the anticipated agreement with an affordable housing developer.
7. As part of the CEQA consistency review, require intersection-level transportation analysis reflecting the revised 1,082-unit program and the added retail component - at Ravenswood Avenue and Middlefield Road in particular - rather than relying on analysis prepared for the approved project's different program.
8. Ask staff to confirm that coordination with the Middlefield Road Safe Streets project and the 345 Middlefield Road project reflects the revised site plan, including the Seminary Drive connection, which staff notes has not been fully designed.
9. Ensure the record before the Housing Commission and the City Council addresses the cumulative effect of the applicant's five requests rather than each in isolation, including the City's obligation under Government Code section 8899.50 to administer its housing programs in a manner that affirmatively further fair housing.

Whatever the Commission concludes about the project, the 294 deed-restricted homes within it should be delivered on terms comparable to the market-rate homes beside them, and on a schedule that does not place them last. That question is before the Commission now, while these requests are still under review, and may be harder to revisit once they are embedded in an amended CDP and a new BMR agreement.

Thank you for your consideration.

Sincerely,
John Park

**From:** Peter C
**To:** Planning Commission
**Subject:** Comments: Agenda G1: Parkline
**Date:** Sunday, September 13, 2026 12:09:23 PM

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# *G1. ParkLine*

Dear Planning Commission,

I am a resident of the Burgess Classic neigborhood within Linfield Oaks. I have a few key comments about the upcoming revised plans about the project. While I am a staunch supporter of housing, this project has ballooned in scope over the past few years from 400 units to over 1k units and a reduction in open space, which will severely impact not only District 3 but the larger Menlo Park community.

I strongly advise the Planning Commission's decisions on the following items:

1) Permanently close Burgess Drive to future ingress/egress by cars through the new neighborhood residential development. We need to reduce traffic to Laurel. I recommend recording of this in the Development Agreement and CC&R. Ensure permanent trees are grown to make the lane is immovable.

2) Restrict the height limits of the office and ideally reduce the 1800 cars associated with this use.

3) Make sure the setbacks adjacent to our neighborhood are above the minimum set standards of at least 30 ft wide from the property lines. We need to make sure our privacy is maintained.

4) If Lane Partners is not building the housing, we need to make sure there are no further changes in the future on the height limits and density of the apartments beyond this revision. This has to be recognized in the development agreement to ensure the entitlements do not change.

5) District 3 is under sieged with 3 major development projects. We support No on Proposition P. A more equitable and balanced allocation of housing across Menlo Park is needed. All traffic will flow through this neighborhood.

Please, we recognize the need for housing, but simply adding more jobs relative to the number of units created aggravates the problem.

Best,

Peter

**From:** Susan Stimson
**To:** Planning Commission
**Cc:** Jeff Schmidt City Council District
**Subject:** ParkLine Phase - please help!
**Date:** Monday, September 14, 2026 4:17:49 PM
**Attachments:** image.png

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Dear Planning Commissioners,

First, thank you for your deduction to seeking opportunities for new development in our city that benefits the community.

I have resided in the Burgess Park neighborhood for over 15 years and care deeply about the community. We as a neighborhood worked closely with SRI and Mark Murray/Lane Partners on the prior plan to result in a proposal that allowed for important progress in development while accommodating key concerns of the surrounding community.

Unfortunately, the latest plan is an extreme divergence from years of past discussions and frankly is a slap in the face for our community that has made significant effort to collaborate.

Like many in our community, my property borders the SRI campus. We enjoy peace and quiet behind our homes especially on evenings and weekends. We have privacy with no close structures to our properties and minimal light pollution at night. These were important attributes in our purchase decisions and ones that impact home values. The prior plan maintained those benefits by including a wide buffer of green space behind our homes and a new parking garage about the same distance away as current structures. While the construction period would have been noisy, the resulting situation would have been akin to our current quality of life and maintained home values. This was very much appreciated.

The new plan shows zero regard to our privacy and security and will significantly reduce the value of our homes - in fact, just having this extremely divergent plan on the record has diminished my home value and potential for sale. Please see the attached diagram.

In the new plan, multiple homes are packed into the previously designated buffer/green space eliminating our privacy, leading to new security concerns and adding significant traffic, noise and light pollution. Houses taller than ours in close proximity will tower over our homes. This may sound like taking away a luxury however, it is a situation that was factored into our home purchases and value that is now at risk of being stripped away.

I support the new housing! The entire development is abundant with new housing of many types which is a huge win for those wanting to join our community. This is also a tremendous win for Mark Murray/Lane Partners - the prior plan included ZERO homes for sale and now includes 328 market rate residences for sale (122 single family, 98 small lot, 108 townhomes) AND 154 affordable homes for sale along with the upside for building the apartments and commercial development. They will and should profit on their endeavor.

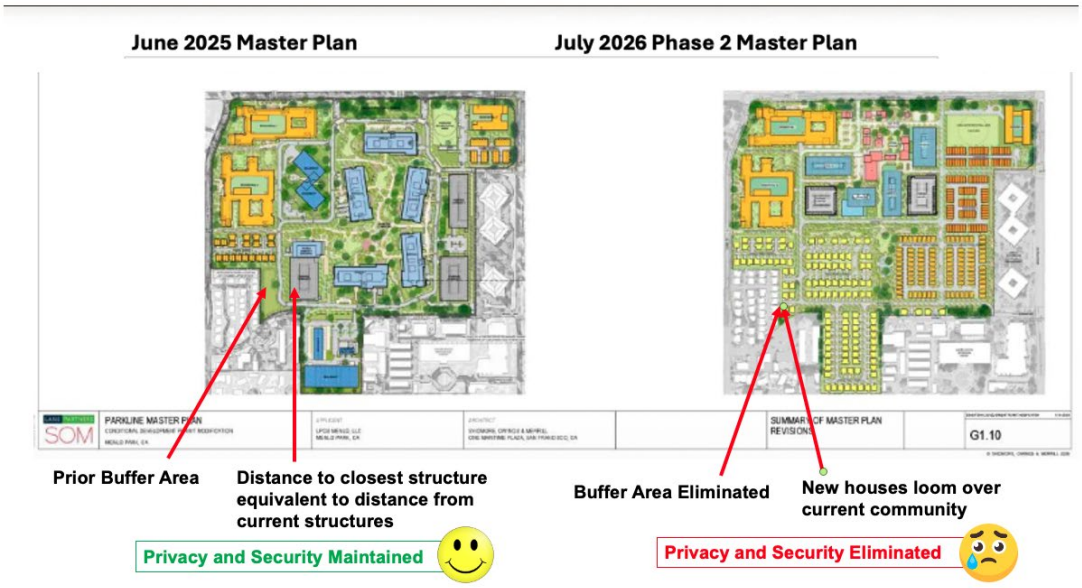
My only ask is for your support to maintain the previously agreed to buffer around our community. Considering the entire scope of the project, this really isn't a big ask. It only means 8 less homes out of over 1082 residences and commercial development! Lane Partners

is creative and I imagine can find other areas to make up the difference. We'd just like to maintain some of the attributes of our investment.

Thank you sincerely for your dedication to safeguarding our privacy and security while working to build our community.

Kind regards,

Susan Stimson
Burgess Classics resident



**From:** [redacted]com
**To:** Planning Commission
**Cc:** connect@menloparkline.com
**Subject:** Parkline's Expanded Residential Community
**Date:** Friday, September 11, 2026 9:27:09 PM

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Dear Chair and Members of the Menlo Park Planning Commission,

I am writing as a prospective homebuyer who is extremely interested in purchasing a brand-new home in Menlo Park, particularly within a thoughtfully designed, master-planned community such as Parkline.

I support the project's increased emphasis on housing and the proposed addition of 282 for-sale homes, including 42 affordable for-sale homes. The combination of new housing, neighborhood retail, parks, walking connections, community green spaces, and other shared amenities could create a distinctive and highly desirable residential community.

Parkline offers something that is difficult to find on the Peninsula: an opportunity to build a substantial new residential neighborhood with modern homes and coordinated community planning, rather than adding homes individually to already-developed neighborhoods.

As the Commission reviews the revised proposal, I hope it will preserve the elements that make Parkline particularly attractive to future residents: a meaningful selection of for-sale homes, attractive and usable open spaces, convenient neighborhood amenities, safe pedestrian and bicycle connections, and an overall design that creates a genuine sense of community.

I would also appreciate continued public notification of future meetings, open houses, hearings, and other opportunities to learn about the project and provide input. I intend to remain actively involved as the proposal progresses.

Thank you for considering my comments and for your work on this important project.

Sincerely,

Thomas Tsay
[redacted]

**From:** Stephen Pang
**To:** Planning Commission
**Subject:** Fw: Comments regarding the revised Park Lane / SRI development project
**Date:** Monday, September 14, 2026 6:38:10 PM
**Attachments:** image.png
image.png

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Dear Planning Commission members,

Park Lane's proposed increase of 280 residential to almost 1,100 units really breaks the camel's back for the Linfield Oaks community. These 1,000 units combined with the 650+ units in the USGS redevelopment plan (Planning Commission study session on USGS campus redevelopment plan City of Menlo Park), and the 650+ units in the Sunset redevelopment plan (City of Menlo Park provides update about Willow Park development - InMenlo), results is almost 2,500 new units borne by this neighborhood alone. The revised project should be considered in this context, and not alone.

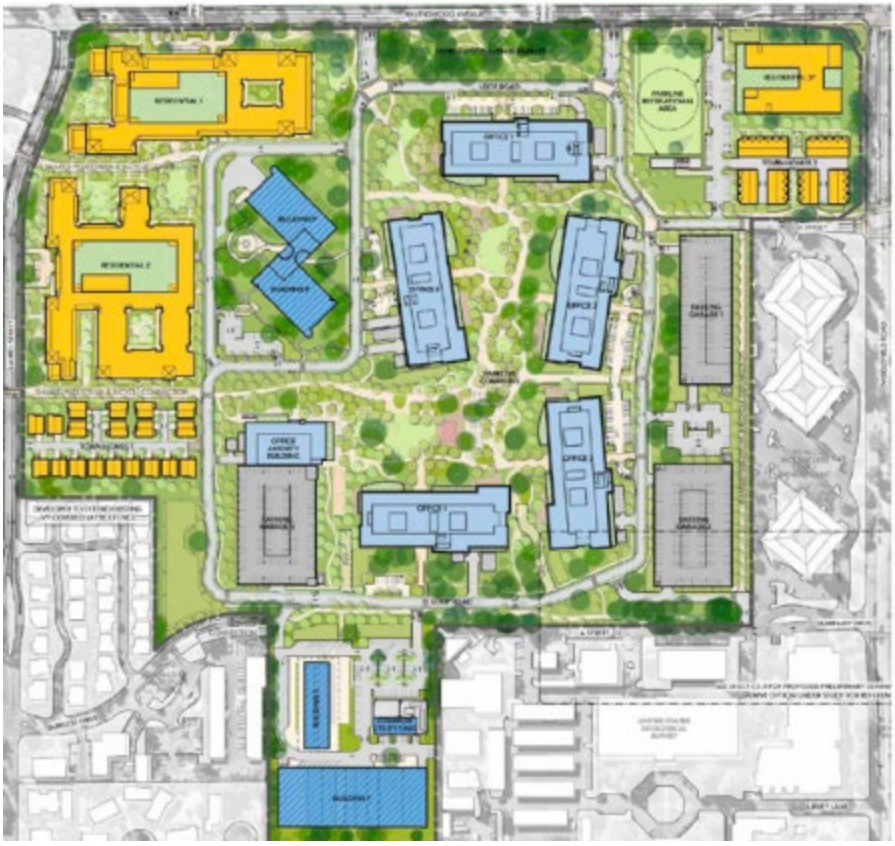
A) The additional traffic between 101 an El Camino Real will result in gridlocked traffic throughout this important corridor. If we assume an average of 1.5 cars per household, that adds a minimum of 7,500 new car trips over 10 hours. If traffic is evenly spaced throughout the day, this works out to 750 extra car trips per hour. If traffic is centered around rush hour, this may work out to, say, an additional 2,000 car trips per hour through the neighborhood. I don't believe any traffic planner could make this traffic work through our neighborhood streets.

B) Some, including those on City Council may assert that these residents will take mass transportation to and from work. This is a nice thought, but my question is, has there been any study as to the actual percentage of residents who do so? Has City Council surveyed residents of the Springline Residences, for example, as to their commuting habits? Without any evidence, the City Council's hope that these new residents will take mass transit could be mistaken, and a traffic nightmare may come to pass.

C) How would our schools even cope with this number of new students? If we assume an average of 1 child per household, this would result in 2,500 new students over 12 grades. This works out to over 200 students per grade, if there is an even distribution of ages. If we assume younger families will move in, the distribution of school age students will skew this, and there may be an extra 400 students per grade in K-5. Do we even have classroom space for them - how could Encinal, Laurel, Hillview or MA even support this? Possible solutions may include having children attend other schools such as Belle Haven or Garfield, but again, that means more traffic.

D) Lastly, this revision to the Park Lane project seems like a bait and switch to many in the community who have worked with Park Lane over the years. Previously Park Lane made great efforts to tout the community aspect of the project, with the addition of open space for the communities with many amenities. They talked about group fitness areas, community garden, playgrounds, barbecue areas, sport courts, bicycle repair areas, etc. In the new proposal, all that open space and all those amenities have been replaced with streets. See the images below:

Park Lane's previous plan with room for green space:



Park Lane's new plan with room for … roads:



The revised Park Lane project may add to the housing stock, however at the cost of gridlocked traffic with added environmental pollution and cost of additional schools.

This plan cannot be considered alone, but in context of the USGS and 80 Willow Road projects, for the sake of Lindfield Oaks.

Thank you for your consideration,
Steve Pang