



REGULAR MEETING MINUTES

Date: 8/25/2025
Time: 7:00 p.m.
Location: Zoom.us/join – ID# 846 9472 6242 and
City Council Chambers
751 Laurel St., Menlo Park, CA 94025

Commissioner Behrooz participated virtually from:
Marlboro Music Festival Campus Center
(Health Care Office)
2472 South Road
Marlboro, VT 05344

A. Call To Order

Chair Andrew Ehrich called the meeting to order at 7:00 p.m.

B. Roll Call

Present: Andrew Ehrich (Chair), Ross Silverstein (Vice Chair), Katie Behrooz (virtually), Linh Dan Do, Katie Ferrick, Jennifer Schindler, Misha Silin

Staff: Michael Biddle, City Attorney's Office; Mary Wagner, City Attorney's Office; Kyle Perata, Assistant Community Development Director; Corinna Sandmeier, Principal Planner; Chris Turner, Senior Planner

C. Reports and Announcements

Assistant Community Development Director Kyle Perata said the City Council at its August 29th meeting would consider adopting a resolution to authorize staff to release a request for proposals for development on the downtown parking plazas 1, 2 and 3.

Commissioner Do said September was Transit Month 2025 and highlighted a green building tour of the all-electric Burlingame Community Center on September 13th.

D. Public Comment

None

E. Consent Calendar

None

F. Public Hearing Items

- F1. Consider and adopt a resolution recommending the City Council certify the Final environmental impact report, adopt CEQA findings and statement of overriding considerations for significant environmental effects, adopt a mitigation monitoring and report program; amend the General Plan Land Use Element and amend the General Plan Land Use Map to change the land use designation for the property at 201 Ravenswood Ave. to Commercial (Professional and Administrative Offices); amend the Zoning Ordinance and zoning map to create a new C-1-S (Administrative and Professional District, (Restrictive)) zoning district; rezone the project site from C-1(X) (Administrative and Professional District, (Restrictive)), R-1-S (Residential Single Family, Suburban), and P (Parking) to the proposed C-1-S district and include the "X" Conditional Development combining district overlay; approve a conditional development permit; approve a vesting tentative map; approve a development agreement; and approve a below market rate housing agreement for the proposed Parkline Master Plan Project located at 201, 301 and 333 Ravenswood Ave. and 555 and 565 Middlefield Rd. ([Staff Report #25-038-PC](#))

The Parkline Master Plan Project, proposed by LPGS Menlo, LLC commonly referred to as "Lane Partners" would redevelop the project site with a mix of uses consisting of primarily residential and office/research and development (R&D) uses, with small restaurant and potentially retail components. The proposed project includes the following components:

- 646 residential dwelling units, inclusive of 97 below market rate units, (46 townhome-style units in two components and 600 apartments in two multifamily buildings);
- An approximately 1.6-acre portion of land, to be dedicated to an affordable housing developer for the future construction of a 100% affordable housing development project of up to 154 dwelling units;
- Retaining three existing buildings (approximately 287,000 SF) for the continued operation of SRI International ("SRI") in Menlo Park;
- Demolition of two buildings at 201 Ravenswood Ave. and approximately 1.1 million square feet within 35 buildings on the SRI campus, to be replaced with up to five office/R&D/life science buildings, a new amenity building and three parking structures;
- A limit of 1 million square feet of non-residential square footage, inclusive of the three buildings to be retained (Buildings P, S, and T), new office/R&D space, and commercial retail space;
- Decommissioning of the existing 6-megawatt natural gas power plant;
- Inclusion of community-serving space within the 100 percent affordable building; and
- Dedication of an approximately 2.6-acre public park along Ravenswood Avenue, to be built and operated by the City of Menlo Park, with the potential for the City to locate a below-grade emergency water storage reservoir and well below it.

The requested City actions and entitlements for the proposed project include General Plan text and land use map amendments, Zoning Ordinance and zoning map amendments, rezoning, conditional development permit, development agreement, vesting tentative map, below market rate (BMR) housing agreement, and environmental review.

The proposed project would include approximately 29.9 acres of private and publicly accessible open space would be developed at the project site, including a network of publicly accessible bicycle and pedestrian trails, open spaces, and active/passive recreational areas. The proposed project would remove 264 heritage trees, including 202 trees for development-related reasons and 62 for nondevelopment-related reasons (i.e., declining health, invasiveness, etc.).

The proposed conditional development permit includes modifications to the development regulations in the proposed C-1-S zoning district, and establishes project specific design standards, signage requirements, transportation demand management (TDM) requirements, regulations for hazardous materials, and the process for future architectural reviews for building and site design. The proposed project also includes a request for the use and storage of hazardous materials (diesel fuel) for back-up emergency generators. A development agreement would be entered into between the City and the applicant for the provision of community benefits, development controls, and vested rights.

The project site is currently zoned "C-1(X)" (Administrative and Professional District, Restrictive), "P" (Parking) and R-1-S (Single Family Suburban Residential) and aside from 201 Ravenswood Avenue, is governed by a Conditional Development Permit (CDP) approved in 1975, and subsequently amended in 1978, 1997, and 2004.

The Final EIR pursuant to CEQA was released on Monday, July 7, 2025. The Final EIR identifies significant and unavoidable impacts from the proposed project and project variant in the following topic areas: construction noise, construction vibration, cumulative construction noise, and historical resources. The proposed project and the project variant would result in potentially significant impacts related to air quality, cultural resources, tribal cultural resources, biological resources, geology and soils, hydrology and water quality, and hazards and hazardous materials, but these impacts would be reduced to a less-than-significant level with implementation of identified mitigation measures. Impacts related to land use and planning, transportation, energy, greenhouse gas emissions, population and housing, public services and recreation, and utilities and service systems would be less than significant.

The project site contains a toxic release site, per §6596.2 ("Cortese List") of the California Government Code. The Cortese List is a compilation of several different lists of hazardous material release sites that meet the criteria specified in §65962.5 of the California Government Code. Two listings were identified within the State Water Resources Control Board's leaking underground storage tank (UST) database; a third listing was identified as a Department of Toxic Substances Control (DTSC) military evaluation site. All three listings meet the criteria specified in §65962.5 and were identified as being within the project site. Both USTs were granted case closure by the Regional Water Quality Control Boards (RWQCB) in 1995 and 1999, respectively. The third listing was granted "No Further Action" status as of December 2013.

Commissioner Do said her residence was within 500 feet of the proposed project but due to the nature of her lease the City Attorney's office said she was able to participate in this item's hearing without conflict.

Principal Planner Sandmeier outlined the format of the meeting, the proposed recommendations, the current site description, and the proposed site plan. She said the proposed text amendment to the General Plan Commercial designation in the Land Use Element would increase the floor area ratio (FAR) from 40% to 50% for nonresidential uses and that would comport with the maximum FAR allowed in the proposed C-1-S zoning district. She said it would revise the description of professional and administrative office to add neighborhood serving retail and services as a compatible use. She said the General Plan land use map would also be amended to change the designation of the parcel at 201 Ravenswood Avenue, which was the church parcel, from residential to commercial.

Planner Sandmeier reviewed the proposed conditional development permit (CDP) that would enable comprehensive redevelopment of the project site with permitted and conditionally permitted uses for the proposed project, and limits such as biosafety levels including how long the remaining biosafety level 3 (BSL) labs in Buildings P and T could remain. She said it contained modifications to the C-1-S zoning district regulations and municipal code section 16.92 that related to signage regulations and project specific design standards. She said modifications included increased open space requirements and the Parkline development regulations and design guidelines, attached and incorporated into the CDP. She said the CDP included phasing, operational requirements, and other project-specific conditions of approval.

Planner Sandmeier referred to the development regulations and design standards in the CDP that would modify zoning regulations including increased height allowances, decreased minimum lot sizes and setbacks, and increased parking maximums for residential units. She said they also included project-specific design requirements and were specific to the individual residential and nonresidential components including massing, building modulations, building projections, exterior materials, building entrances, ground floor transparency and frontage landscaping.

Planner Sandmeier referred to the draft Development Agreement (DA) and noted it provided community benefits in exchange for vested rights for the developer that included a nonresidential square footage cap of 1-million square feet, project phasing, limits on biosafety levels and removal of existing BSL-3 labs. She said the lab in Building T would be required to be decertified by January 1, 2027 and the lab in Building P would need to be decertified prior to issuance of the first residential certificate of occupancy. She said other benefits included parkland dedication and funding, publicly accessible open space and event space that the city could use, transportation benefits such as a commuter shuttle or payment towards the city's shuttle, an affordable housing land dedication for Building R3 that included 154 units, the pilot payment in lieu of property taxes agreement, recycled water infrastructure, sustainability benefits related to the REACH codes adherence, generators and other benefits. She said the DA provided the applicant with vested rights including an eight-year initial term with two six-year extensions, and limited future impact fees, provided for phased development, and streamlined review for potential amendments to the site plan.

Planner Sandmeier referred to the Below Market Rate (BMR) Housing proposal for up to 251 BMR units and that 97% of those or 15% of the market rate units would be inclusionary units and those would be available to low income households for the rental portions. She said if the townhomes were for sale that portion would be offered to moderate income households for the potentially three detached townhomes and the four attached townhomes. She said in addition to the 15% inclusionary units that up to 154 would be 100% affordable in Building R3.

Heidi Mekkelson, project director with ICF, the lead EIR consultant for the project, introduced Kai-Ling Kuo from Hexagon, the transportation consultant, and David Doezema from Keyser Marston Associates for the preparation of the Housing Needs Assessment. She reviewed the EIR process, which began in December 2022 with the release of the Notice of Preparation and subsequent scoping followed in June 2024 with the release of the draft EIR. She said a public hearing was held to receive comments on the draft EIR on July 22, 2024. She said the Final EIR was released on July 7, 2025 and provided responses to comments received on the draft EIR, and minor revisions to the draft EIR based on the responses to comments. She said in August / September 2025 the city's decision makers would take action on the EIR and proposed project with the Planning Commission making recommendations to the City Council.

Ms. Mekkelson said the June 2024 draft EIR provided a detailed project description, a description of the environmental setting, an analysis of environmental impacts including cumulative impacts, mitigation measures and a reasonable range of alternatives to the proposed project and the project variant. She said the variant was included in the EIR because during the preparation period of the draft EIR, the project sponsor obtained control of the property at 201 Ravenswood Avenue and incorporated it into the project design so the EIR evaluated both the proposed project and the project variant at an equal level of detail so it could support approval of either design. She said staff's written recommended action to the Planning Commission was to recommend approval of the project variant to the City Council.

Ms. Mekkelson provided a list of the topics evaluated that provided a discussion of the existing setting and a discussion of environmental impacts. She said Chapter 4 of the draft EIR evaluated the potential impacts of the project variant for all of the same topics. She said impacts related to agricultural and forestry resources, mineral resources and wildfires were determined not to be significant due to the urban setting and were not addressed in detail in the EIR. She said the project site was an infill site located in a transit priority area and proposed a mixed-use residential project, so the EIR did not consider aesthetic or vehicular parking in determining the significance of impacts as allowed under CEQA. She noted for informational purposes that Appendix 3.1-1 of the draft EIR included a discussion of the potential aesthetic changes as a result of the project.

Ms. Mekkelson said for each impact identified as significant or potentially significant, the draft EIR identified mitigation measures to reduce, eliminate, or avoid the adverse effect. She said it was stated in the draft EIR if the mitigation measures would reduce the impact to a less than significant level and if they would not reduce the impact to a less than significant level the draft EIR clarified the impact would be significant and unavoidable. She presented a slide that summarized the significant and unavoidable impacts of the project and the prescribed mitigation measures to reduce those impacts to the extent feasible. She said they determined that the impacts would remain significant and unavoidable and included impacts related to construction noise, construction ground-borne vibration, cumulative construction noise, and historical resources. She presented a slide that summarized the significant and unavoidable impacts on historical resources and the mitigation measures.

Ms. Mekkelson said the Final EIR studied a total of 1.38 million square feet of nonresidential square footage and the project before the Commission tonight included 1-million square feet of nonresidential square footage. She said the Final EIR likely overstated the impacts of the project, which was a permissible approach under CEQA, and it sufficiently covered the impacts of the proposed project. She said recommending certification of the Final EIR would provide CEQA coverage for approving the proposed project.

Ms. Mekkelson said the draft EIR considered a range of reasonable alternatives as required under CEQA and those alternatives could attain most of the project's basic objectives while avoiding or substantially lessening any of the significant environmental effects of the project. She said alternatives were considered to reduce the significant and unavoidable impacts associated with construction noise and vibration but were determined to be infeasible. She said the draft EIR evaluated three preservation alternatives to the project variant intended to reduce or avoid the significant historic impacts of the project in addition to the required no-project alternative. She said none of the changes to the draft EIR warranted its recirculation as changes were points of clarification and minor corrections. She noted comments from other public agencies that received master responses and were included in the Final EIR. She said those master responses

responded to comments on project merits and non-CEQA issues, transportation demand management plan monitoring and compliance that provided detail of the project-specific TDM plan, the non-CEQA traffic analysis provided for planning and informational purposes related to traffic congestion, and for biosafety levels including that BSL-4 uses were not proposed with discussion of city policies and other applicable laws and industry practices regulating biological research labs.

Mark Murray, Lane Partners, noted they were in year five of the community outreach and emphasized how that shaped the project development and supported the opening of the campus with open space, bicycle and pedestrian circulation, and affordable housing. He said they would reduce the commercial square footage from 1.38-million square feet to 1-million square feet and under the DA terms if they came back for more square footage that would need to be residential and include required BMR units. He said residential neighbors wanted a two-story buffer that would then move from four-stories to six-stories noting the feedback to provide as close to 600 residential units as possible. He said it was with this that they first added the concept of dedicating land for one building to be dedicated to a third-party nonprofit so 100% affordable housing could be built. He said at a subsequent study session the feedback was that the Commission wanted them to strive to do 800 residential units. He said they were able to bring the church property into the development plan and were able to reach 800 units.

Mark Pfenninger, Studios Architecture, noted the closed off nature of the existing project site and the great number of heritage trees. He said they were proposing a linear park along Ravenswood that would connect Laurel to Middlefield to leverage the existence of those well grown trees to enhance the public experience. He said a multi-use path within the park was proposed and that would increase connectivity not just along the street but to the downtown as well. He said along Laurel Street the residential units would be stepped back and the heritage trees there would help define that step back creating another linear park. He said an important change was to move primary parking access off of Laurel Street for residential onto Ravenswood and into the back of the residential buildings. He noted they were able to get the height to four stories along Laurel with some five story elements along Ravenswood.

Charlie Cattlett, OJB Landscape Architecture, said their proposal extended and enhanced the existing bicycle network by introducing two multi-use paths, one from Ravenswood to Middlefield and one from Burgess to Ringwood, along with two pedestrian paseos. He said the design upgraded the Laurel Street bicycle lane to Class 4, which separated the vehicles from the bicycles and an interior Class 2 loop road that connected to the existing bicycle network. He showed slides of the setbacks along Laurel Street characterized by wide sidewalks, seating areas and heritage trees. He said the commercial space was designed to be a series of interconnected public open spaces linked together with pedestrian paths.

Mr. Murray highlighted the community benefits of the project proposal:

- Significant publicly accessible open space
- 2.7 acre land dedication to the city for a recreational field and public uses
- 1.6 acre land dedication to a nonprofit developer (up to 154 units of 100% affordable housing)
- 2.5 miles of bicycle trails and bicycle repair kiosks
- 31% total BMR units
- Amenity building with publicly accessible café

- Removal of co-generation power plant
- Capacity for city emergency water reservoir
- Contributions toward (1) Middle Avenue Caltrain Crossing and (2) Railroad Quiet Zone

Mr. Murray highlighted the sustainability improvement efforts of the project such as decommissioning the cogeneration plant, electric buildings with photovoltaics, and recycled water infrastructure from Middlefield and Ringwood across to Laurel with multiple connection points for others to tie into.

Chair Ehrich opened the public hearing.

Public Comment:

- Peter Leizak said he was representing the owners of the McCandless Triad Office Buildings located at 525, 535 and 545 McCandless Drive, and their concerns were for the quiet enjoyment of their office tenants and employees and potential cut through traffic. He said the access on what was called D Street, which was Ringwood, was actually their private driveway and not a public street. He said they were concerned about the next door parking garages and in response the Parkline team had moved those structures back off of their property lines, but a continuing concern was cut-through traffic through their property to those parking garages. He said they would like the parking garages decreased 28% commensurate with 28% less office space being used. He referred to the new TDM plan and monitoring stations to try to prevent cut-through traffic, but said there were no accountability (consequences) in the TDM plan and requested additional accountability for that be added to the CDP. He said they would like a gateway put on their private property line on their property similar to what was there now. He said they would like some of the transportation funds used for additional transportation improvements along Middlefield. He said in the level of service analysis that all of the intersections went from C to F. He said in the prior version of CEQA that would have been considered significant and unavoidable impacts. He referred to their great concern about construction noise that was identified as significant and unavoidable yet the only mitigation, condition 11.22, was a construction fencing plan which seemed an inadequate response, and requested monitoring of the construction noise element and that the planning for construction traffic to the project avoid their property entrance. He said in general they supported the project but with mitigations they would not have impacts to their tenants and employees.
- Sue Connelly (with donated time from Rob Connelly and Joanne Goldberg), Burgess Classics resident, noted existing traffic gridlock and traffic safety concerns. She said the parking was inadequate for the complex and would create additional on street parking in surrounding areas and that was a safety issue for pedestrians and children, and would add more traffic and pollution to everyone. She referred to the theory that if parking was limited it would force people to use public transit but noted her own physical limitations. She said transit was imperfect in reality. She said her neighborhood worked closely with the Parkline development team, which had been great in listening to them and trying to incorporate some concessions and protections. She said they had found out if those concessions were not encoded in the DA, then there were no protections, and if another developer or SRI decided to sell off parts of the property, there was no protection. She said after buildout that the management team would be a different entity so they wanted assurance the needed safeguards would remain in place in perpetuity. She requested that specific additions be made to the DA to condition the agreements they had reached with the Parkline team. She said number one was to keep the

height limits agreed to with Lane Partners and that to be codified in the DA for the new apartments, townhomes and namely parking garage number three, that was along the entire back wall of all the Burgess Classics residents. She said their street was very busy and all of the new residents and office users in the project would also use that circular road. She said there would also be people cutting through to avoid gridlocks on Ravenswood and Middlefield which created very busy loud traffic immediately behind their homes. She said in the DA specifically for garage number three, the development team had agreed to keep the footprint of the 44.5-foot height the same as the current SRI building, but the zoning would allow double that or a seven-story building looking into the living spaces of the homes in Burgess Classics. She said with that garage they had discussed with the development team to have a solid wall facing their homes to add noise, pollution and light invasion protection. She said another agreement to ensure safety and security was having office use only for the garage. She said reducing the residential parking spaces and having the community access the building in the middle of the property meant that there would be a great deal of competition for that space. She said it needed to be in the DA that that garage was for office space use only with gated, keycard access. She said they also wanted a protective fence noting that currently SRI was a gated and protected secure area. She said safety screening was needed for the dust and dirt and safeguards for the removal of contaminated and biohazard materials.

- Brooke said she did not agree with finding 7D that the project would not cause detriment to the general health, well-being and safety of the community. She said she supported the project but wanted it done very thoughtfully with safeguards in place for the community as it grew. She said a concern was traffic on Laurel. She said for years they had repeatedly asked for a mockup of what the project would look like without any traffic egress or ingress on Laurel, but that was never provided. She said the development team indicated they were working on it, but it was not in any of the agreements she reviewed. She said the design was u-shaped into Laurel suggesting ingress and egress and asked how that could be safeguarded against. She said the project needed to adhere to the City's plan that had Laurel as a neighborhood street and was intended for prioritizing bicyclists and pedestrians. She said regarding Class 4 bike paths that she and her children bike and the biggest point of impact was a driveway and was where people were killed on their bikes. She said the two most recent large projects in Menlo Park were the Stanford Plaza and Springline and those both included 200 residential units and was on El Camino Real, a six lane road and this proposal had 800 units on a neighborhood street.
- Steve Schmidt said Menlo Park had the reputation of building a lot of office and not sufficient amounts of housing and it was in the city's interest to build projects that were heavy on housing and light on office space. He suggested modifying the phasing of the project outlined in the EIR so that 100% of the housing was built first. He said with the high vacancy rate of office on the peninsula and in this area at about 30% that would give the developers an opportunity to evaluate that vacancy rate and what happened to the office market. He said he thought the right thing was to pause the office building development until the last possible moment. He referred to the EIR and two alternatives that were determined to be infeasible with one an increase in housing for the basic project and the other to do 100% housing. He said those should be studied and if they had an opportunity to modify the EIR or do a supplemental EIR on those two alternatives that would be appreciated by many.
- Vincent Bressler said he shared the last speaker's concern about housing imbalance and what that was doing to their city. He noted his eight years as a planning commissioner and that he

could not support a project that increased the housing deficit. He said he estimated that this project would create at least a 500 up to 2,000 housing unit deficit even with the reduction of office square footage. He asked where all the employees of the offices were going to live noting discussions about building housing on parking lots around Burgess. He said at some point it had a real impact on the quality of life and public amenities in the city. He said the state seemed to be telling them do not add commercial uses unless you had housing. He said he thought the proposed plan should be sent back and an employee cap put in place.

- Paul Collacci noted multiple references to office space reduction of about 381 or 281 thousand square feet, and he did not think that was true. He said in the CDP and DA that there was a loophole. He said the city would basically approve the project plans for the original 1.1-million square feet with zoning changes and CDP changes that would allow for 95-foot tall office buildings although those were no longer needed anymore. He said all other obstacles to that original 1.1-million square feet project would be eliminated except for the 1-million square foot commercial cap. He said in the DA there was a modified project plan that contemplated eliminating Buildings R, S and T in favor of housing, which was a good thing, but that also freed up 287,000 square feet of commercial development that could be redeployed elsewhere on the site as new offices as part of the approvals made already. He said there was a difference between SRI lab and office so those should not be converted from one-to-one square footage. He said 700 employees in those buildings would generate about 900 trips. He said if it was redeployed as office and filled with R&D users it would generate about 3,100 trips which was a four-to-one intensity. He said the employment density would increase if buildings P, S and T were converted into office buildings. He said they could ask that the commercial cap be an office cap at 731,000 square feet or have a commercial cap of 731,000 square feet exclusive of buildings P, S and T. He said that way if buildings P, S and T were ever converted to housing, square footage could not be redeployed elsewhere on the site as brand new office. He said he appreciated the alleged reductions in office but did not think it was enough. He said he was part of the Council in 1997 that put the employee count protections in there to prevent what was actually happening now.
- Bob McDonald said he was representing the Christian Science Church members. He noted the subject property proposal came at a time when their church independently concluded it was time to sell their property and right size the footprint for their current congregation population. He said they entered into a purchase option agreement with Lane Partners as the project would create needed housing, especially affordable, open space and other community features. He said they advocated for timely approval of the project. He said to protect their interests that their contract with Lane Partners had limited time frames for the developer to achieve entitlements and proceed with the property purchase. He said he was happy to discuss the letter he sent with any of the commissioners.
- George Chang said his home on Ravenswood was directly across the street from the church property and noted the project plans showed a proposed six-story apartment complex to be built directly in front of his home and neighbors' homes that were single-story ranch-style homes. He noted privacy and access to sunlight would be impacted greatly. He said the current design was out of scale, intrusive and unsafe for residents. He asked that the design of that particular parcel be reevaluated, the current designs be rejected and alternatives required to respect the existing neighborhood character.

- Adina Levin, Menlo Park resident and part of Menlo Together, expressed support for the project noting the increased housing and reduced office space. She said she wanted to see the most attention paid to street-safety improvements particularly for people walking and biking, and to the green and recreational space offered to the city. She referred to the project's TDM plan and said the overall region was making progress in creating a multi-agency transit pass, and as written the plan should accommodate changes in transit passes that would allow it to be multi-agency. She referred to the comment by a nearby office about traffic impacts and said the TDM plan could include participation in a Transportation Management Association open to nearby existing businesses to opt into.
- Kevin Rennie, Willows neighborhood, said he wanted to echo the concerns raised by the Burgess Classics' residents noting that once a week at least he bicycled on Laurel and participated in summer camps at Menlo College and Encinal. He said that was critical infrastructure and it needed more attention as to how the proposed project would impact it. He said level of service at those intersections going from C to F was highly concerning for him as most of his family's transportation within Menlo Park was by biking or walking. He said regarding RHNA he would like this project to be net positive for Menlo Park. He said he would like Lane Partners to reach out to the state representatives and further assist or motivate the state to look at regions instead of one particular city for housing needs assessment noting the significant amount required of Menlo Park and that the richest neighboring areas with the lowest amount of housing were Atherton and Woodside. He said some outreach had been made with the community about bicycle and pedestrian safety, but the city's Complete Streets Commission had not been reached out to, and he encouraged that to happen as the city had tasked that commission to review large land use projects.
- Naomi Goodman, Menlo Park resident, said she had previously expressed concerns about the BSL-3 labs in buildings P and T and thanked the development team and EIR consultants for providing an expert opinion on the safety record of BSL-3 labs. She said the industry had an overall good safety record but the age of the SRI buildings and proximity to future residents required extra caution. She said she strongly supported the DA conditions that SRI would decommission the BSL-3 facilities and that any new R&D buildings would not accommodate BSL-3 labs. She requested a process in the DA to ensure that that agreement was kept by SRI and their future tenants with consequences for violations. She said another concern was the lack of an employee cap and its impact on jobs-housing ratios and traffic. She said the master response in the EIR simply said that CEQA did not require consideration of jobs-housing ratio unless the city had a policy and suggested it was long past time for the city to develop such policy. She said the five new commercial buildings could accommodate over 4,000 workers if those were leased to startups more than twice the number of residents in the new housing. She asked that an employee cap be reconsidered. She said the drawings of the new proposed commercial buildings showed violations of the requirements for bird-friendly design in areas of reflective glass, transparent corners and railings. She said Menlo Park needed stronger bird-safety design standards.
- Elia Kazemi, attorney with Lozano Smith, said her firm represented Sequoia Union High School District (District), and she was speaking on behalf of their client. She said the city's environmental review of the project was inadequate noting that for over a decade the District had raised concerns about the cumulative impact of large-scale residential projects. She said this project was just the latest in a series of developments that would bring more families and

students into already overburdened schools. She said as enrollment grew, school facilities became less functional, affecting the quality and efficiency of its educational programs. She said the District in its comment letter on the draft EIR outlined the gaps in environmental analysis especially regarding cumulative impacts and no-facility related impacts. She said CEQA required a full review of all significant environmental impacts, including those indirectly affecting schools. She said the city continued to dismiss the District's concerns, relying heavily on SB50 and government code 65996 to claim that school impact fees were sufficient to mitigate these impacts on the District. She said case law was clear and SB50 limited developer fees and not CEQA review. She said CEQA still mandated analysis and mitigation of school-related impacts. She said there were many costly impacts associated with growth that did not directly relate to the ability to accommodate new students and examples included increased traffic and road safety concerns, safety measures to address pedestrian travel to school, and noise pollution that required soundproofing. She said the EIR claimed the District would be able to accommodate the students generated directly and indirectly by the project, but by its own admission the city did not know where those students would be accommodated. She said concerning it also admitted that future enrollment trends were not used to inform their analysis, despite ongoing development in the area. She said without knowing which schools would absorb new students, the city could not assess traffic shifts, safety needs and environmental impacts. She said CEQA demanded analysis of cumulative impacts when they were considerable, and they clearly were. She said the District was not opposing development, but was advocating for responsible planning that supported the entire community. She said it had proposed constructive solutions in the past such as the inclusion of school facility improvements through the city's community amenities process, but those suggestions had been disregarded. She said the District was prepared to work with the city and developers to ensure the new development strengthened not only housing but also the city's educational needs.

- David Crabbe, Sierra Club's Sustainable Land Use Committee, said they had commented on the draft EIR and the DA, and were supportive of the project noting the plan had evolved positively. He noted in particular sustainability efforts including electric buildings and favorable responses to biosafety concerns. He said they urged the city to include the DA specifically and the biosafety recommendations in the staff report before approving either the EIR or DA.
- Will Oursler, District 3 resident and Housing Commissioner, said he was speaking as a private resident. He said he was excited to see the project moving forward and thought it was the right project and in the right place. He said he was especially enthusiastic about the added public space near his home. He encouraged the Commission to keep in mind the time sensitive nature of negotiations.
- Patti Fry said she had sent several letters regarding the project that she did not think had been sent through to the Planning Commission. She said she hoped they would ask staff some of the questions she had posed in her correspondence. She said the reduction in office space as noted by others was not really that much as what was studied before was 1.1-million square feet of incremental nonresidential and now it had 1.0-million square feet of incremental nonresidential. She said that was a real issue as the SRI buildings that were going to stay there were very low impact and now could be replaced wholly by high-impact nonresidential development. She asked they consider removing those because in most of the analyses in the EIR they were considered part of the existing conditions and not part of the incremental growth and remove it from the DA as an option for later redevelopment. She said what was really

wanted was to replace nonresidential with residential and expressed appreciation that the developer was willing to consider that. She said that should be done when the time came and to let the P, S and T buildings continue there but not be included in the developable, re-developable square feet. She said that 5% of the housing might not be built because of field adjustments and suggested the units could just be smaller rather than reducing the total number of units, noting 5% was 40 units.

- Karen Grove, Menlo Park resident, said she was speaking for herself and Menlo Together, which envisioned a city that was integrated and diverse, multi-generational and environmentally sustainable. She said they enthusiastically supported the proposed project and encouraged the Planning Commission to recommend approval to the City Council without delay. She said Lane Partners and SRI had been extremely responsive to community input and creative and tireless in finding ways to meet what seemed to be conflicting demands.
- Brielle Johnck said they had been waiting a long time for redevelopment of the property but admitted disappointment as she thought it could be so much better. She said it was a 1-million square foot office park with housing scattered around the edges. She said Menlo Together worked hard to get those 800 housing units and she appreciated that, but they failed in accepting the large office component, and city planners failed in rejecting the alternative for a 100% residential project as well as another alternative that had a reduction in office and could have added 900 housing units to the 800 units that Menlo Together had won. She said 1700 housing units would have made a balanced project with a one-to-one ratio for jobs and housing. She said they needed housing and not office and suggested there was time to correct the proposal.

Chair Ehrich closed the public hearing.

Commissioner Silverstein noted the commitment to reduce the total commercial square footage to 1-million square feet and potentially add more housing and asked if Lane Partners was willing to commit to how much more housing that would be.

Mr. Murray said this was a relatively new concept they had introduced. He said they would have an absolute maximum of commercial product under the DA and no process within the DA to come back and do more in the future. He said they had studied the 800 housing units proposed and agreed to in the DA. He said anything they might want to add to the project would have to be housing with the appropriate amount of affordability and if they did that, they had the benefits of a fast track approval process. He said assuming the initial project was approved certain elements could go directly to architectural review so in theory office buildings could go forward, and the apartment buildings, townhomes and 100% affordable building could go forward. He said their goal was to add housing to whatever they submitted next but adding housing would not go straight to architectural review but would be a resubmittal of the CDP with more housing added that would trigger a determination of what level of CEQA review was needed. He said their goal by next year in conjunction with, or even before they submitted anything for architectural review, was that they would have a new CDP showing the additional housing.

Commissioner Silverstein referred to the concerns about traffic particularly on Laurel Street. He said access from Laurel Street currently was proposed for emergency only and noted public comment that be formalized as part of the DA. He asked if that was subject to change in the future.

Mr. Murray said it was a legal question as to whether that was already ensured or not, but if it was not, they were completely comfortable committing to that and to not changing anything in the project as it related to having additional driveways or even capacity increased on those driveways as it related to Laurel.

Commissioner Silverstein said the plans currently had a Class 4 bike lane on Laurel. He said it had been communicated to him that part of the reason Menlo Park had not been able to have a Class 4 separate bike lane was because the city did not have small enough street sweepers to keep them free of debris. He asked if that was something the applicant had discussed with Public Works.

Mr. Murray said he did not think they had that discussion with Public Works.

Commissioner Silverstein recommended as they moved forward that Public Works and the Complete Streets Commission as noted by a public speaker be kept abreast of all these various network intersection connectivity questions particularly as it pertained to the actual streets as opposed to the project site itself. He said he had concern about retail space and appreciated mixed-use development that allowed people to live, shop, go to restaurants, and work within a walking distance. He said in this proposal all of the commercial space could either be office space or in theory, somewhat more retail, but he did not think that was outlined or specified in the DA. He asked the applicant to address that.

Mr. Murray said in the proposed plan they had a two-story amenity building with fitness amenities on the second floor currently planned to be reserved for office tenants and on the first floor to have food and beverage service that would be open to the public. He said as they went into architectural review, they were considering potentially evaluating looking at retail, either replacing the amenity building with more organic retail or supplementing it with more inline retail on the ground floor of office buildings, noting that would not increase the nonresidential square footage cap.

Commissioner Silverstein referred to Springline as a great example of a network of formal office spaces with retail that the public might use at its discretion, and housing. He said he would like to see more retail.

Commissioner Do referred to concerns about traffic, multi-modal neighborhood streets, and particularly the public comment about the Class 4 bike lane that the weakness of the best bike lanes was at the intersections where people were turning. She said she appreciated the clarification that the access on Laurel Street was limited to emergency services. She said Laurel Street had a very different street character and classification than Ravenswood but nonetheless many students used Ravenswood to go to school and noted the renderings of the meandering bike path that would still have those turns affecting safety. She said while Ravenswood was a 25-mile per hour street, it was a wide street and that encouraged fast driving and fast turns. She asked how safety would be addressed there.

Mr. Murray said they had heard from residents to limit traffic on Laurel. He said the two paseos looked like they could accommodate cars but were for bike and pedestrian only, and also only emergency vehicles. He said there was a large apartment building on the corner of Ravenswood and Laurel with ingress and egress from Ravenswood and also ingress and egress out the rear into the campus. He said there was zero connectivity from the commercial area and the first apartment building to Laurel Street. He said for the second apartment building they could not find a

feasible way for it to operate with no front door and only ingress and egress on the back so there was an ingress driveway and a front turnout into that building. He said related to Ravenswood they were improving the bike lane and if a bicyclist preferred to ride fast, they could stay on that road but those uncomfortable with that could use the parallel meandering bike paths. He said they had to design carefully where driveways and things like that were intersected to be as safe as possible. He said they tried to offer different options for different levels of bicyclists' expertise.

Commissioner Schindler referred to the discussion regarding additional housing and a revised CDP in a year-ish timeframe and asked what CEQA level of analysis would be needed and within what expected timeframe.

Ms. Mekkelson said if additional housing units beyond the 800 covered in the EIR were proposed at some point that they would need to take a look at how to clear those under CEQA, but they would not be cleared under the current EIR. She said it would depend on how many new housing units were proposed and specifics of the new proposal, but a general rule of thumb when looking at whether a supplemental review was needed tiering off a previously certified EIR was if the project change had the potential to result in a new significant impact not covered in the EIR, or that would increase the severity of a significant impact identified in the EIR. She said if the change was minor enough that it appeared no new significant impacts would occur or no significant impacts would be increased in severity then an appropriate pathway typically was to prepare an addendum. She said an addendum was a document under CEQA that varied the most in terms of format and presentation so the time to complete those ranged quite a bit. She said if there was potential for a new significant impact or potential for increased significant impact such as noise then a supplemental or subsequent EIR would be needed and that had a much longer process than an addendum but involved the same requirements for public review as a regular EIR, but it could generally be streamlined somewhat compared to the first EIR itself.

Commissioner Schindler asked if it were approximately accurate to say that a larger assessment that would require a subsequent EIR would be measured in years whereas an addendum would be measured in months. Ms. Mekkelson said she thought that was accurate. She said an addendum could be prepared in as short as four months to as long as nine to ten months and depended on the degree of the change and what needed to be analyzed. She said an EIR typically took about a year to prepare and a supplemental or subsequent EIR could take a little less time as it was more of a streamlined document.

Commissioner Schindler said she assumed that the revision to the master plan and CDP would have to precede the EIR analysis. She said in the draft DA the city was committed to quick collaboration and review in making all feasible efforts to do a review within a year and limit public meetings to five and asked if she understood that correctly. Planner Sandmeier said that was correct under specific circumstances and with the addition of housing.

Commissioner Schindler said it appeared that it would take about 18 to 36 months to put all the things together involved in revising the CDP. Planner Sandmeier said work on the CDP could be concurrent with the environmental review so a timeframe shorter than that was estimated.

Chair Ehrich recessed the meeting at 9:31 p.m. for a break and reconvened the meeting at 9:40 p.m.

Commissioner Schindler asked if Mr. Murray could confirm her understanding of the draft DA part that discussed the modified project approach and the conditions of the maximum 1-million square feet of office space inclusive of the existing 287,000 square feet in buildings P, S and T, which was that those buildings were included in that 1-million square feet, and what would occur in any future scenarios related to them.

Mr. Murray said the 1-million square foot cap was an absolute cap for all commercial use including new office, R&D, retail and was inclusive of the P, S and T buildings. He said while those buildings still existed the cap limitation was right around 720,000 square feet. He said as those buildings were demolished and redeveloped that they then had the ability to go up to 1-million square feet of commercial use.

Commissioner Schindler referred to the TDM plan and that the documents describing it came to the conclusion that with all of the project's proposals and features it could actually deliver a 40% reduction in residential trips and a 45.5% reduction in commercial trips. She said that was essentially prepared by summing the expected total impacts of all of the different aspects of the TDM including subsidies. She said she thought the point of that section of the report was that by offering subsidies that would take up a significant amount. Robert Eckols from Fehr and Peers said having subsidies for transit definitely helped improve the performance of a TDM plan.

Commissioner Schindler said the draft DA called for how and when some of the measurement scenarios were done or the way the TDM plan was monitored. Mr. Eckols said the TDM plan and program had a monitoring component made up of actually measuring the trips and traffic coming to all the different components of the project, and was a physical way of saying it was successful or not and did not tie itself to a very specific performance. He said rather than getting too wrapped up in what was the drive-alone rate or transit use, the trip cap was very measurable and could be monitored.

Commissioner Schindler said a couple of pages in the master plan documented that for each of the potential phases of development that would require different placements of the measurements and different ways of understanding how many trips there were and how those compared to the caps. Mr. Eckols said the caps were adjusted based on the level of development. Commissioner Schindler confirmed with Mr. Eckols that at each point of the phased development the cap would be adjusted accordingly.

Commissioner Ferrick noted a great deal of discussion in the correspondence and public comment about housing demand and there were some paragraphs in the EIR pages 3-5 and 3-6 on that. She said the project had a net loss of commercial space and the way the RHNA cycles worked was that the employment number had already been kind of closed for the cycle, but the housing had not. She said the housing would count toward the housing, but the commercial would count at a later date in a bigger way than project-specific or even city-specific and it was a commutable distance calculation with the city getting a ratio of housing assessed. She said she wanted to have that explained more clearly for everybody's benefit.

Planner Sandmeier said she would like to defer the question to David Doezeema from Keyser Marston Associates.

David Doezeema, Keyser Marston Associates, clarified the question related to how the project might fit into the future RHNA allocations to the city. He said that process occurred once every

eight years and resulted in an allocation of housing units that the city had to plan for. He said for the methodology behind that process they had tried to explore how a specific project might play into that a few different times over the years. He said the basic conclusion was that the methodology changed every time. He said each eight years a new methodology was developed for what specific considerations went into that allocation process. He said it was uncertain how the allocation process would play out the next time, and it was correct that the allocation for this eight-year period was closed. He said allocation in the future would be made on a set of demographic projections, which for the current allocation looked out to 2050. He said it was not possible to know exactly how a particular project might be taken into account or not into a set of demographic projections through maybe 2060 next time. He said looking at the most recent allocation and the specific factors considered there might give some idea of what the future process might look like as it had always considered housing and jobs. He said looking at the job element of that current allocation process it looked at the jobs a jurisdiction had access to within a commuting distance out of the share of all jobs in the region. He said he thought it was projecting somewhere in the order of 4.7-million jobs would be in the region in a future period of time, and then of those 4.7-million jobs how many were within a 30-minute auto commute distance or a 45-minute transit commute distance of Menlo Park. He said the way jobs were specifically considered in the allocation methodology was not very sensitive to a project-level change.

Commissioner Ferrick asked what the big needle movers for large projects were for RHNA. Mr. Doezenia said if the projections that were used for this future allocation process were such that a lot of growth in housing or jobs was anticipated in Menlo Park in the future that would have the effect, if things worked the way they had in the past, of allocating more RHNA toward the city. He noted policy based considerations that went into creating those projections in the first place such as where they wanted to direct growth regionally.

Commissioner Ferrick asked if RHNA looked at more transit-oriented development differently than non-transit development, noting this project's proximity to the Caltrain station among other main transit corridors. Mr. Doezenia said they had buckets for jobs close to transit or auto-commute and both were taken into consideration. He said jobs limited in auto-commute were given sort of a 15% weight with very low and low for the most recent allocation and then for moderate and above moderate units it was weighted to the auto-commute in terms of how they took those two factors into consideration. He said they did not consider the jobs near transit and where those were allocated in terms of taking that specific factor into account.

Commissioner Ferrick asked for the past cycle if a housing unit was closer to transit whether it was worth more than a job close to transit. Mr. Doezenia said housing units with access to jobs within a 45-minute commute he guessed was a consideration as you would have to be able to access the transit on both ends, but the explicit factor was jobs near transit as opposed to housing or transit. He said they did consider housing in high opportunity areas and most of Menlo Park was classified as a high opportunity area.

Commissioner Ferrick said her takeaway from this was they could not just compute x-number of jobs versus x-number of houses mathematically for RHNA as there was weighting and factors more regional in nature, economics and transit, and others. Mr. Doezenia said that was it and those factors were not yet known for the next cycle but would be decided in the coming years.

Commissioner Ferrick asked if the land development project was sold what happened to the project-specific requirements not articulated in the DA.

Planner Sandmeier said the CDP and the DA were part of the project and someone could not develop the project without adhering to those.

Commissioner Ferrick said she had heard considerable concerns about things that might not be included in the DA and somehow were subject to change.

Michael Biddle, City Attorney's Office, said the DA was a contract with a term of 20 years and to the extent there was a desire to have certain provisions live beyond the 20 years, for the life of the project essentially, then those conditions should live in the CDP. He said he thought the question arose from some of the comments from the speaker from the Burgess Classics neighbors and those requests should be in the CDP and not the DA.

Commissioner Ferrick noted agreements made by the applicant about the construction period about sound mitigation and other things that were not articulated specifically in the DA but were in the CDP and asked if that was the protection. Mr. Biddle said the CDP were conditions that run with the land so to the extent anybody was to develop the property it was subject to those conditions.

Commissioner Ferrick said a number of times that comments had been made about differences between commercial space, office space and R&D space as it related to counting jobs and people. She asked for clarification to make sure they were all on the same page with the terminology being used.

Planner Sandmeier said the 1-million square foot cap would apply to anything nonresidential and the proposal for the majority of that was office and/or R&D. She said the CDP allowed for up to 45,000 square feet for an office amenity building for office workers that could also include a restaurant or café open to the public which equaled about 40,000 square feet and the additional 5,000 square feet to provide room for the community amenity spaces proposed, which could be small retail or something similar.

Commissioner Ferrick asked about the removal of the employee cap. Planner Sandmeier said the TDM plan included the trip threshold, which seemed more important than an employee cap as much of the employment concern was about traffic. She said it provided more flexibility for the developer just to know that it was trip thresholds for vehicles rather than an actual employee cap.

Commissioner Ferrick said there was a \$2-million in-lieu payment for transportation, and then \$9.8-million transportation impact fee (TIF) and for a range of projects, but it was unclear which were designed to address existing and future congestion along Ravenswood and Middlefield and other kinds of impacted intersections and roadway segments identified in the EIR, noting page 179 and in the CDP, page 29.

Planner Sandmeier said Section 13.3 of the draft CDP talked about the estimated fee of about \$9.8-million approximately and then included projects that would be credited against that amount. She said she thought the majority of those were intended to lessen impacts from the project to those intersections and also included green infrastructure improvements that would not impact traffic. She said Section 13.5 included the non-TIF intersection improvements that were related to the project; for example, the Middlefield Seminary Drive improvements and then 13.5-2 the Seminary Drive approach to the project.

Regarding how the projects were selected, Planner Sandmeier said the TIA looked at level of service and delays at intersections and that related to the conditions in the CDP.

Commissioner Ferrick asked if the project had a screening plan or wall for parking garage 3 on the residential side or what the plan was to mitigate impacts.

Mr. Murray said it was a three-story garage and from the residential back fence line the visual was into a three-story parking deck. He said what they showed the neighbors there and committed to was to berm up the landscaping so the lowest level of the three stories would disappear in the green space and then they would make the remaining elevation of the building as opaque as possible. He said it could not literally be a wall as ventilation openings were needed. He said visually the neighbors' main concern was lights, sound and things like that would be fully blocked off. He said they were comfortable too with the operational requests the neighbors made so that the commercial parking deck would not be open to either guest parking for residential or people using the amenities things like that after business hours, and for the parking to be restricted to office use only. He said those were the assurances they had given and planned to keep.

Commissioner Ferrick said she thought parking garages had to be 65% permeable, and suggested perhaps the fourth wall might be solid. Mr. Murray said they would do that but noted they were trying not to have it completely open on other sides too. Commissioner Ferrick said she would like to see a solution to make the garage as solid as possible. Mr. Murray said when they showed the visuals of the garage a couple of years it was very well received. He said it was mostly 90% opaque. Commissioner Ferrick referred to the berm and trees, noting a small landscape area, and asked if that would remain or if it was programmed to be something that would cause other impacts. Mr. Murray said it would be landscaped and green space but not programmed.

Commissioner Ferrick said neighbors had expressed concern about improving the security gate that was currently there. She asked if there was a plan for the areas against residential to have security fence in the backyards of Burgess Classics. She said she meant the backyards against the green space in the parking garage. Mr. Murray said they would be happy to extend that fence there.

Commissioner Ferrick asked about the parking for the affordable housing portion of the project. Mr. Murray referred to the high cost of building parking structures and said they would tell the affordable developer to build what parking they could within the one-level podium and then other parking would be available for nights and weekends.

Commissioner Ferrick referred to a neighbor of that portion of the project and asked about some landscape buffer to soften the difference between the single-story and six-story. Mr. Murray said they were not in design review yet and understood the concerns and would keep those in mind.

Commissioner Ferrick asked how tall the townhomes 2 were. Mr. Murray said they were three-story townhomes. Commissioner Ferrick asked whether they studied the feasibility of swapping to have the three-story on the street on that corner and then the six-story further back. Mr. Murray said they could look into that noting they had played with a lot of different scenarios.

Commissioner Ferrick asked about the BMR Ownership Opportunity Plan. Mr. Murray said this related to the 46 townhomes and Townhome 1 and Townhome 2. He said at the beginning everything was on a ground lease. He said they worked out an arrangement with SRI to make the

product types for sale. He said 15% of the 46 units would be at the moderate income level for purchase.

Commissioner Ferrick confirmed with Mr. Murray the phasing out and prohibiting further of BSL-3 labs and that that would also apply to BSL-4.

Commissioner Ferrick asked about the feasibility of doing all the residential development first. Mr. Murray said the housing part of the project had no restrictions, but they were restricted where they could not build one square foot of office without a residential component going forward. He said they could build up to 250,000 square feet of commercial with one of the apartment buildings; another 250,000 square feet of commercial with the second apartment building, and another 250,000 square feet with all of the townhomes moving forward. He said the remaining 250,000 square feet could be done with the R3 affordable building going forward. He said it was not very comfortable for them to be tied to buying land for a third party nonprofit that might not move quickly.

Commissioner Silverstein referred to comments from the developer such as they would be happy to do or look into that, and asked if staff was taking notes on those to include in the DA or the CDP or was that something the Planning Commission needed to ask explicitly to be included.

Planner Sandmeier said staff was taking notes but if there were changes the Commission would want as part of the recommendation of approval that should be explicit in the motion.

Commissioner Silin noted the land dedication for the affordable housing developer but asked whether there was responsibility on this developer to move that forward and was there anything that could be added to ensure that moved forward quickly to meet the city's goals.

Mr. Murray said their goal was to select a very qualified developer and provide a phenomenal starting point of free land in a great community close to transit. He said affordable housing developers relied on different funding sources and had challenges when those financing conditions changed. He said a project of 150 units even with the free land was over \$100-million in total capitalization. He said the project might even move faster than theirs due to financing challenges.

Responding further to Commissioner Silin, Mr. Murray said unless the affordable housing developer made major changes to the design, they should be able to do architectural review right away. He said as far as what might be streamlined that would be a question for those affordable developers but anything that reduced fees would help. He said with this first requested approval they would have much of the expensive, difficult part of development behind them, noting architectural review was pretty light compared to what they were doing now. Replying further to Commissioner Silin, Mr. Murray said he thought after demolition they could record a final map where you could convey in finance and things like that. He said as part of conveying the final map on R1 or R2 of any of the phases that was not the affordable they had to record a final map on the dedications, one to the city and then another to the nonprofit affordable developer. He said that would facilitate the literal dedication which was required but the affordable developer could begin architectural work before that.

Mr. Biddle said the first final map that was recorded they had to create the parcel for R3, which at that point gets dedicated. He said a provision in the DA also obligated Lane Partners to enter into an agreement with whomever they select as the affordable housing developer and that agreement

required that they submit permit applications to the city he believed 12 months from the date of the recording of the final map and within 18 months a building permit following approval of the architectural control permit. He said of course they could go faster than that.

Commissioner Silin said it generally sounded like things were in place to kind of incentivize and facilitate this moving forward quickly. He asked about the 154 housing units for the affordable housing project from the total of the 800 units and if that was the limit regardless of any state laws, housing or affordable housing overlay. Planner Sandmeier said she believed that they could use laws such as the state density bonus. She said they would have to look at the specific proposal to see what CEQA review would be required.

Commissioner Silin asked if the developer might address what number of housing units they might possibly add or what their limitations were. Mr. Murray said they were committed to reducing office square footage and trying to free up land for residential, but it was a moving target. He said they would try to add a ballpark figure of 200 more units with the consideration of what CEQA review action that might involve as that had major impacts to time, risk and cost. He said they wanted to add a meaningful amount of housing but definitely stay within EIR addendum territory.

Ms. Mekkelson said there was a world where if the nonresidential component of the project was reduced and the residential component was increased that those two things could balance each other and a world where an addendum could be done for that. She said it was more about the maximum envelope of the physical impact of the environment, whether from residential or nonresidential, that was trigger for an addendum versus a subsequent EIR.

Replying to Commissioner Silin, Mr. Murray said they were open to increasing retail within the confines of a retail program that would stay leased. He said retail was a good idea for leasing office and for a community amenity, but they had to figure out the right tenant mix and where it would go.

ACTION: Motion and second (Silverstein/Ferrick) to extend the meeting to 11:15 p.m.; passes 7-0.

Commissioner Silin asked about the implications of the new zoning district created through the project. Planner Sandmeier said that for now it would apply to the Parkline parcel but in the future, it could apply to other parcels within .5-miles of a major transit stop. She said the CDP modified the proposed zoning district but could not modify the density or intensity. She said it could modify all other standards, a lot which were modified by development regulations and design standards. She said as done for the Parkline project that the zoning district actually required separate design standards.

Commissioner Silin asked about studies to prevent cut through traffic related to the project changes. Planner Sandmeier said the driveways were purposely offset from streets like Marcusson and Pine so it would be difficult to use them as cut through streets.

Commissioner Behroozi said reviewing the Housing Element for the current cycle she looked at a list of pipeline projects and Parkline was one of those. She said there was one very large pipeline project Willow Village that at the time of the Housing Element people were optimistic that building permits might be issued as early as 2023 but that did not happen. She asked about the 400 units from Parkline that were currently counted in the pipeline projects summary and what needed to be materialized by the end of the Housing Element cycle for those to count.

Planner Sandmeier said the Parkline Project as a pipeline project was considered for 400 units, and that had doubled to 800 units. She said it was counted at various stages from entitlement all the way to the certificate of occupancy. She said it was not just counted at a certain point but at different stages.

Commissioner Behrooz asked if it was enough to have entitlements, which was something the City Council might vote on as early as this year, for that to be acceptable to HCD when it reviewed the city's progress.

Mary Wagner, City Attorney's Office, said as staff mentioned the city reported at various stages in the project so if the project were to be entitled this year, then that would appear on the city's next annual progress report next year reporting on 2025. She said a report was made on application, entitlement, building permit and certificate of occupancy. She said the planning period for the RHNA cycle began the June before the January deadline so projects in the works could be counted toward the next RHNA cycle.

Commissioner Behrooz asked hypothetically speaking what happened if projects that were entitled and reported did not get built or even permitted within the current RHNA cycle. Ms. Wagner said if they kind of split cycles, entitled in one cycle and permits issued in another cycle, or permits not issued in another cycle, the projects would fall off at some point from the reporting cycle depending on how they had been developing over time. Commissioner Behrooz asked if they reached 2031 and building permits had not been issued for this project yet whether that would mean they would lose the 400 units count. Ms. Wagner said they would essentially have a shortfall of RHNA units but those were not necessarily carried forward to their next RHNA cycle.

Commissioner Schindler said she understood they reported to HCD at multiple points during the process and asked if units were counted against RHNA when the building permits were issued. Ms. Wagner said actually when the certificates of occupancy were issued. She said units did not necessarily carry forward. She said if they began the 7th cycle and for example, they were down 100 very low-income units that that did not necessarily get added to the RHNA allocation for that 7th cycle unless other very specific circumstances applied and they had carry-forward units. She said the housing element was supposed to plan for these units to be able to be developed; they had to have the development capacity in place for those units to be developed; but those did not necessarily have to have been developed.

Commissioner Behrooz asked about potential liability and projects that they thought would be developed within a certain time frame that did not get developed and whether that could put the city at risk for not meeting RHNA numbers. She asked what the consequences would be for being short a certain number of BMR or market rate units. She said people were worried about the consequences of not getting their Housing Element approved on time and potential builder remedy projects. She asked what would happen if they did not get enough new units built, permitted, or occupied.

Ms. Wagner said there was great deal of concern to get the housing element completed within the statutorily required time frames to avoid the so-called builder's remedy. She said the city now had a certified housing element. She said if a city was not actively pursuing implementation of its housing element programs, there could be a situation where HCD would relook at that city and through their enforcement division seek to have the city explain why they were not making progress on

certain programs in their housing element and that could lead to other repercussions and ultimately decertification of the housing element. She said regarding meeting their RHNA number that they were planning for the number of units that they were allocated, and had to provide the capacity for those units to be developed and provide the incentives through the programs and housing element for the development of those units. She said the city had to actively be working towards having those units developed.

Chair Ehrich said he appreciated the level of responsiveness and creativity involved through the five years the city and applicant had been developing the project. He said the dynamism showed in the quality of the design. He said the issue of jobs and housing was relevant; he said as a city one thing they could do, which he thought they had, was to look at it holistically. He said it was hard to look at this issue project by project. He referred to the Housing Element and said the city should do as much as it possibly could to execute it. He said this project was giving the city an extra boost compared to where they thought they were. He said if the city executed on its Housing Element it would be in a pretty good spot with regards to the jobs and housing issue. He said with a project as complex as this one that it could not possibly have everything that everyone wanted but it had so much to be excited about. He said regarding the potential for the reservoir that such infrastructure was incredibly difficult to build in a city, and he was really excited about it. He said the soccer field would be a huge benefit to the city and the opening up of the site would create more parks. He said he would echo comments made about retail and he would be interested in making some sort of recommendation or direction around maximizing ground floor retail. He noted a public comment perhaps last week they had received with a concern about the public space within the office park part of the development that it would not be used as such by the residents as it would sort of be considered part of the office development. He said it was a reasonable concern and having ground floor retail in the office part would be an obvious sign the area was meant to be used by the public.

Commissioner Behroozi said she wanted to second some of what the Chair just said. She commented that the project had gone from 100% jobs and no housing project that was walled off from the community with a noisy power plant to a community based site with retail, housing and jobs at a site where historically they have had a high percentage of people commuting using alternatives to single occupancy vehicles. She said it was great to see all the people now from SRI getting off the train to walk to work in the morning and she thought they could really build on that success and have something that was vibrant. She said the project offered a lot of promise and the developer as others had mentioned had gone to remarkable lengths to meet and talk with the community, and try to adjust the project. She said that it stood to offer even more housing than what was currently in the proposed CDP. She said she was concerned what would happen if they did not make good faith progress against their RHNA numbers. She said to send the project back to the drawing board as some had recommended did not seem like a good message to send to HCD. She said she was excited about the permeability, the family-friendliness of the project and the vibrancy it would bring. She said she supported and would recommend for Council to approve.

ACTION: Motion and second (Silverstein/Ferrick) to extend the meeting to 11:30 p.m.; passes 7-0.

Commissioner Do referred to the comments about retail and asked if that was a suggestion to add into the recommendations and was something specific.

Chair Ehrich said he did not want something hyper-specific but would like to see if in their motion to recommend for approval they could include strong direction to maximize ground floor retail or some

language like that.

Commissioner Silverstein referred to the comment about intersections being the most dangerous part of bicyclists' commute, particularly the high school on the corner of Ravenswood and Middlefield, and middle schoolers biking on Laurel Street to Oak Grove and Hillview and noted in the TIF of \$9-million to some fund to reduce traffic impact. He asked what requirements were there for those specific intersections to be improved, or at least Ravenswood and Middlefield and Ravenswood and Laurel. He said he felt strongly that those improvements should be made particularly with the other improvements and adding protected bike lanes.

Mr. Biddle said those improvements were called out in the CDP and were requirements for the project. He said the ones identified as TIF improvements were a part of the city's Traffic Impact Fee Program so those improvements would be provided as part of the development of the project. He said with respect to the \$9.8 million the developer got credit against that sort of obligation based on the value of the improvements they made. He said the improvements in the CDP were going to be required improvements.

Commissioner Silverstein asked if that was a guarantee they would happen and asked whether or not they would happen with funds from the developer through the city or by the developers themselves. Mr. Biddle said the TIF in-lieu improvements were recommended conditions of approval of the project that the developer would be required to construct as part of the project and those costs would be credited towards their \$9.8-million TIF payments.

Commissioner Silverstein asked why the intersection of Ravenswood and Laurel was not included as part of those improvements, and asked about the possibility of adding those improvements as part of the formal improvements. Mr. Perata said his understanding was that the intersection of Ravenswood and Laurel did not see a potential level of service deficiency created by the project so there were no recommended improvement measures for level of service or vehicle delay at the intersection. Mr. Biddle said there were some frontage improvements along Laurel.

Commissioner Silverstein said that none of the recommended improvements were to improve the safety of children biking to school. Mr. Perata said the frontage improvements were for Class 4 bicycle lanes. He said the TIA looked at level of service impacts. He said there were also bike improvements along Ravenswood and pedestrian frontage improvements but those were different than an intersection improvement per se.

Commissioner Silverstein said he was specifically reminded about intersections with the comment made that those were major safety conflict points for bicyclists and that scared him as a parent whose children biked to school. He said that would not impact his desire to vote on the project but if other commissioners were interested in having that as some form of amendment in the resolution that would be great.

Commissioner Ferrick said she appreciated the excellent open space integrated into the project in various areas that would benefit everyone that used the project, that lived, worked there or went through there. She said she appreciated the nice range of affordability in the BMR units and the ownership opportunities for those seven units, which she thought was a great step forward for the city. She said she appreciated the sustainability elements such as removing the power generation plant, undergrounding utilities, the addition of the water reservoir and electrification and other things. She said regarding the retail element, she was supportive of Lane Partners exploring the

feasibility of it, but she would not want to require it as a condition of the project at this point. She thanked the applicant for reassuring the community of all of the things they were doing for the Burgess Classics neighborhood's protection through the CDP, DA and other connected agreements.

Commissioner Silin noted his discussion with Mr. Murray about the affordable housing portion of the project and that once that developer was selected and the land dedicated that could move forward to architectural control review; he asked staff to speak to that. Planner Sandmeier said if the project followed the CDP as expected then it would just be architectural control.

Commissioner Silin asked regarding the \$9.8-million TIF whether staff knew if all or some portion of those funds would be absorbed by the improvements listed in the CDP. Planner Sandmeier said those were the projects identified, and the requirement was for the applicant to provide a cost estimate for each improvement, which was a process that would occur. She said now they did not know how much those improvements would cost.

ACTION: Motion and second (Silin/Ferrick) to extend the meeting time to 11:45 p.m.; passes 7-0.

Commissioner Silin said like other commissioners he thought the project had a huge potential impact to Menlo Park and he appreciated the work of staff, consultants, the applicant and community thus far. He noted the applicant's responsiveness to not have access from Laurel, to increase housing, to lower the amount of commercial square footage, removing the BSL-3 labs out of the plan, doing a trip cap, and creating bike paths for access to the local schools. He said it was a fiscally positive project for the fire department and school districts. He said the project did create a housing imbalance but with the alternative of leaving the site as it was or what SRI might do with it given the employee cap that was much higher than they had now that it made sense to move forward. He said with their recommendations he would like to highlight for City Council to consider something to add more certainty for retail later on down the line. He said related to traffic improvements that \$2-million was set aside for something nearby. He said people were very concerned about traffic on Ravenswood and given that there might be money left over from the \$9.8-million he wanted to urge Council to be more specific with that money use, to target something more concrete that would deliver improvements. He said his preference would be the Middle Avenue Tunnel, which would provide access for bicyclists going to MA High School from the other side of El Camino Real. He said whatever certainty they could get that more housing would be built was optimal.

Commissioner Schindler said for a project of this magnitude she looked at the context of their role as planning commissioners and all of the kinds of projects they look at. She said she reminded herself of the broader context that California had a severe housing shortage that stemmed from decades of a range of different factors that got in the way of building housing that kept up with California's growth. She said Menlo Park specifically had the RHNA number of housing units they were committed to, and the Housing Element was the city's strategy to deliver those, and she thought part of her job as a commissioner was to help support that. She said the list of benefits from the proposed project was long including lots of housing with 31% of those units being affordable, reduced and better office space, access to a whole section or property in the middle of the city with open spaces and public spaces and biking. She said it was a net financial lift to the city and in every scenario basically it was more revenue to the city, both school districts and the fire district. She said it was great for the environment. She said what she heard tonight and in comment letters boiled down to two questions, and that was whether the housing number was too

small and was the traffic number too big. She said they absolutely needed more housing; they needed more than what was in the current proposal, but additional housing could not be added to the project without further CEQA considerations. She said they had heard strong emphasis from Lane Partners about their intent to include more housing. She said at this point that if they did not approve the project, they were talking about a potentially multi-year delay on the 800 units if they wanted to wait for the entire project and the next phase to be defined. She said the cost of such a delay did not meet the criteria for her. She said regarding traffic and the office space that they would know through monitoring that the TDM and the commitment to hit the 35% reduction and phased project was working or if it was going over the trip cap. She said the incremental car traffic that would be attributable to this project was not grounds to deny approval. She said she would support approval without any added conditions.

Commissioner Silin asked if there was support for highlighting things such as the desire for retail and to tie TIF more specifically to the Middle Avenue Tunnel or something like that, and ensuring that the additional housing mentioned by the applicant was built.

Commissioner Schindler asked how the key elements of the Commission's discussion would be conveyed to Council. Planner Sandmeier said they would provide a summary of the discussion in the staff report to City Council. She said there was the option if there was a specific change recommended in the CDP for example to include in a motion, but if that was not the case, they would certainly highlight the discussion around those specific items.

Commissioner Silin said he would be in favor of including in the motion discussion points they would ask staff to highlight in its report to the City Council rather than a change to the actual conditions of approval or any of the six documents under consideration.

Commissioner Ferrick said that information would be in the notes, and noted for example that the commercial retail space was already included in the articulated 1-million square feet of nonresidential square footage.

Commissioner Silverstein said he liked the specific callout of commercial retail space in contrast to the current tentative proposal around the limitation of commercial retail space being the two-story amenity building with the second story for exclusive use of office tenants. He said the first story might be a cafeteria but potentially culturally as commented upon might only be utilized by office tenants. He suggested without recommending amendments to the formal documents to call out if the Planning Commission agreed that it wanted to see more ground floor retail, and it was important to call out to the City Council and to the developer as they finalized their plans.

ACTION: Motion and second (Silin/Silverstein) to extend the meeting to 12:00 a.m.; passes 7-0.

Commissioner Behroozi said she was agnostic as to whether to call out the comment about ground floor retail as it would be in the notes, but it reminded her about something that came up in public comment and looking through the site map. She said the location of the proposed retail seemed great and accessible to people in Burgess Classics and to local people, but she was concerned about the adjacent garage because of the agreement with the Burgess Classic residents for it to be inaccessible outside of she thought weekday business hours, which she thought could potentially hurt the opportunities for viable retail there. She referred to subsidies for commercial retail at other project sites and just wanted to plant the seed for the developer and Burgess Classics' residents to be careful about hampering their ability to go and buy a sandwich two minutes from their house if

there were really restrictive rules about how that garage might be used.

Commissioner Silin moved to recommend approval of the project to the City Council and highlight for Council's consideration the Commission's recommendation that 1) the applicant add additional retail space in the project on top of the 45,000 square feet already allocated; and 2) funds were directed specifically to the Middle Avenue undercrossing; and 3) the applicant will seek to build additional housing beyond the proposed 800 units.

Commissioner Do said she thought they had been expressing enthusiasm for welcoming accessible ground floor retail but not necessarily above 45,000 square feet. Commissioner Silin said he believed the 45,000 square feet was already spoken for in the amenities and the intention was to add additional ground level retail beyond that. Commissioner Do said her understanding was that they were acknowledging that it was included in the 1-million square feet. Commissioner Silin said yes to the 1-million square foot nonresidential cap but to move some of the space around noting retail was capped at 45,000 square feet within the 1-million square feet. He said he thought they were saying to increase the retail cap within the total nonresidential cap.

Commissioner Silverstein said his position was that 955,000 square feet for generic office space and 45,000 square feet for retail space was an imbalance he would like corrected so there was slightly less office space and slightly more retail space.

Commissioner Silin said his motion was just that they wanted the applicant to add additional retail space in the project.

Chair Ehrich said the motion included dedicating funds to the Middle Avenue undercrossing and asked if Commissioner Silin could be more explicit as to what funds would be used. Commissioner Silin said he thought that there was \$2-million in the DA as community benefit and potentially funds leftover from the TIF.

Mr. Biddle said that fees from the TIF could not be dedicated unless the Middle Avenue Undercrossing project was in the TIF program itself. He said he did not believe it was.

Chair Ehrich asked if the motion might be amended to state the Commission's desire to see the project contribute to the completion of the Middle Avenue Undercrossing project.

Commissioner Silin restated his motion that the Planning Commission recommend approval of the project to the City Council, and highlight for Council's consideration the Commission's desire that 1) the applicant add additional retail to the project; 2) the project contribute to the completion of the Middle Avenue Undercrossing and 3) the applicant will seek to build additional housing on top of the 800 units already committed.

Commissioner Silverstein seconded the motion.

Commissioner Ferrick said she did not think they had to articulate the third item as the applicant had already expressed that it was part of their plan, and it felt redundant to communicate it in this mechanism. Mr. Biddle said that concept was already in the DA so if they were to move forward with a modified project approval as a result of the removal of Buildings P, S, or T or all three then the primary focus of that sort of revised development plan had to show an increase of housing.

Commissioner Silin said the spirit of his motion was to highlight the desire that that happen without specifying any sort of action to be taken.

Mr. Murray said related to the Middle Avenue Tunnel he was concerned about the wording of the motion as it sounded like a request to dedicate additional funds to the \$2-million they had committed to projects like the Middle Avenue Tunnel. He asked if the Commission wanted those funds prioritized toward the Middle Avenue Tunnel specifically as opposed to additional dollars toward the Middle Avenue Tunnel.

Commissioner Silin said his preference was to remove that component and trust whoever negotiated the DA to have the flexibility to use that money wisely.

Commissioner Silverstein seconded the amended motion.

Commissioner Ferrick requested that the third component of the motion regarding additional housing be removed as that concept was clearly baked into the DA and to focus on something not in the DA like additional ground floor retail.

Commissioner Schindler said she shared Commissioner Ferrick's sentiment.

Commissioner Silin agreed and moved that the Planning Commission recommend approval of the project to the City Council and highlight for Council's consideration the Commission's desire that the applicant add additional retail to the project. Commissioner Silverstein seconded the motion.

Replying to Commissioner Schindler, Mr. Biddle said he was not troubled by the language of the motion, and it was helpful for the applicant to know that more ground floor retail was desired as they proceeded with their plans.

ACTION: Motion and second (Silin/Silverstein) to approve the resolution recommending that the City Council certify the Final Environmental Impact Report and approve the project: 7-0

As part of its motion, the Planning Commission highlighted for Council's consideration the Commission's desire that the applicant add additional ground floor retail to the project.

G. Informational Items

G1. Future Planning Commission Meeting Schedule

- Regular Meeting: September 8, 2025

Mr. Perata said they had a number of items for the September 8th agenda regarding single-family home use permits and a commercial project for alcohol sales at 325 Sharon Park Drive

H. Adjournment

Chair Ehrich adjourned the meeting at 11:57 p.m.

Staff Liaison: Corinna Sandmeier, Principal Planner

Recording Secretary: Brenda Bennett

Approved by the Planning Commission on September 29, 2025



Parkline Master Plan Project 201, 301 & 333 Ravenswood Ave. 555 & 556 Middlefield Rd.

Planning Commission Staff Presentation - August 25, 2025

Corinna Sandmeier, Principal Planner



Meeting Format

- Introduction by staff
- Presentation by City's EIR consultant
- Presentation by applicant
- Public comments
- Commission questions and comments
- Commission review and recommendation



Planning Commission Recommendation

Adopt a resolution recommending approval to the City Council of the following:

- Certification of the Final Environmental Impact Report, CEQA findings including a Statement of Overriding Considerations for significant and unavoidable impacts, and the Mitigation Monitoring and Reporting Program;
- Amendments to the General Plan Land Use Element and Land Use Map;
- Amendments to the Zoning Ordinance to add the C-1-S (Administrative, Professional and Research, Special District) and the Zoning Map to rezone the project site to the C-1-S district and incorporate a new "X" overlay district;
- Conditional development permit (CDP);
- Below market rate (BMR) housing agreement;
- Vesting tentative map;
- Development agreement (DA);

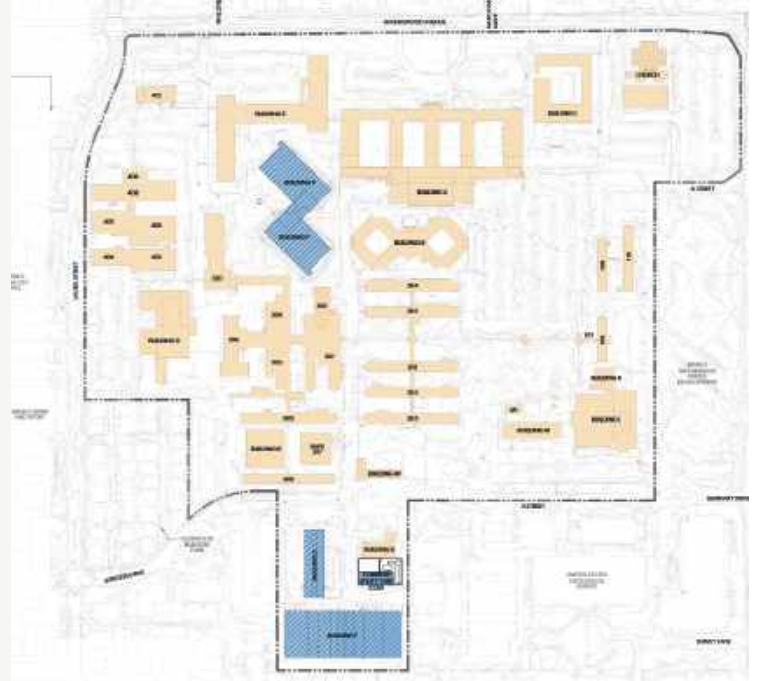
Project location



Existing Conditions



- 38 R&D buildings and church building
- 1.38 million square feet
- Secure campus



Proposed Site Plan



- Up to 800 dwelling units
- 1 million square feet of nonresidential development
 - 3 existing bldgs. to remain
- Publicly-accessible open space
- Bike/pedestrian connections





General Plan Amendment

- Text amendment to the General Plan Commercial designation in the Land Use Element
 - Increase the non-residential FAR from 40% to 50% to comport with the maximum FAR allowed in the proposed C-1-S zoning district
 - Revise description of “Professional and Administrative Office” to add “neighborhood-serving retail and services” as a compatible use
- General Plan Land Use Designations map
 - Amend to change designation of the parcel at 201 Ravenswood Avenue from Residential to Commercial



Proposed C-1-S (Administrative, Professional and Research, Special) District

- Up to 30 dwelling units per acre
- Residential FAR: 40-100%, based on density
- Max. non-residential FAR: 50%
- Discreet development standards
 - Permitted uses
 - Density and intensity
 - Building height
 - Open space
 - Transportation Demand Management (TDM) requirements
 - LEED standards
- Not specific to Parkline
- Could apply to other parcels within ½ mile radius of a major transit stop
- Requires a CDP to set specific design standards



Conditional Development Permit

- Enables comprehensive redevelopment of the project site
- Sets permitted and conditionally permitted uses for the proposed project
 - Biosafety levels
- Includes modifications to C-1-S zoning district regulations and MPMC 16.92 (signage) and sets project-specific design standards
 - Increased open space minimums
 - Parkline development regulations & design guidelines
 - Master sign program
- Includes phasing, operational requirements and other project-specific conditions of approval to carry out the proposed project



Development Regulations and Design Standards

- Modify zoning regulations, including
 - Increased height
 - Decreased minimum lot sizes and setbacks
 - Increased parking maximums for residential uses
- Project-specific design requirements specific to individual residential and non-residential components, including
 - Massing
 - Building modulations
 - Building projections
 - Exterior materials
 - Building entrances
 - Ground floor transparency
 - Frontage landscaping



Development Agreement

- Provide community benefits in exchange for vested rights
 - Non-residential square footage cap of 1 million square feet
 - Project phasing
 - Biosafety levels (removal of existing BSL-3)
 - Parkland dedication and funding
 - Publicly accessible open space/event space
 - Transportation/commuter shuttle
 - Affordable housing land dedication
 - PILOT (payment in-lieu of property taxes) agreement
 - Sustainability/recycled water infrastructure
 - Other benefits
- Applicant vested rights
 - 8-year initial term with two 6-year extensions
 - Limits future impact fees
 - Phased development
 - Streamlined review for potential amendments to the site plan



Below Market Rate Housing

- Up to 251 below market rate units
 - 97 (15%) inclusionary units
 - Up to 154 in 100% affordable building (R3)

Proposed BMR units		
	Total units	BMR units
R1 (rental apartments)	300	45
R2 (rental apartments)	300	45
R3 (100% affordable bldg./rental apartments)	up to 154	up to 154
TH 1 (detached townhomes)	19	3
TH 2 (attached townhomes)	27	4
Total	up to 800	up to 251



Planning Commission Recommendation

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- Development agreement (DA);



Thank you



Parkline Project Final Environmental Impact Report

City of Menlo Park



Menlo Park Planning Commission Hearing
August 25, 2025

Introductions

- ICF, Lead EIR Consultant
 - Heidi Mekkelson



- Hexagon, Transportation
 - Kai-Ling Kuo



- Keyser Marston Associates, Housing Needs Assessment
 - David Doezeema



Agenda

- Project Overview
- Environmental Review Process
- Overview of the Draft Environmental Impact Report (EIR)
- Overview of the Final EIR
- Next Steps in CEQA Process

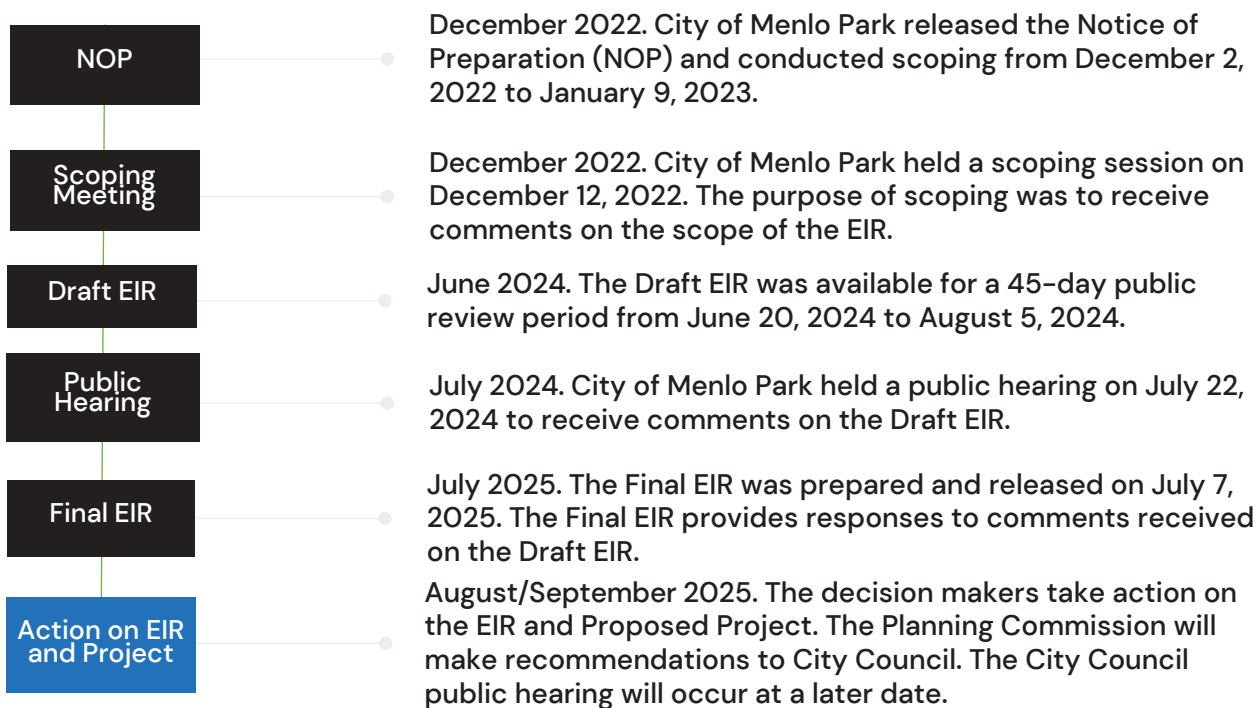


Environmental Review Process

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



Environmental Review Process



Draft Environmental Impact Report Content

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



Environmental Impact Report Content – Topics Evaluated

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

Environmental Impact Report – Impacts Not Evaluated in Detail

No Impact

- Agricultural and Forestry Resources
- Mineral Resources
- Wildfire

Senate Bill 743 and Transit Priority

- Aesthetics
- Parking

Impacts and Mitigation Measures

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



Significant and Unavoidable Impacts and Mitigation Measures

Impact	Mitigation
Impact NOI-1: Construction Noise. Construction of the project would generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies.	• Mitigation Measure NOI-1.2: Install Sound Barrier. • Mitigation Measure NOI-1.3: Implement Noise Reduction Plan to Reduce Construction Noise
Impact NOI-3: Ground-borne Vibration. The project would generate excessive ground-borne vibration or ground-borne noise levels.	• Mitigation Measure NOI-3.1: Vibration Control Measures for Annoyance from Construction Activities.
Impact C-NOI-1: Cumulative Construction Noise. Cumulative development would result in a significant environmental impact related to construction noise; the project would be a cumulatively considerable contributor to a significant environmental impact.	• Implement Mitigation Measure NOI-1.1 and Mitigation Measure NOI-1.2.



Significant and Unavoidable Impacts and Mitigation Measures

Impact	Mitigation
Impact CR-1: Historical Resources. The project would cause a substantial adverse change in the significance of historical resources, pursuant to Section 15064.5.	• Mitigation Measure CR-1.1: Documentation. • Mitigation Measure CR-1.2: Interpretive Program. • Mitigation Measure CR-1.3: Relocation of SRI Monument. • Mitigation Measure CR-1.4: Documentation of the Chapel

Alternatives Considered

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

Final EIR

- Released July 7, 2025
- Written comments from 5 agencies, 2 organizations, and 18 individuals
- Oral comments at the Draft EIR Planning Commission on July 22, 2024
- Item-by-item responses to each comment
- Revisions to the Draft EIR, as needed
- Revisions do not substantially change conclusions to the Draft EIR, and recirculation not needed



Overview of Comments Received/Responses to Comments

- Master Responses
 - Project Merits and Non-CEQA Issues
 - Project Design and aesthetic impacts
 - Level-of-service (LOS) analysis and congestion
 - Economic or social changes
 - Housing needs assessment
 - Transportation Demand Management Plan Monitoring and Compliance
 - Transportation Impact Analysis Scope
 - LOS and congestion analysis
 - Cut-through traffic and traffic calming
 - Biosafety Level Analysis in CEQA



Next Steps





Introduction

LANE'S ASSIGNMENT FROM SRI

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

PARKLINE

What we heard

12 Community Meetings since 2021 | 1005 Survey Responses | 45 Site Tours

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



PARKLINE

Parkline's principles

Share the SRI campus with the community.

Improve bike and pedestrian access and safety.

Provide housing that emphasizes affordability.

Promote sustainability and carbon reduction.

Respect neighborhood edges and aesthetics.

PARKLINE

Plan Evolution 2021-2025

2021-2022: 400-800 units

550 UNITS



800 UNITS



2023: 650 units



2024: 800 units



3Q - 4Q 2021

400 UNITS



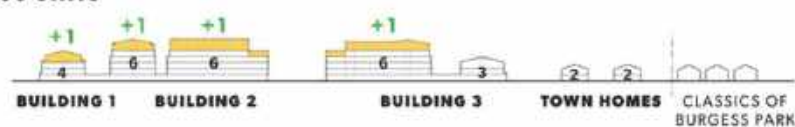
Community priorities support 40 units/acre (Jun.)

Initial proposal includes 400 units (Nov.)

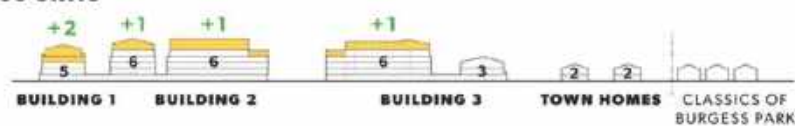
PARKLINE

3Q - 4Q 2022

500 UNITS



600 UNITS



Council directs study of 600 units max (Jun.)

Increased base housing to 550 units, including land dedication for 100% affordable stand-alone project (Oct.)

Planning Commission directs study of at least 700 units (Dec.)

PARKLINE

1Q 2023

550 UNITS



Increased base housing to 550 units, including land dedication for 100% affordable stand-alone project (Oct.)

Agreement to study up to 800 units max (Feb.)

PARKLINE

1Q 2023

800 UNITS



800 UNITS



PARKLINE

Housing Evolution

MASSING

800 UNITS



800 UNITS - REV.



SECTIONS

800 UNITS



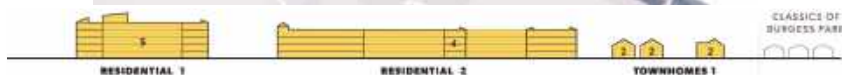
800 UNITS REV.



PARKLINE

1Q 2024

800 UNITS



PARKLINE

Existing Conditions



PARKLINE

Existing Conditions



PARKLINE

Existing Conditions



PARKLINE

Existing Conditions



PARKLINE

Existing Conditions



PARKLINE

Existing Conditions



PARKLINE

Heritage Tree Preservation - Ravenswood



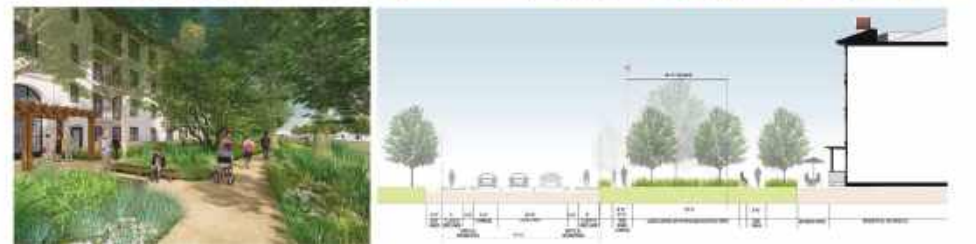
PARKLINE

Ravenswood - Multi-Use Path



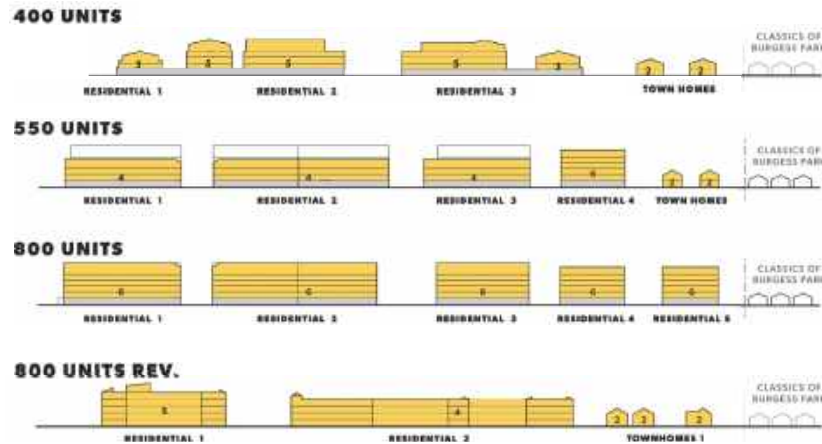
PARKLINE

Laurel Street Character



PARKLINE

Housing Evolution



PARKLINE

Bicycle Network and New Connections



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New Bicycle and Pedestrian Connections



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Residential



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Commercial



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Community benefits summary

Total Valuation \$200 million

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

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Share the Campus

Opens SRI's 63+ acre campus for the first time in a generation, with amenities for the entire community.

Integrates and adds to City's open space network with 20 acres of new open space, including 12 acres dedicated to public access, connecting parks and trails.

Community gathering spaces will include:

- event pavilion
- community parks
- active and passive recreation areas
- retail amenities



COMMUNITY BENEFITS

- 20 acres open space with 12 acres dedicated to public access.
- Publicly available restroom near public park.
- Subsidy for ground floor bike repair station with food/beverage service.
- 2.5 miles of bike paths.



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Housing

With an Emphasis on Affordability

Over 12 acres of the 63+ acre site are dedicated to housing, increased with the option to purchase the Ravenswood church site.

Delivers 800 units with record setting 31.3% affordability level — doubling the City's requirements.

Includes:

- 549 market rate units
- 7 BMR for-sale units
- 244 Affordable rental units, including 154 units at 60% AMI



COMMUNITY BENEFITS

- 800 Market Rate & BMR units
- \$19.2M land dedication of 1.63-acre parcel and 60-year ground lease to nonprofit affordable developer for 154 units at 60% AMI.



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Bike & Pedestrian

Improved Safety and Connectivity

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

- Bike lane improvements along Laurel, Burgess and Ravenswood.
- New bike lanes incorporated within the site and on city streets.
- Fiscal support of the new Middle Ave tunnel development which will offer safe crossing of the Caltrain railroad for pedestrians and cyclists.
- Bicycle repair kiosks distributed throughout the Project site.

COMMUNITY BENEFITS

- \$2M contribution to the City of Menlo Park for nearby transportation improvements
- \$31.86M Land dedication, multi use public purposes of a 2.65 acre parcel for future park and recreational area dedicated to the City
- \$100K to support city-led outreach re recreation programming
- \$5M design/construction costs



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Sustainability

Achieves emission reductions equivalent to 61M miles of driving annually



CLIMATE ACTION PLAN



ALL-ELECTRIC BUILDINGS



GREENHOUSE GAS REDUCTION



RENEWABLE SOURCES OF ENERGY



WATER CONSERVATION

COMMUNITY BENEFITS

- Decommission existing natural gas co-generation power plant (equivalent to eliminating 61M miles of driving annually).
- LEED certification or equivalent for all land uses.
- Sustainable all-electric 100% carbon-free design for all new buildings.
- Electric vehicle charging spaces.
- 30 acres of drought-tolerant landscaping and bioretention improvements and heritage tree preservation & replacement program.
- Provide land to City for a 2-3M gallon water reservoir for long-term emergency preparedness.

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Updates based on May 2025 study session

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380,000 SF

REDUCTION IN OFFICE SPACE

Original commercial cap at 1.38M SF

Updated commercial cap at 1M SF (28% reduction)

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ELIMINATE BSL3 LABS

Prohibition of BSL3

Decommission existing BSL3 labs

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2x TOTAL UNITS 4.2x AFFORDABLE

COMP. TO 2021 PLAN

Original 400 total units, 60 affordable (15%)

Updated 800 total units, 251 affordable (31%)

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PARKLINE INCLUDES...

31% BMR

HIGHEST IN THE HISTORY OF MENLO PARK

PARKLINE

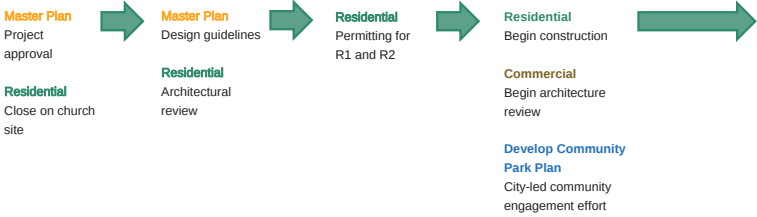
Additional fiscal considerations

Current Assessed Value *	Estimated Property Value
\$ 33M	\$ 2.3B+
Entire Campus	Commercial \$ 1.293B**
	Multifamily \$ 525M**
	Townhomes \$ 115M
	\$2.5M per unit; below median home value
	**Source: Economic Planning Systems, Inc.

40x increase in tax basis

Commitment to PILOT Program, ensuring Menlo Park receives 100% of expected tax revenue

What's To Come



Thank You