

June 05, 2026

Exhibit C: Project Description

345 Middlefield Reimagined Resubmission |
345 Middlefield Road, Menlo Park, CA



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345 MIDDLEFIELD CONCEPT ↑

CLICK TO JUMP ↑

01.

Vision for 345 Middlefield *Reimagined*

345 MIDDLEFIELD CONCEPT ↓





VISION FOR 345 MIDDLEFIELD REIMAGINED

345 Middlefield Reimagined envisions the transformation of a long-underutilized governmental campus into a vibrant, mixed-use district that reflects Menlo Park’s values of community, livability, and sustainability. The project will deliver a diverse residential community, adaptable workspaces, neighborhood-serving retail and amenities, an expanded on-site childcare center, and a welcoming public realm anchored by a connected network of parks, plazas, and a central event lawn. At its core, the vision is about more than new buildings, it is about working with our neighbors to create a complete neighborhood, connected with Linfield Oaks and SRI Parkline, where people can live, work, learn, gather, and thrive.

Thoughtful design elements, including native and climate-adapted landscaping, preservation and celebration of signature redwood groves, high-performance all-electric building systems where feasible, and provisions for renewable energy, will honor the region’s natural heritage while advancing long-term climate and resilience goals. The plan integrates safer and more accessible walking and

biking connections, a robust array of Transportation Demand Management strategies, and shared parking to reduce vehicle dependence and support sustainable mobility choices. Adaptable workspaces tailored to next-generation companies, a range of rental housing options and affordabilities, intimate retail and amenity offerings, and community-serving open spaces programmed throughout the day and evening are all curated to promote social connection, wellness, and a strong sense of place. Through dynamic public spaces, cultural activations, and year-round community events, 345 Middlefield Reimagined is designed to serve as a long-term community asset and a model for inclusive, sustainable growth in Menlo Park.

Note: The project design is subject to change -- including total unit count and square footage -- as the project goes through the public review and City entitlement processes.

02.

Existing *Conditions*

EXISTING CONDITIONS ↓





EXISTING CONDITIONS

345 Middlefield (cumulatively “**345 Middlefield Reimagined**” or “**the project**”) is located at 345 Middlefield Road, Menlo Park, CA 94025 and is situated between the SRI Headquarters and the Linfield Oaks Neighborhood just east of downtown Menlo Park. The mixed commercial and residential corridor of Middlefield Road is a suburban mix of low-density residences and commercial buildings. To the south of the site is the Linfield Oaks neighborhood. Immediately to the north and to the west across Middlefield Road is St. Patrick’s Seminary & University. Access to El Camino Real/CA-82 via Ravenswood Road is located just one-half mile northwest of the site. The Property sits approximately halfway between El Camino Real and the Bayshore Freeway/Highway 101 offering easy access to a robust workforce across the Greater Bay Area. Additionally, a Caltrain stop is located one-half mile to the south and west off of Ravenswood Ave.

Built from the mid-1970s onward, 345 Middlefield is a 412,663 square foot regional governmental headquarters (“**the property**”) consisting of 18 structures, including thirteen, 1 to 3 story office buildings totaling approximately 405k square feet of office areas including accessory areas such as special support, assembly, parking and storage; a two-story, 7k square foot childcare facility “GeoKids”; a 46k square foot photovoltaic system with electric vehicle charging stations; and surface parking with 490 spaces. The 17.747-gross acre site consists of two parcels: APN: 062-390-700 (13.293 acres) and 062-421-070 (4.454 acres), and currently has a 98% vacancy rate. Of the 18 structures existing on-site, only the two listed below remain active and in operational condition:

- Building 15 (“**Commercial Building A**”) (159,555 square feet) is located directly adjacent to Middlefield Road and between the main site access roads of Survey Lane and Seminary Lane. Building 15 is only one of two buildings directly visible from Middlefield Road and is entirely vacant. Built in 1995, Building 15 is the only building currently existing on site with enough remaining serviceable lifespan to be fit for adaptive reuse in future developments.
- Building 13 (“**GeoKids**”) (7,092 square feet) is located directly adjacent to the main site access road of Survey Lane. Building 13 is the second of only two buildings directly visible from Middlefield Road and is occupied by the early-learning childcare operator “GeoKids”. Built in 1993, Building 13 was not constructed with enough lifespan to remain in future developments.

Due to the “Public Facilities (P-F)” zoning designation and a general reduction in federally owned land, a governmental campus such as 345 Middlefield, in its existing condition, remains unattractive to prospective government tenants. As a result, to the detriment of local property owners and communities alike, conventional and aging government campuses like 345 Middlefield continue to experience chronic vacancies. However, PBV (“**PBV**”) believes that the shift in private office land use patterns, from single-tenant campuses to mixed-use, multi-tenant environments, presents an exciting opportunity to re-envision, revitalize, and reimagine properties like 345 Middlefield, fostering a vibrant new mix of synergistic uses that benefit the local neighborhood.

03.

Neighborhood *Context*

345 NEIGHBORHOOD ↓





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Major regional airports, including Norman Y. Mineta San Jose International Airport, San Francisco International Airport, and Oakland International Airport, are all within reasonable driving distance, supporting both business and personal travel.”

NEIGHBORHOOD CONTEXT

345 Middlefield Road is located on the south side of Middlefield Road, west of Linfield Drive, within the City of Menlo Park in San Mateo County. Menlo Park sits in the core of Silicon Valley, roughly midway between San Francisco and San Jose, and is home to a concentration of leading technology companies and startups. The property is approximately halfway between El Camino Real (CA-82) and the Bayshore Freeway (Highway 101), providing convenient regional access to the broader Bay Area workforce, with additional connectivity via Dumbarton Express, VTA, SamTrans, and Caltrain transit services. Major regional airports, including Norman Y. Mineta San Jose International Airport, San Francisco International Airport, and Oakland International Airport, are all within reasonable driving distance, supporting both business and personal travel.

Immediately west and south of the property is the SRI International headquarters campus, with the Menlo McCandless Office Center fronting Middlefield Road along the SRI frontage. The Linfield Oaks residential neighborhood directly adjoins the property to the south and east, integrating the site into an established residential fabric. Across Middlefield Road from the property is St. Patrick’s Seminary, while further west along and beyond Middlefield Road are large single-family residences, followed by Menlo-Atherton High School. Together, these surrounding uses, residential, institutional, and employment, create a rich context in which 345 Middlefield can function as a connective, mixed-use district that thoughtfully bridges adjacent neighborhoods and emerging redevelopment areas.

04.

Site Opportunities & Considerations

345 MIDDLEFIELD CONCEPT ↓





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Several factors inform the site plan, ranging from neighborhood context to existing site features.”

SITE OPPORTUNITIES & CONSIDERATIONS

PBV has engaged world-renowned masterplan design firm Gehl to craft an inspiring site plan for the project, bringing their globally celebrated expertise in creating people-centered, vibrant public realms. Several factors inform the site plan, ranging from neighborhood context to existing site features. This section summarizes the key opportunities and considerations that drive the site design.

Project Density and Height

- PBV anticipates that building height and density will be key topics of discussion with the City and community throughout the entitlement process. The recently entitled neighboring redevelopment offers a helpful precedent for the level of density that may be appropriate on this corridor. PBV has carefully considered the site’s unique opportunity to provide much-needed housing in support of Menlo Park’s RHNA obligations, coupled with a robust community benefits package, as the basis for the proposed zoning and density adjustments.
- Modeled after Parkline’s CDP Design Standards, the proposed 345 Middlefield Design Standards make several targeted refinements to advance these goals, including enabling a denser residential community, creating more active open spaces, and supporting the more fully developed building designs now submitted for architectural control approvals as demonstrated in the Project Plans.

Surrounding Uses

- The site is situated on the south side of Middlefield Road, adjacent to commercial uses to the west and south, residential uses to the south and east, and forestry fronting the St. Patrick’s Seminary and University to the north. The commercial campus to the west of the project is the Stanford Research Institute, a 63-acre site owned by Lane Partners, a



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local developer, which in September 2025 was entitled for a 2.8 million square-foot mixed-use community called “SRI Parkline” including 1.0 million square feet of office and retail uses. Along the northeast corner of the site is a two-story, 45k SF office building (333 Middlefield Road) owned by Bohannon Companies. Additionally, PBV has committed to work closely with Lane Partners to better enhance connectivity between our neighboring developments.

- The primary consideration in responding to the surrounding residential neighborhood is to minimize disruption by eliminating additional vehicular traffic on Homewood Place, increasing setbacks along the southeastern and eastern edges of the site, and enhancing new and existing landscape buffers to provide added privacy. This is achieved by concentrating commercial uses along the western side of the site, directing residential density toward the site’s interior, and incorporating substantial building massing modulation, stepbacks, and facade articulation. Additionally, because the property is located north of the adjacent low-density residential uses, it is not anticipated to cast significant shadows on neighboring homes, as demonstrated in the shadow studies included in the Project Plans.

Shared Site Access

- Seminary Drive, located at the northern corner of the site off Middlefield Road, currently serves as the loading and service access road for Building 15. As shown in the January 2025 SRI Parkline plans, proposed improvements to this shared public access road include potential driveway locations for neighboring properties, bikeway facilities, signalization, and shared vehicular access. In future site planning efforts, PBV is committed to coordinating with Lane Partners and the City on any additional street and bikeway design refinements that enhance multimodal access for adjacent properties and the Menlo Park community at large.

Easements

- Within the northwest Property boundary adjacent to the SRI Parkline property exists extensive utility and sewer easements. These easements, as shown in the civil plans by Langan as part of “Exhibit B”, route underneath both existing on-site roads and buildings. PBV acknowledges that all existing easements will need to be considered in the project’s site design efforts.

Building 15

- Building 15 is the most recently constructed building on site, having been delivered in 1995. PBV aims to leverage the recent and well-maintained construction, proposing to reposition Building 15 rather than demolishing it with the balance of the site. This strategy will significantly lower the carbon footprint for the project and reduce construction activities along our Middlefield Road frontage. However, given the building’s structural design is “pre-northridge”, significant seismic upgrades are expected in the form of foundation strengthening and added brace frames.



Heritage Trees

- The campus includes a variety of heritage trees, including many native California oaks and redwoods that DRG, the Project Arborist, has identified in the Arborist Report as qualifying under Menlo Park’s Heritage Trees municipal code. The project team has carefully considered these trees throughout site planning and has accounted for their protected root zones to minimize development-related impacts. The preliminary landscape design is intended to celebrate these heritage trees as a natural resource for residents, neighbors, and visitors. To this end, the Project Arborist and the Landscape Architect, Studio MLA, have met with the City Arborist to coordinate how best to maintain and protect the site’s heritage trees and to support the submitted Heritage Tree Removal (HTR) application for those trees that cannot reasonably be maintained either due to health impacts and/or development-related impacts.

Utility Lines

- There is an electrical power line that runs north-south under the center of the site. On either side of the site, the utility lines are above ground. As part of project utility planning, PBV proposes undergrounding the northern overhead lines to the benefit of the project and the neighbors. Additionally, as part of the required Middlefield improvements, PBV is committed to undergrounding the utility lines along the Middlefield Road frontage. These proposals are subject to jurisdictional authority and utility provider review.

Traffic/Trip Generation

- Survey Lane and Seminary Lane accessed via Middlefield Road are proposed to be the only main vehicular access points for the Project. PBV has worked closely with Hexagon to identify a comprehensive set of transportation demand

management (TDM) strategies designed to minimize new traffic on Middlefield Road, including curating the mixed-use program so that residents can live, work, and dine on-site, significantly reducing the need for off-site vehicle trips. Site Access via Homewood Place is proposed to be limited to emergency vehicle, bicycle and pedestrian access only so as to eliminate any additional vehicular traffic within the Linfield Oaks neighborhood. The comprehensive TDM plan can be found as an exhibit to the proposed Conditional Development Permit (CDP).

Parking

- Given the site’s location just over one-half mile from the Menlo Park Caltrain station, PBV has established minimum parking ratios for each use, consistent with anticipated tenant demand and the accepted neighboring SRI Parkline zoning requirements. The site plan balances this parking demand with cost efficiency and targeted subgrade parking. To maximize site density while managing these competing priorities, the plan provides a reservoir parking garage (“Residential Building E”) that serves all users through a shared parking strategy. This garage will be wrapped by rental apartments and amenities so that all edges of the site remain active and feel safe at all hours.

Existing Tenancy

- GeoKids Early Childhood Development Center has a lease in place through August 2026. PBV and the community share a strong desire for GeoKids to remain in Menlo Park, and the Project Plans therefore include a childcare facility within Commercial Building A. PBV will work to accommodate GeoKids’ ongoing tenancy before, during, and after construction, as illustrated in the diagrammatic construction phasing plans, so that GeoKids, its students, and their families can experience uninterrupted occupancy and operation throughout the development lifecycle.

05.

Program *Summary*

345 MIDDLEFIELD CONCEPT ↓





PROGRAM SUMMARY

345 Middlefield is envisioned as a mixed-use, transit- and bicycle-supportive neighborhood that delivers a balanced program of housing, employment, community benefits, and public open space. The current program includes:

- 670 Residential Units (with a diversity of unit types; on-site amenities; 17.6% inclusionary).
- Jobs/Housing Balance: +70 Housing Units.
- Approximately 713,000 sq. ft. Commercial Office (approximately 300,000 sq. ft. net new).
- Including: Approximately 10,000 sq. ft. On-Site Childcare Center.
- Approximately 33,000 sq. ft. of Private Amenities.
- Approximately 10,000 sq. ft. of Public Retail Restaurants & Cafe.
- Approximately 3 acres of Publicly Accessible Open Space (including a 1.5-acre central Redwood open space) and 6 acres of total Open Space.
- Approximately 2,556 Covered Parking Stalls, with a shared parking and Transportation Demand Management strategy to reduce vehicle trips and support alternative modes.
- Robust on-site bicycle facilities, including secure long-term residential and employee bike parking, on-site short-term visitor bike parking, and associated end-of-trip facilities (such as showers and lockers) consistent with Menlo Park’s bicycle parking and TDM guidelines.

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06.

Affordable Housing *Compliance Plan*

345 MIDDLEFIELD CONCEPT ↓





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The Project will deliver 670 new residential units, of which 118 units (17.6%) will be designated as Below Market Rate housing.”

AFFORDABLE HOUSING COMPLIANCE PLAN

The Project complies with the City of Menlo Park’s Below Market Rate (BMR) housing requirements and the policies of the City’s certified 2023–2031 Housing Element by providing 118 on-site inclusionary affordable housing units integrated throughout the development. This accounts for the required number of BMR units given the proposed residential and commercial areas per the City’s BMR Housing Program.

The Project will deliver 670 new residential units, of which 118 units (17.6%) will be designated as Below Market Rate housing. These affordable units will serve very-low (50% AMI), low (80% AMI), and moderate (120% AMI) income households, with an anticipated weighted average affordability level of approximately 80% AMI, consistent with City requirements and Housing Element objectives.

The below provides a summary of the proposed allocation of BMR units across buildings, unit types, and AMI levels consistent with the approach to delivering diverse affordable housing across each phase of the Project.

BUILDING C	50% AMI	80% AMI	120% AMI	BMR UNITS	MARKET RATE UNITS	TOTAL UNITS	BMR %
1-Bed	8	17	6	31	141	172	18.0%
2-Bed	5	13	4	22	104	126	17.5%
3-Bed	1	1	1	3	14	17	17.6%
Total	14	31	11	56	259	315	17.8%

BUILDING D	50% AMI	80% AMI	120% AMI	BMR UNITS	MARKET RATE UNITS	TOTAL UNITS	BMR %
1-Bed	5	12	4	21	104	125	16.8%
2-Bed	4	9	3	16	76	92	17.4%
3-Bed	2	2	1	5	20	25	20.0%
Total	11	23	8	42	200	242	17.4%

BUILDING E	50% AMI	80% AMI	120% AMI	BMR UNITS	MARKET RATE UNITS	TOTAL UNITS	BMR %
Studio	1	1	0	2	8	10	20.0%
1-Bed	2	5	2	9	39	48	18.8%
2-Bed	3	4	1	8	40	48	16.7%
3-Bed	0	1	0	1	6	7	14.3%
Total	6	11	3	20	93	113	17.7%

PROJECT SUMMARY	50% AMI	80% AMI	120% AMI	BMR UNITS	MARKET RATE UNITS	TOTAL UNITS	BMR %
Studio	1	1	0	2	8	10	20.0%
1-Bed	15	34	12	61	284	345	17.7%
2-Bed	12	26	8	46	220	266	17.3%
3-Bed	3	4	2	9	40	49	18.4%
Total	31	65	22	118	552	670	17.6%

Collectively, the Project's affordable housing program accounts for more than 7% of Menlo Park's total RHNA obligation for below market rate units for the 2023–2031 Housing Element cycle, representing a meaningful contribution toward the City's state-mandated housing goals while delivering affordability at scale on a single, well-planned site.

Additional information regarding the Project's BMR program compliance plan is detailed within the BMR Housing Proposal (Exhibit M).

07.

Retail Strategy

345 MIDDLEFIELD CONCEPT ↓





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PBV is committed to providing above-market assistance with tenant improvement costs, flexible rent structures, and lease terms designed to help entrepreneurs overcome barriers to entry.”

RETAIL STRATEGY

345 Middlefield is envisioned as a curated neighborhood hub that offers an intimate mix of neighborhood-serving tenants, from local shops and daily services to small-scale food and beverage concepts. The close integration of residential, commercial, and public spaces is intended to support steady, walkable activity throughout the week, serving the immediate neighborhood and broader Menlo Park community rather than drawing regional traffic.

A core element of the project is its support for small businesses, consistent with the City’s Economic Development Goals. PBV is committed to providing above-market assistance with tenant improvement costs, flexible rent structures, and lease terms designed to help entrepreneurs overcome barriers to entry.

PBV intends to work closely with the community to permit a carefully balanced mix of neighborhood-serving active uses within its retail program, including restaurants, cafes, pop-ups, makerspace, cultural arts, and childcare spaces, all at an intimate scale that complements SRI Parkline and Downtown Menlo Park rather than competing with them as a larger destination. By focusing on locally oriented offerings and creating meaningful opportunities for community-serving businesses, 345 Middlefield will strengthen neighborhood character, support economic resilience, and reflect the diverse fabric of Menlo Park.

08.

Signature *Mixed-Use Design*

345 MIDDLEFIELD CONCEPT ↓





SIGNATURE MIXED-USE DESIGN

The exterior of all six buildings listed below will be designed with a combination of windows, accent panels, rainscreen panels and infill accent panels:

The **“Commercial Building A”** is an existing 3-story building located along the north end of the site featuring Type II construction, with a proposed new 3-story Type IV mass-timber expansion for an approximate total of 250,000 sq. ft. The building is designed to accommodate office uses, as well as a 10,000 sq. ft. ground floor childcare center and roof terraces for employee use. The parking ratio is 2.25/1,000 gsf. The building features a basement garage connected to the basement garage underneath Commercial Buildings B. The exterior materials are composed of warm toned natural materials and metal detailing as proposed in the Project Plans

The **“Commercial Buildings B”** are three 6-story buildings co-located along the west side of the site featuring Type I construction, with 6-stories of commercial office space comprising approximately 470,000 sq. ft. over a 2-story basement parking garage that connects to the basement garage underneath Commercial Building A and hosts 1,229 parking spaces and a parking ratio of 2.25/1000 gsf. The exterior materials are a thoughtful composition of warm toned materials and metal detailing as shown in the proposed Project Plans.

“Residential Building C” is an 6-7-story apartment-wrap building at the south-west end of the site, of Type III-A construction over 2-stories of Type I above grade parking. There are 315 one-, two-, and three-bedroom rental units including ground floor and top floor patio units. The building has ground level amenity spaces, podium level amenity terraces and spaces, and roof level amenity terraces and spaces. The parking ratio is 1.2 to 1.0 for both market rate and below market rate units. The

building accommodates 377 total parking spaces for both residents and resident guest parking.

“Residential Building D” is an 6-7-story apartment-wrap building at the south-east end of the site, of Type III-A construction over 2-stories of Type I above grade parking. There are 242 one-, two-, and three-bedroom rental units including ground floor and top floor patio units. The building has ground level amenity spaces, podium level amenity terraces and spaces, and roof level amenity terraces and spaces. The parking ratio is 0.85 to 1.0 for both market rate and below market rate units. The building accommodates 207 total parking spaces for both residents and resident guest parking.

“Residential Building E” is a 7-story apartment-wrap building at the east end of the site. The building is of Type I construction throughout including the reservoir parking garage central core. There are 113 one-, two-, and three-bedroom and studio rental units in the wrap. The building also has ground floor retail spaces, roof top private amenity recreational deck, and 6,000 sq. ft. of ground floor retail restaurants. The parking ratio is 1.94 to 1.0 for both market rate and below market rate units. The parking garage reservoir accommodates 9-stories of parking with a total of 221 spaces for residents and 512 for the site’s employees and visitors, providing ample on-site capacity to support the parking needs of the other buildings as needed.

The **“Pavilion”** is located at the center corner of the Redwood Lawn with 2-stories of retail/amenity uses with Type IV construction. The building has approximately 4,100 sq. ft. of retail. The structure is mass timber with the facade consisting primarily of glazed panels. The Pavilion is located along-side a dedicated passenger drop-off and serves as the front-door to the Commercial Buildings B.

09.

Site *Vision*

345 MIDDLEFIELD CONCEPT ↓





SITE VISION

The Survey Park, Play Canyon, Neighborhood Park, Neighbor’s Play Plaza, Redwood Lawn, and network of open spaces (together, the “Forest at Menlo”) will be surrounded by intentionally sculpted and programmed buildings. A mix of residential, retail, community serving, and innovative office uses will activate the Neighborhood throughout the day, week, and year, and give businesses a daily user group. Building massing will be developed with great attention to solar and wind conditions to promote sustainability; to noise exposure to buffer roadways and protect public open spaces; and to sightlines to provide views of the surrounding natural amenities. Finally, the roadway layout will provide a clear route for visitors to access public parking, while prioritizing the safety and comfort of pedestrians and cyclists.

SITE DESIGN PRINCIPLES

345 Middlefield will be designed to welcome the local Menlo Park community while fostering connections between neighbors, residents and employees on-site. Six key principles will guide the development of a people-centric public realm:

- **Keep What Works:** Preserve existing key site features including the heritage trees and Building 15 to establish a master framework for the rest of the site.
- **Re-wild the Understory:** Connect the heritage tree groves with landscaping to create a central open space forest to serve as a community amenity park.
- **Active Mixed-Use Edges:** A diverse and lively ecosystem of housing, office, retail and community amenities push up against the central forest, creating a dynamic heart.
- **Functional Access:** Locate vehicular traffic and parking access along the perimeter street to leave the central forest open and car-free.
- **Lively Central Hub:** Blur the boundaries between work and life with community retail, amenities, and vibrant outdoor spaces to create a dynamic heart at the floor of the central forest.
- **Connection to Nature:** Allow the forest to permeate through the neighborhood, providing direct access and glimpses of nature in everyday life.

10.

Architectural *Character*

345 MIDDLEFIELD CONCEPT ↓





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The architecture complements Menlo Park’s neighborhood context, blending these influences with warm, earth-tone materials, layered textures, and human-scaled detailing.”

ARCHITECTURAL CHARACTER

RESIDENTIAL ARCHITECTURE

The residential buildings are designed to create a cohesive, walkable neighborhood that contributes to the Forest at Menlo’s sense of place and community identity. Townhome-style walk-up units with front stoops add to the richness and texture of the neighborhood, providing individual entries that enhance the pedestrian experience and establish a strong connection between residents and the public realm. The architecture complements Menlo Park’s neighborhood context, blending these influences with warm, earth-tone materials, layered textures, and human-scaled detailing to foster a welcoming and contextually appropriate character for the new neighborhood.

The design prioritizes activation along the public realm through porous ground floors, active frontages, and integrated indoor-outdoor spaces that promote safety, visibility, and engagement. This approach supports pedestrian connectivity and creates a lively, human-centered streetscape.

Residential Buildings C & D connect via bridge above the podium level to create a generous community overlook to connect with the Redwood Lawn, Greenway and Neighbor’s Plaza, offering shared outdoor space for gathering and interaction. This “two-way” activation between the building and surrounding public spaces is a key strategy repeated throughout the development. Residential Building E anchors the project at the Redwood Gateway designed to afford residents opportunities for recreation, relaxation, social connection, and visual engagement with the retail and public realm activities below.

For more information on the proposed residential architectural building massing, facade designs, colors and materials can be found in the Project Plans.

COMMERCIAL ARCHITECTURE

The commercial buildings are designed as a thoughtful and contemporary counterpart to the residential environment, with an architectural chassis that supports a mix of office and tenant amenity uses. Facades are composed to step back at upper levels, improving access to light, air, and views with terraces oriented toward the Redwood Lawn and the open space Paseos between the buildings. Ground-floor frontages are highly activated through coworking areas, workplace amenities, retail-ready spaces, and transparent lobbies that open directly onto primary pedestrian routes and plazas. A refined, neutral material palette, emphasizing warmth, texture, and durability, creates a timeless backdrop for the site's finer-grained public realm and forest landscape, while generous glazing and clearly marked entries reinforce accessibility, walkability, and a cohesive, human-scaled district identity.

For more information on the proposed commercial architectural building massing, facade designs, colors and materials can be found in the Project Plans.

AMENITY ARCHITECTURE

The primary amenity building is conceived as a hub for daily life at 345 Middlefield Road, carefully sited and massed to frame the Redwood Lawn and Redwood Gateway while enhancing activity and visibility at the pedestrian level. The amenity building's design supports the project through its shared amenities such as fitness, recreation, lounges, meeting spaces, food-and-beverage uses, all oriented towards the redwood groves and adjacent open spaces. Active ground-floor frontages, including retail restaurants and welcoming lobbies, are curated to spill out toward key walking paths, plazas, and outdoor seating areas. The material palette aligns with the broader campus, warm, neutral, and tactile, so that the amenity building reads as an integral, yet distinct, destination within the forest landscape.

The public and private amenities proposed for the entire site are collated as approximates in the following list:

Public Amenities

- Middlefield Road Improvements w/ Canopy trail
- Homewood Place Road Improvements
- Parkline Vehicular, Pedestrian and Bicyclist Connectivity Improvements
- 12k SF Redwood Lawn w/ regular community events (see Public Events)
- 16k SF Survey Park w/ eco sanctuary
- 10k SF Neighborhood Park w/ safety fencing; separate dog run
- 10k SF Neighbor's Play Plaza w/ child play area, social stairs
- Protected and connected bikeway facilities throughout Site
- Extensive connected pedestrian pathway facilities throughout Site
- 5k SF of community Garden nodes
- 42k SF of semi-public neighborhood greenway
- 10k SF of restaurants and cafes with 2k sf of outdoor dining
- 144 public parking stalls for events and restaurants

Private Amenities

- 25k SF rooftop outdoor recreational sports court
- 16k SF of outdoor residential amenities at the Residential Buildings C & D podium level
- 16k SF of indoor residential amenities including: TDM storage, package rooms, bike parking, lounges, coworking spaces, community rooms and fitness spaces, and leasing offices
- 33k SF of amenity building indoor tenant areas such as lounges, coworking spaces, wellness and recreation facilities
- 10k of indoor childcare facilities
- 6k SF of outdoor childcare play areas
- 805 of resident-only parking stall in Garages C, D & E
- 1,580 of tenant-only parking stall in Garages B & E

For more information on the proposed amenity architectural building massing, facade designs, colors and materials can be found in the Project Plans.

PAVILION ARCHITECTURE

The Pavilion serves as the front door to the commercial and amenity buildings and a focal point of the project's public life, anchoring the primary arrival sequence between the drop-off, café, and concierge functions. Positioned at the edge of the Redwood Lawn, it is intentionally scaled and detailed to operate as a flexible backdrop for community events, informal gatherings, and programmed activities, including our signature Springline event series such as Winterfest, which has been so widely attended and well received by the community (See Public Events section for full list of proposed and publicly offered events). Expansive glazing and highly transparent frontages foster visual connections between interior spaces and the redwood groves, enhancing perceived safety, comfort, and activation at the ground plane. The preserved redwoods and understory plantings create shaded outdoor rooms and seating areas that soften the architectural edges, making the pavilion and its surroundings a welcoming, central gathering space at the heart of 345 Middlefield.



345 MIDDLEFIELD COMMERCIAL ARCHITECTURE VISION ↑

11.

Landscape

345 MIDDLEFIELD CONCEPT ↓





LANDSCAPE

PARK & OPEN SPACE PRINCIPLES

The project will include approximately 6.0+/- acres of open space across the entire site. This open space will include 3.0 +/- acres of publicly accessible event lawns, nature paths, dog parks and other open spaces. The public park and open spaces at 345 Middlefield will provide opportunities for a variety of activities, age groups, and user groups that serve the Menlo Park community, and are designed with five key principles in mind:

- Public and Welcoming:** Open spaces are public and welcoming to all. The larger open spaces are designed to host regular events and programming for the public to enjoy. The public will also be welcome to use all open spaces outside of scheduled events.
- Cohesive Open Space Network:** Open spaces will feel part of a cohesive network, even when crossing a street or moving between blocks and character areas.
- Variety of Scales and Uses:** The open space network will include diverse uses and experiences for neighbors and residents of all ages and abilities.
- Integrated Infrastructure:** Landscape function and infrastructure needs will be cohesively designed and integrated. Stormwater treatment, easements, and emergency access are grouped and combined wherever possible, and seamlessly integrated into the open space network.
- Play and Work Out Along the Way:** Play is embedded throughout the site as a continuous layer woven into circulation routes, integrated into art pieces or tucked into terraced steps. These elements are multifunctional, blending sculpture, seating and play for all ages. Around the perimeter streets, a series of fitness pods form a movement circuit that encourages walking, stretching, and light exercise, offering residents and office workers everyday amounts of wellness and activity into the landscape.

PARK & OPEN SPACE FEATURES

The 345 Middlefield project reimagines the public realm as a vibrant, flexible destination at the center of a new mixed-use district. The open spaces create a connected network that supports retail, community life, and daily gathering. Together they are the “Forest at Menlo.”

- **Canopy Trail:** The Canopy Trail is envisioned as the prominently public, pedestrian-friendly edge of 345 Middlefield along Middlefield Road, offering neighbors a comfortable walking experience set back from the busy roadway beneath an expansive tree canopy and lush native plantings. It also functions as a visual and acoustic buffer, improving comfort for residents, tenants, and visitors throughout the site.
- **Survey Park:** Survey Park establishes the primary arrival experience into the Forest at Menlo, a green, welcoming spine framed by resilient redwoods and other native plantings. It creates a strong sense of entry, guiding visitors along a shaded, pedestrian-oriented corridor that connects the heart of the site to adjoining city bike facilities and multi-use paths.
- **Redwood Gateway and Lawn:** The Redwood Gateway announces the heart of the Forest, creating a dramatic transition from Middlefield Road into the Redwood Lawn beyond with San Francisquito Creek inspired water feature anchoring the gateway. Towering redwoods provide shade, conversational seating, and a natural frame for the Lawn, which serves as the social core of the site, supporting outdoor events, performances, informal gatherings, and daily neighborhood use.
- **Garden Nodes:** Distributed throughout the site, the Garden Nodes punctuate the landscape with smaller-scale spaces for intimacy, play, and respite. These areas can accommodate activities such as chess, ping-pong, and resident gardens beneath trellised planting, inviting people to pause, interact, and connect within the larger public realm.
- **Play Canyon:** The Play Canyon is conceived as an open, naturalistic meadow that encourages exploration, creativity, and energetic play. Sculptural, nature-inspired play elements invite children to engage in unstructured activity, making this space the heart of family-friendly recreation and a playful counterpoint to the quieter garden areas nearby.
- **Neighborhood Park:** The Neighborhood Park, tucked into the residential corner of the site, provides a

shaded and comfortable retreat for families and their pets alike. Its generous size allows for a conjoined family active play area alongside a dedicated dog run, while seating, shade structures, and durable, dog-tolerant planting make it a welcoming destination for daily exercise and social interaction.

- **The Greenway:** The Greenway runs along the southern edge of 345 Middlefield as a continuous pedestrian and bicycle corridor linking major public spaces across the site. Lined with native planting and shaded seating, it supports active mobility and social interaction amongst the local residents, advances walkability and sustainability goals, and also accommodates essential fire department access.
- **Neighbor’s Play Plaza:** Neighbor’s Play Plaza, located between the residential buildings, creates a refined threshold between the public realm and the homes that frame it. Generous plantings, nature inspired play structures, overlooking social steps and flexible open space together establish a welcoming “front door” experience for residents and their guests, while active, transparent lobbies and amenities further blur the boundary between indoors and outdoors.
- **Retail and Streetscape Character:** Streets and sidewalks at 345 Middlefield are designed to be comfortable for pedestrians and cyclists, with street trees selected from the Menlo Park street tree list to create shade, enclosure, and a buffer from traffic. Seating areas, tree canopies, and trellised structures support indoor–outdoor experiences for ground-floor retail, restaurants, and cafés, enabling vibrant outdoor dining and social spaces along the streetscape.

PUBLIC EVENTS

The proposed neighborhood event program is intentionally light-touch and tailored to a residential context while still activating the great lawn, children’s play area, and dog-friendly spaces. It is designed to complement, rather than duplicate or compete with, the higher-intensity downtown programming.

Event Types

Events will be organized around a concise set of neighborhood-focused categories:

- **Neighborhood Socials & Lawn Gatherings:** Small-scale happy hours, picnic-style evenings, and block-party type mixers focused on on-site residents, nearby neighbors, and employees, often with simple food offerings



The proposed neighborhood event program is intentionally light-touch and tailored to a residential context while still activating the great lawn, children’s play area, and dog-friendly spaces.”

- **Family & Kid-Focused Events:** Seasonal craft events, outdoor fitness programs, family movie nights on the lawn, and daytime games or clinics that directly use the lawn and play areas.
- **Dog & Pet-Friendly Events:** Dog meet-ups, “yappy hours” without large-scale amplified music, and occasional partnerships with local pet organizations for adoption/info events in the dog-friendly open space.
- **Wellness & Everyday Activation:** Modest recurring outdoor wellness classes (e.g., yoga, stretching, or similar low-impact activities) on the lawn that support everyday active use rather than destination fitness programming.
- **Seasonal/Community Moments:** A limited number of small seasonal and cause-related events (e.g., Earth Day planting on the lawn, school supply drive, holiday tree lighting and small-scale, month-long holiday activations) sized for the neighborhood rather than citywide draw.

No large concerts, festival-style events, or late-night ticketed events are proposed.

Frequency

The overall cadence will be moderate and significantly lower than our downtown program:

- **Peak Season (late spring through early fall):** Approximately 4–8 events per month, mostly small or medium in scale. Larger lawn-based community events would be limited to a few times per year.
- **Shoulder Months (late fall and winter):** Approximately 1–4 events per month, primarily seasonal/holiday
- **Everyday Use:** Outside of scheduled events, the great lawn, play areas, and dog zones are intended for informal daily use by residents, neighbors, and employees. Programmed events are additive, not the primary mode of activation.

Hours of Operation

Event hours are structured around neighborhood compatibility and typical residential expectations:

- **Morning (approximately 9am–11am):** Limited to low-impact uses such as yoga or stretching classes on the lawn and occasional family/kids’ meetups.
- **Midday/Lunch (approximately 11am–2pm):** Periodic food trucks or pop-up lunches and casual lawn gatherings with low or no amplified sound.
- **Afternoon/Early Evening (approximately 2pm–8pm):** Primary window for neighborhood socials, family and kid-focused events, pet-friendly events, and occasional outdoor movie and artistic performance nights.

Most events are expected to conclude by about 8pm. A very small number of summer outdoor movies could extend toward 9pm, but no events are planned to go past 10pm, and amplified sound (when used) would be modest and carefully managed for duration, orientation, and volume consistent with a neighborhood setting.

HABITAT AND ECOLOGICAL IDENTITY

Open spaces at 345 Middlefield will be designed and landscaped to emphasize biodiversity, comfort, and long-term ecological health, in line with Menlo Park’s heritage tree protections and water-efficient landscaping requirements:

- **Prioritize Existing Redwood and Oak Trees:** The site currently contains 121 heritage trees, primarily coastal redwoods and oaks. The proposed plan will retain and protect 58 of these trees, including every heritage redwood, underscoring a strong commitment to the site’s ecological character. As the design is refined in coordination with the City’s Heritage Tree Ordinance and tree protection standards, the project will preserve the critical role these trees play in providing shade, wildlife habitat, and urban heat-island mitigation.
- **Tree Protection & Mitigation Measures:** Tree Protection & Mitigation Measures: Tree protection and mitigation efforts will address the proposed removal of 146 trees (ref. Exhibit B), the majority of which are ornamental, non-native species located around existing surface parking areas. These efforts will be guided by Tree Preservation Guidelines prepared by the project arborist to safeguard retained trees before, during, and after construction, including measures such as protected root zones, construction fencing, and monitoring. In addition, the plan will ensure appropriate replacement and mitigation planting consistent with applicable city requirements, with an emphasis on native and climate-adapted species, as well as long-term maintenance and monitoring to restore and enhance overall tree canopy and habitat value on the site.
- **Biodiversity and Urban Forest Plan:** New tree species will be predominantly native or climate-adapted, drought-tolerant, non-invasive, and sited to avoid conflicts with utilities and infrastructure, supporting compliance with Menlo Park’s Water-Efficient Landscaping Ordinance (WELO) and broader urban forest goals. Overall, the project will implement a biodiversity and urban forest strategy targeting a high proportion of native planting, with ground-level landscapes composed of resilient species tailored to each space’s function ranging from high-traffic plazas to quieter passive-use areas so as to enhance habitat value and support a robust tree canopy over time.
- **Monarch Pledge:** The landscape strategy will also embrace pollinator-supportive design, including a “Monarch Pledge”-inspired approach that integrates native, pollinator-friendly species such as seasonal milkweed and nectar-rich plantings throughout plazas, greenways, and garden areas to support butterfly migration and other beneficial insects.
- **Dark Sky Ordinance:** Exterior lighting will be designed to follow Dark Sky–inspired best practices, minimizing glare, light spill, and sky glow, while meeting safety needs, thereby supporting nighttime habitat, preserving views of the night sky, and contributing to a comfortable, pedestrian-oriented evening environment.



12.

Sustainability *Design Strategy*

345 MIDDLEFIELD CONCEPT ↓





SUSTAINABILITY DESIGN STRATEGY

PBV, as a long-term owner and operator, is committed to a comprehensive ESG-driven approach at 345 Middlefield that prioritizes environmental performance, social well-being, and responsible governance across all aspects of design, construction, and operations. Buildings will be sustainably sourced and designed with high-performance envelopes and state-of-the-art building systems to minimize carbon footprint, conserve energy and water, and support urban biodiversity through thoughtful planting and habitat features. The project will incorporate best practices for health, safety, and human well-being by optimizing access to natural light and fresh air, providing a rich network of indoor/outdoor social spaces, and fostering daily opportunities for physical activity and community connection. Landscaped parks and plazas, walking and biking paths, and site planning strategies that reduce vehicle dependence will further link indoors to outdoors and support a healthier, more sustainable lifestyle. The project is expected to pursue third-party sustainability and resilience benchmarks such as LEED, Fitwel, USRC, GRAC, and ENERGY STAR, focusing on measurable improvements to the health, comfort, and safety of residents, tenants, and visitors.

345 Middlefield will target LEED Platinum certification

from the U.S. Green Building Council, or an equivalent best-in-class standard of sustainable, high-performance design, including leveraging a range of integrated strategies including highly efficient building systems, on-site renewable energy (such as solar panels), advanced stormwater treatment, water reuse where feasible, EV charging infrastructure, and a shared parking strategy that reduces the overall parking footprint. PBV is committed to delivering all-electric residential and commercial buildings, subject to City infrastructure constraints and available utility capacity, to reduce greenhouse gas emissions and support the region's decarbonization goals. The redevelopment also presents a unique opportunity to improve climate adaptation at the site scale through a combination of incorporating flood protection measures, and deploying green infrastructure such as bioswales, permeable paving, and distributed stormwater management features. Collectively, these strategies are intended to reduce the project's vulnerability to future climate-related impacts including more intense storms and changing precipitation patterns while creating a safer, more resilient, and environmentally responsible built environment that will serve current and future generations.

13.

Middlefield Road *Improvements*

345 MIDDLEFIELD CONCEPT ↓





MIDDLEFIELD ROAD IMPROVEMENTS

EXISTING CONDITIONS

Middlefield Road is a two-way street featuring one eastbound lane, one westbound lane, and turn lanes with no median. Unprotected class II bike lanes are featured on both the north and south side of the road. The intersection of Middlefield Road and Survey Lane does not feature signalization nor stop signs except for on Survey Lane. On the north side of the Middlefield Road and Survey Lane intersection exists a crosswalk without pedestrian crossing safety signals. Along the 345 Middlefield street frontage, the current sidewalk width is six feet with a planting buffer between the sidewalk and street and beneath the overhead power lines.

PROPOSED IMPROVEMENTS

The project seeks to transform Middlefield Road from an inhospitable traffic corridor to an attractive and generously landscaped streetscape, with widened sidewalks along the project frontage, and added landscape strip with new street trees.

The project will provide significant upgrades along Middlefield as directed by the City to improve the overall aesthetic and pedestrian experience of the street, and provide landscaping, safety, accessibility, mobility, and connectivity enhancements. These improvements have been identified in collaboration with City Engineering staff and include the following (See Project Plans for additional information):

- Improvements to Middlefield to enhance the experience for pedestrians and bicyclists, including protected bike lanes, 10' to 12' sidewalk along project frontage, new frontage landscape and street trees, additional stormwater treatments, and undergrounding of utility lines and equipment.
- Upgrades to the Middlefield Road/Survey Lane intersection to improve accessibility and enhance operations including intersection signalization subject to City's infrastructure requirements
- To improve accessibility, the project will modify all four corners of the intersection curb ramps at the Middlefield/Survey intersection to be two-directional ramps and include new concrete curbs, gutters and medians along the Middlefield Road frontage.
- To improve safety, the project will convert existing crosswalks to high-visibility thermoplastic crosswalks, with advance stop bars or yield lines and applicable signs; and upgrade crosswalks at Middlefield Road and Survey Lane.
- To improve bike access, the project will add Class II green bike lanes on Middlefield Road along the property frontage, providing a buffer between bikes and cars, as well as bike crossings and skip boxes to improve cyclist safety.

14.

Utilities

345 MIDDLEFIELD CONCEPT ↓





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These improvements are anticipated to include, but are not limited to, modifications and extensions to potable water, fire protection, sanitary sewer, and storm drainage systems”

UTILITIES

The project will require substantial upgrades and reconfiguration of existing on-site utility infrastructure, with primary connections to public utility systems located within Middlefield Road. These improvements will be planned and designed in close coordination with City staff and local utility providers to ensure adequate capacity, resiliency, and compliance with current standards and long-term City infrastructure plans. The utility scope will also be integrated with the project’s phasing strategy to support orderly construction, minimize service disruptions, and accommodate future build-out.

These improvements are anticipated to include, but are not limited to, modifications and extensions to potable water, fire protection, sanitary sewer, and storm drainage systems, as well as upgrades to electrical, gas, and telecommunications infrastructure to support modern building systems and anticipated tenant needs. Opportunities to incorporate sustainability-focused measures such as water-efficient systems, on-site stormwater treatment, and infrastructure to support electric vehicle charging and renewable energy will also be evaluated and incorporated where feasible. See below for additional information:

- **Existing Site Conditions/Utility Services:** The property is served by multiple utilities, including private PG&E electrical, gas lines, fire water and domestic water, as well as public sanitary sewer and public storm drain.
- **Existing Public Mains within ROW:** An existing water main runs along Middlefield Road and along the western property line in a 15-foot wide water line easement. The proposed public water main serving the new buildings will connect to the existing 12-inch main along the western side of the site. Individual services for domestic and fire water will be provided to the new buildings off of the proposed public main routed on-site Two

main public utility easements that traverse the site including a western edge water easement containing a major water line, sanitary sewer pipe and storm sewer pipe. The public utility easement along the eastern boundary contains only dry utilities. A couple incidental sanitary sewer easements run offset from the northern and western corners of the site and will require additional study and coordination with the adjacent property owner.

- **Connections to Public Storm Drain:** The proposed private storm drain system will route within the site and reconnect to existing storm drain services for the existing building to remain and discharge site runoff into the public main in Middlefield Road. To optimize site layout for new buildings and community open spaces, the existing sanitary sewer main will also be rerouted underneath the site's proposed street loop.
- **Proposed New Services:** The project proposes new private utility systems including domestic water, fire water, recycled water, storm drain, sanitary sewer, and joint trench lines to serve the entire site. The existing sewer trunk line running through the site will be removed to accommodate the proposed features on site.
- **Conceptual Storm Water Management:** The project will replace and/or create 13.19 acres of on-site impervious surface area. To meet stormwater treatment requirements, the project incorporates a combination of bioretention areas, flow-through-

planters, self-retaining areas, and self-treating areas. The bioretention areas are sized using the combination flow and volume design basis method in accordance with the San Mateo County C.3 Regulated Projects Guide.

- **Emergency Access and Fire Protection:** All eight new buildings will be equipped with automatic fire sprinkler systems. In addition, the project will provide a 26-foot-wide fire access and truck staging loop road, 20-foot-wide fire access lanes, and distributed private fire hydrants and fire department connections to ensure adequate fire protection coverage per all relevant Menlo Fire code requirements.

TRASH MANAGEMENT PLAN

A comprehensive Trash Management Plan was prepared for all buildings at 345 Middlefield Road by American Trash Management and submitted to Recology as an application for waste servicing. Recology approval timelines can vary and carry conditions but no outstanding risks are anticipated at 345 Middlefield Road. The plans submitted and included in the Project Plans address refuse, recycling, and organics collection; storage locations; enclosure design; internal handling and staging procedures; collection frequencies; and truck access and routing to ensure safe, efficient, and code-compliant operations that minimize impacts on the public realm and neighboring properties.



15.

Transportation & *Circulation*

345 MIDDLEFIELD CONCEPT ↓



TRANSPORTATION & CIRCULATION

TRANSPORTATION DEMAND MANAGEMENT & TRIP GENERATIONS ON MIDDLEFIELD

A Transportation Demand Management Plan inclusive of trip generations and vehicle-miles-traveled analyses by use has been prepared and provided by Hexagon Transportation Consultants as an exhibit to the CDP. As detailed in the TDM, the project maintains two main access driveways at Survey Lane and Seminary Drive for all commercial, resident and visitor vehicular traffic both of which connect directly to Middlefield Road which serves as the main vehicular artery for the local community. PBV has worked closely with Hexagon to curate the TDM plan mixed-use program so that residents can live, work, and dine on-site, significantly reducing the need for off-site vehicle trips. Additionally, as shown in the included C/CAG checklists for residential, non-residential and retail uses, the Project proposes a significant package of TDM measures to reduce daily trip generations. The Project has also committed to creating vehicular connections to the neighboring SRI Parkline site outside of sharing a mutual

connection to Seminary Drive and, as such, shows a future connecting at the Forest Road between Building B3 & Building C. Together, PBV, the City, and Hexagon recognize the potential community-wide benefits that could be gained if such a vehicular connection existed.

ON-SITE REQUIRED & PROPOSED PARKING SUPPLY

PBV has retained Watry Design, Inc. to assist with the on-site parking strategy for 345 Middlefield, including sitewide parking management strategies, shared parking analyses, code-required parking counts, and proposed parking layouts. Watry’s parking counts and layouts will be provided in “Exhibit B” and summarized in Table 1 below. The project currently proposes to provide 1,229 parking spaces in the Commercial Block B underground garage, 377 parking spaces in the Residential Building C above-ground garage, 207 parking spaces in the Residential Building D above-ground garage, 733 parking spaces in the Building E parking garage reservoir, and 10 on-street short-term parking spaces for the Childcare Center, for a total of 2,556 on-site parking spaces

Table 1: Provided Parking Supply

LAND USE	S.F./UNITS	MAX. PARKING RATIO (PER PROPOSED ZONING AMENDMENT)	MAXIMUM PARKING SPACES	PROPOSED PARKING RATIO	PARKING RATIO SPACES	PARKING PROVIDED	
Office	702,407	Max: 2.25 per 1,000 s.f.	1,580	2.25 per 1,000 s.f.	1,580	1,580	
Retail & Amenity	43,737	Max: 3.3 per 1,000 s.f.	144	3.3 per 1,000 s.f.	144	144	
Residential	670	Max: 1.5 per unit	1,005	1.2 per unit	805	805	
Childcare Center	10,800	Max: 2.5 per 1,000 s.f.	27	2.5 per 1,000 s.f.	27	27 *	
					Total:	2,556	2,556

* 10 short-term on street parking spaces are provided for parents

SHARED PARKING PROGRAM

A Shared Parking Program will be provided during the course of entitlements to allow the project to optimize parking supply among the uses, thereby reducing the overall parking required to serve the needs of the project. A shared parking approach allows for the creation of more open space, fostering a more inviting and vibrant walkable environment for residents and visitors. The strategic placement of the parking structure adjacent to the Redwood Lawn, along with retail and amenity programs, fosters a welcoming environment and serves the retailers’ need for proximity to parking.

ACCESSIBLE PARKING/EV PARKING/BIKE PARKING/LOADING

The project complies with the City of Menlo Park Municipal Code, proposed C-1-S(Z) zoning standards & California Building Code for vehicle parking, accessible parking, electric charging spaces, loading and bike parking requirements. A detailed breakdown of the spaces provided is included in the Project Plans on Sheet G1.004 and within the associated parking plans (**Exhibit B**).

16.

Neighborhood & Menlo Park *Community Outreach Strategy*

345 MIDDLEFIELD CONCEPT ↓



NEIGHBORHOOD & MENLO PARK COMMUNITY OUTREACH STRATEGY

PBV's outreach strategy is designed to ensure that the 345 Middlefield Reimagined proposal aligns with community priorities and the City's long-term vision. Although the formal outreach effort launched in August 2025, team members began meeting with stakeholders as early as 2022, well before securing the site, and have spent well over 100 hours engaging with community members.

COMMUNITY GATHERINGS (EARLY PHASE)

Beginning in August 2025, PBV hosted four well-attended, interactive community gatherings at Springline, bringing together adjacent neighborhood residents and stakeholders from across Menlo Park. These meetings, held with our design partners at Gehl, featured early concept materials and provided opportunities to share information, gather detailed feedback, answer questions, and build awareness of the 345 Middlefield Reimagined proposal. The events were widely publicized through mailed invitations, Nextdoor, digital channels, and community organizations, and similar engagement will continue at key milestones throughout the entitlement process.

Through its ownership and operation of Springline, PBV has built strong relationships with local retailers, office tenants, and employees, giving the team a nuanced understanding of local market conditions, community expectations, and day-to-day operational considerations that shape the design and programming vision for 345 Middlefield Reimagined.

INDIVIDUAL STAKEHOLDER MEETINGS (EARLY PHASE)

In parallel with larger forums, PBV has conducted focused one-on-one and small-group meetings with adjacent property owners, business owners, City Council members, regional elected officials, planning commissioners, nonprofit leaders, public safety representatives, environmental advocates, and school community leaders. These conversations have allowed the team to explore local issues such as traffic, environmental and public safety concerns, infrastructure, parking, and preservation of neighborhood character in greater depth.

PBV has also coordinated closely with Lane Partners, the developer of the adjacent SRI Parkline site, and will continue to do so throughout the entitlement process. This long-standing collaboration is driven by a shared objective to create a complete neighborhood rather than an isolated development, including coordinated approaches to public and retail amenities, traffic mitigations, open space, and multi-modal connectivity.

Together, these outreach efforts inform a mindful mix of uses and public spaces intended to deliver a vibrant, safe, and inclusive set of improvements along Middlefield Road and in the surrounding neighborhoods, enhancing the quality of life for local Menlo Park residents.

COMMUNITY SITE TOURS & PRESENTATION (MID PHASE)

After submission of the initial Planning Application, PBV hosted three site tours in March 2026 to illustrate the proposed conditions of the future development. Using project visualizations, the team led participants around the site to provide direct context and a tangible sense of the future Forest at Menlo, with informal Q&A at each stop to allow detailed discussion of any aspect of the proposal.

PBV also held a Linfield Oaks-specific community presentation for local neighbors in March 2026. During this multi-hour session, PBV walked attendees through the Planning Application and answered detailed questions about uses, impacts, improvements, events, and anticipated activity levels. Together with the site tours, these engagements not only familiarized the community with the proposal but also helped refine it, resulting in additions such as the Neighbor's Play Plaza and the redesignation and protection of the Chinese elms along the eastern property line, both of which enhance quality of life for nearby residents and the surrounding neighborhood.

17.

Implementation *Strategy*

345 MIDDLEFIELD CONCEPT ↓





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PBVis committed to formalizing a robust package of public benefits as part of the Development Agreement.”

IMPLEMENTATION STRATEGY

DEVELOPMENT AGREEMENT

Given the scale, multi-phase nature, and long-term implementation horizon of 345 Middlefield, PBV intends to and anticipated entering into a Development Agreement with the City of Menlo Park to guide entitlement, implementation, and operation of the project over time. The Development Agreement will establish a mutually beneficial framework that provides clarity, certainty, and predictability for both the City and the developer, including clear parameters for phasing, infrastructure delivery, and the timing of key public benefits. It is anticipated that this agreement will be processed in coordination with the project’s entitlements.

Through this agreement, PBV seeks to secure vested development rights and protection from future changes in land use regulations, zoning standards, impact fee programs, or potential development moratoria that could otherwise affect project feasibility. These assurances are essential to enabling major upfront and coordinated investments in sitewide infrastructure, structured parking, public realm improvements, and community-serving facilities, while preserving the ability to adapt building programs and phasing to market and economic conditions.

In return for these vested rights, PBV is committed to formalizing a robust package of public benefits as part of the Development Agreement, ranging from delivery and long-term maintenance of publicly accessible open spaces and pedestrian/bicycle improvements, to commitments around housing

(including affordable housing), transportation demand management, sustainability and resilience measures, and community-serving uses such as childcare. This approach balances the flexibility needed to deliver a complex, multi-decade project with the City's interest in long-term community value, ensuring that 345 Middlefield remains both economically viable and aligned with Menlo Park's broader planning and policy goals.

VESTING TENTATIVE SUBDIVISION MAP

A Vesting Tentative Subdivision Map has been submitted as part of the Project Plans to formally establish lot lines, lot areas, and necessary easements for access, and utilities. The map will provide the legal framework for the phased development of 345 Middlefield, including the creation of separate parcels for commercial, residential, and mixed-use components while preserving shared open space and circulation systems. Once approved, the vesting tentative map will fix applicable development regulations in place for a specified period, providing certainty regarding allowable density, site layout, and infrastructure obligations as subsequent final maps and implementing permits are processed.

CONSTRUCTION & PROJECT PHASING PLANS

Given the inherent complexity and scale of this mixed-use horizontal and vertical redevelopment, the project will be designed, constructed, and delivered in clearly defined phases. Early phases prioritize demolition, site preparation, and horizontal infrastructure that financially support or serve subsequent buildings, while also reflecting the practical sequencing requirements of major construction activities under California building, environmental, and traffic regulations.

Diagrammatic construction phasing plans are included in the Project Plans to illustrate the anticipated sequence and approximate timing of work. Initial Phases 0 and 1 encompass all demolition, site clearing, utility upgrades, and major horizontal improvements, establishing the backbone infrastructure for the site. Subsequent Phases 2 through 7 deliver the vertical development (residential, office, childcare, and amenities), along with their associated streetscape, open space, and frontage improvements, in an orderly and coordinated manner. PBV is also committed to maintaining construction operations within the property boundaries to the greatest extent feasible to minimize unnecessary traffic and neighborhood impacts, except where work within the Middlefield Road public right-of-way is required by the City.

