Parkline

CDP Modification

Updated Project Description
May 2026

LANE PARTNERS | SOM

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01 Introduction & Overview of CDP Modification

Introduction and Executive Summary

The CDP Modification advances a General Plan-compliant vision for Parkline that has been shaped through several years of Project design, environmental review, and sustained community engagement. Since 2021, the Parkline team has refined the program and the physical plan in response to what Menlo Park residents and leaders prioritized: more homes, especially affordable homes, more neighborhood-serving retail, and a stronger sense of place for the community.

Parkline originally took shape around an office/R&D campus concept that retained three existing SRI International (SRI) buildings (Buildings P, S, and T) and organized new development around a large, centralized commons. Housing was part of the program, but it was not the key driver. As the planning process moved forward, the housing component grew substantially — to roughly 800 homes at final entitlement in 2025 — and the Project's public benefits package expanded in parallel. That package includes an unprecedented level of affordable housing, major commitments to publicly accessible open space and parkland, and a set of community-serving features designed to enhance daily life in and around the site.

Through the environmental review process and leading up to 2025 approval hearings, additional feedback made the community's priorities even clearer: Menlo Park wanted more housing, a more diverse range of housing types, including for-sale homes, and meaningful retail that could serve both new residents and surrounding neighborhoods. This CDP Modification provides the response to those requests. Specifically, the CDP Modification builds on the Approved Project's framework while making a decisive shift in emphasis: more homes and integrated open space; a new Retail Village as a true neighborhood center; and a substantially smaller, higher-quality office district designed to be visually distinctive and materially warm.

To deliver that shift efficiently and transparently, the Parkline team worked with the City on a collaborative entitlement pathway through the 2025 approvals, supported by the approved Development Agreement, that allows the Project to evolve while providing a clear, streamlined process for reviewing modifications to the CDP and related plans. The resulting CDP Modification reflects years of on-the-ground outreach and design iteration. This updated Project Description is intended to describe what is changing, why it is changing, and what the community gains as a result.

The Parkline Modification emphasizes open spaces and amenities that are accessible to the public.

Introduction and Executive Summary

A central element of the updated plan is a renewed focus on design and placemaking. The Parkline team has engaged Skidmore, Owings & Merrill (SOM) for this CDP Modification to help reshape a site that feels more like a walkable neighborhood and less like an inward-facing campus. The updated plan replaces a single, centralized "commons" with a more compact, connected network of outdoor spaces, an urban greenspace grid organized around streets, paseos, and gathering places that create variety in daily experience and invite community use.

In addition, SRI, while still expressing a desire to potentially occupy one of the future office/R&D buildings, has determined it will vacate Buildings P, S and T, which has freed up a significant amount of area for new housing and better place-making.

The commercial program shifts accordingly: Instead of allocating the heart of the site to a large office footprint and associated parking garages, the plan concentrates office/R&D development into a much smaller and more efficient commercial district and elevates the architectural quality through a mass timber construction strategy. The office/R&D buildings are envisioned with cross-laminated timber floor systems and expressed timber character where feasible, pairing structural clarity with warm materiality and generous indoor-outdoor terraces. This approach supports sustainability goals by reducing embodied carbon compared to conventional structural systems, while also producing buildings that look and feel different, more inviting at the ground level, and more refined in massing and façade rhythm.

Diverse building types and programs create a varied and vibrant mixed-use neighborhood that is integrated into the surrounding fabric of Menlo Park.

Introduction and Executive Summary

The CDP Modification also introduces a new Retail Village, approximately 40,000 square feet of neighborhood-serving retail, organized around common open spaces that can support everyday use as well as programmed community activities. The Retail Village is planned to accommodate the kinds of uses Menlo Park residents routinely asked for: cafés and casual dining,, local services, fitness and wellness offerings, and shops that help make the district feel active beyond the workday. Together with new parks and publicly accessible open space, the Retail Village is designed to turn the Project "inside-out," creating a place that is oriented to pedestrians, social life, and community events rather than inward to a single corporate center.

Finally, the Project team has engaged KTGY to facilitate the planning of several new for-sale residential neighborhoods, each with their own character and charm that will complement the adjacent Burgess Classics neighborhood and provide opportunities for new Menlo Park homeownership, including affordable home ownership to moderate income-households.

A retail village makes up the neighborhood core of Parkline. This new program type and its relationship to the open space give the new neighborhood a strong identity and sense of place.

Headline Changes at a Glance

The CDP Modification delivers a clear set of improvements over the Approved Project that respond to what we have heard from the community, the Planning Commission, and the City Council, while remaining consistent with Menlo Park's General Plan and the City's housing goals:

- → **More homes, with a broader mix and substantial affordability.** The plan includes 328 for-sale homes, a net increase of **282 new for-sale homes**, with **15% set aside as affordable**, and provides **293 affordable homes overall** out of the Project's **1,082** total homes—across a mix that includes Single-Family Homes, Small Lot Single-Family Homes and Townhomes – **well above the City's standard 15% BMR requirement.**

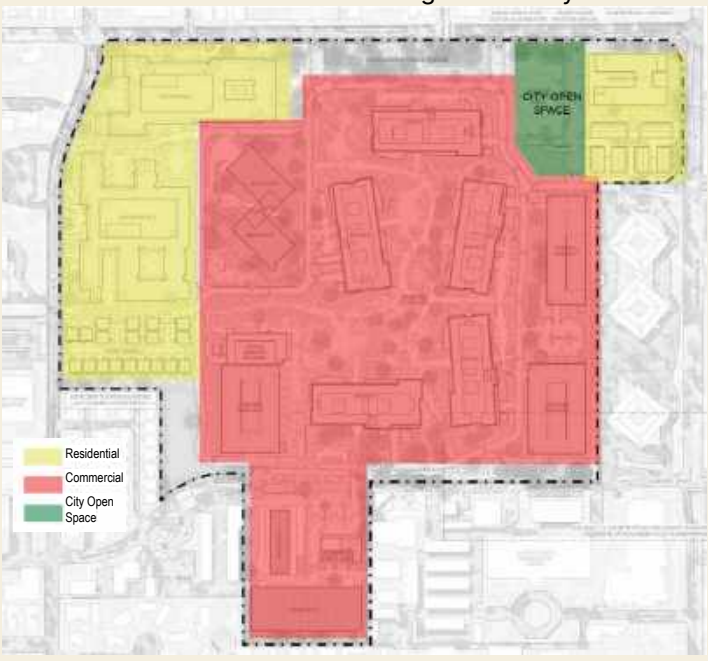
- → **A new Retail Village that creates a neighborhood center.** Approximately **40,000 square feet of retail** is introduced in a walkable village format intended to support cafés, dining, services, fitness/wellness, and local shops.

- → **Major public realm and park commitments.** The plan provides **more than 26 acres of open space, including 14 acres** of publicly accessible open space, with **more than 6 acres of dedicated parkland**. The updated plan also accommodates a larger area for the future sports field and a variety of programmed open spaces that provide recreation and outdoor amenities for Parkline and the surrounding community.

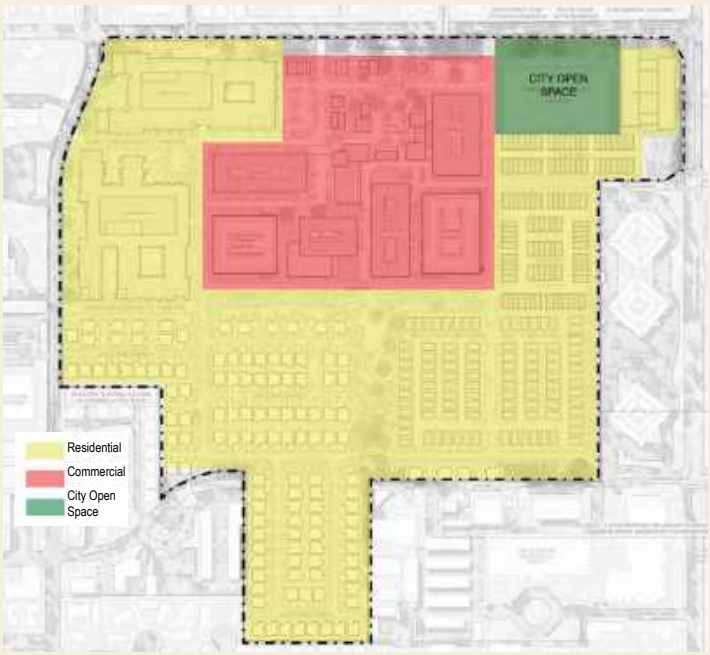
- → **A major land-use shift toward housing and open space.** Commercial land area is reduced from approximately **37 acres to 14 acres**, while residential land area increases from approximately **16 acres to 44 acres**.

- → **A smaller, higher-quality office/R&D district.** Office space is reduced to approximately **900,000 square feet**, a substantial decrease compared to both the Approved Project and the **approximately 1.38 million square feet of office/R&D space on the site today**—paired with a design-forward mass timber strategy to improve sustainability and architectural character.

The following sections provide additional details regarding the proposed CDP Modification.



Land Use of Current Approved Master Plan



Land Use of Proposed CDP Modification

02 Project Setting & Current Land Use Controls

Project Site

The CDP Modification would involve redevelopment of the **same Project site area as under the Approved Project**; no changes to the site boundaries are proposed. The site currently remains developed with 39 existing SRI buildings, and buildings located at 201 Ravenswood Avenue which has been owned by the First Church of Christ Scientist since it was acquired from SRI in 1957. The existing buildings total approximately 1.38 million gross square feet of existing commercial uses as shown in **Figure 1.** Under current operations, the existing campus is not open to the public and is mostly surrounded by a security fence with limited access points.

While the original approvals anticipated that Buildings P, S and T would be retained for SRI's continued operations, under the CDP Modification, all existing buildings will be demolished to accommodate additional housing units. Consistent with the Approved Project, the CDP Modification would open the site to the public through creation of extensive open space areas, bike and pedestrian trails, and a thoughtfully designed neighborhood-serving retail village.

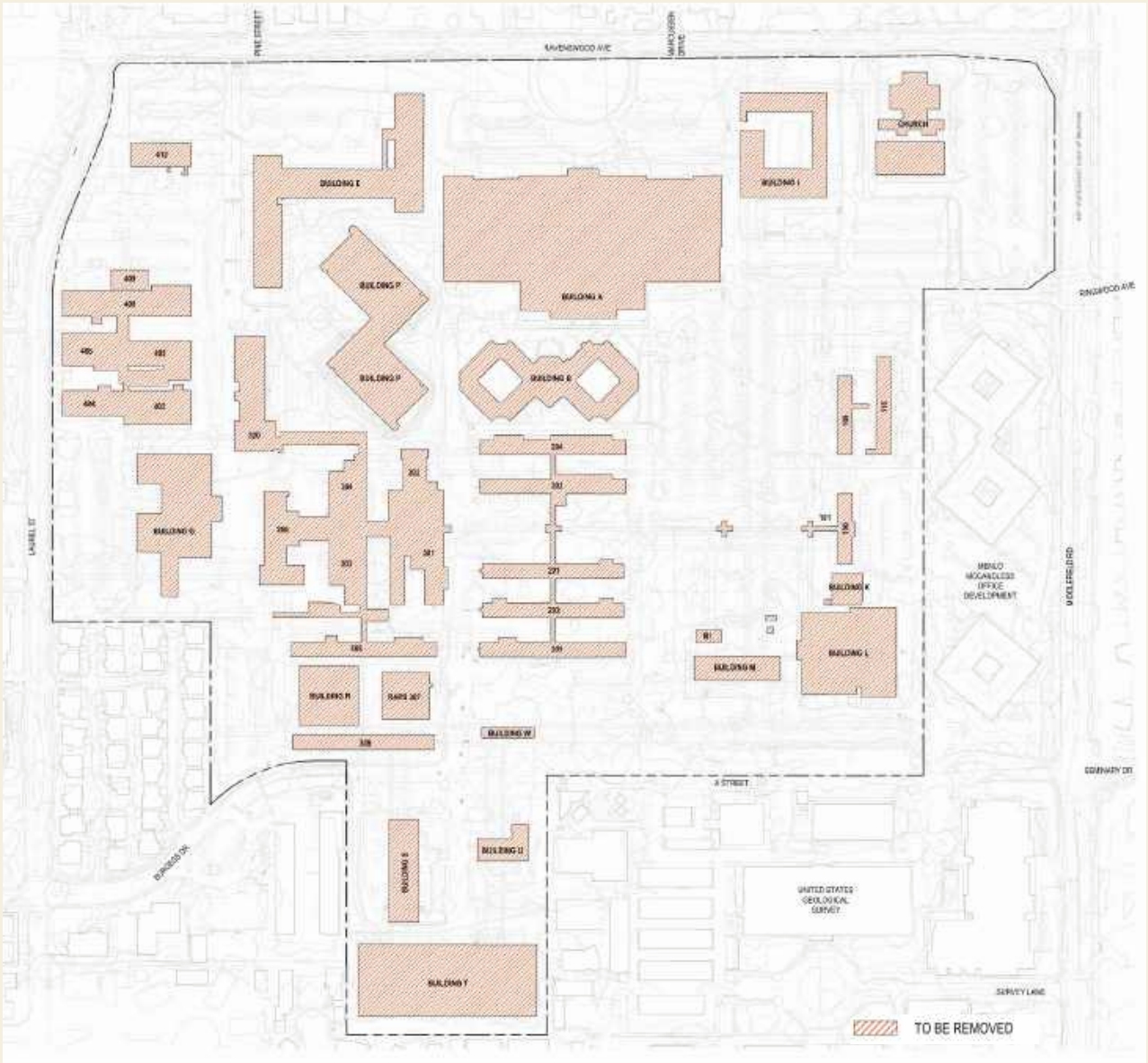


Figure 1: Existing Project Site and Demolition Plan

Existing Land Use Controls

General Plan: The General Plan land use designation for the site is Commercial, and more specifically, Professional and Administrative Office. This designation allows for professional, executive, general, and administrative offices, R&D facilities, residential uses, and similar and compatible uses such as neighborhood-serving retail and services. Residential density is limited to 30 units per acre and maximum FAR for non-residential uses is up to 50 percent, which is significantly higher than what was negotiated through the Approved Development Agreement, which limits the maximum office/R&D space to 925,000 SF (which equates to an approximately 33% FAR limit for office/R&D uses). Master-planned developments like Parkline may aggregate residential density and non-residential FAR across the Project site. The CDP Modification are consistent with the General Plan land use controls.

Zoning: The site is zoned C-1-S(X). The C-1-S district allows for housing and employment uses and is only applicable to parcels or sites within 0.5 mile of a major transit stop. Permitted uses include, among other things, multiple dwellings, single-family dwellings, R&D, administrative and professional offices, and retail sales establishments. Other uses are permitted subject to approval of an administrative permit or use permit. Residential density is limited from 12 du/acre to 30 du/acre. Maximum residential FAR is 40% to 100%. Maximum non-residential FAR is 50%. The "X" district denotes that the site is subject to a Conditional Development Permit that establishes permitted and conditionally permitted uses for the Approved Project, Project-specific modifications to development regulations in the C-1-S district, phasing, operational requirements, and other conditions. As described later in **Section 03**, a CDP amendment is required to allow for the updated site plan and site-specific development standards that would accommodate the CDP Modification.

Current General Plan Map

Current Zoning Map

03 Summary of CDP Modification

Overview of Project Components

The CDP Modification intentionally maintains many of the key elements of the Approved Project consistent with the original vision established for the site, but builds upon those elements to create an elevated campus environment. The CDP Modification will transform the outdated research and development campus into a modern neighborhood with the following key components:

1,082 New Residential Units
A range of housing types and unit mixes suitable for households of all sizes within two multifamily buildings containing 300 units each, 122 single-family homes, 98 small lot single-family homes, 108 townhomes, and an approximately 1.6-acre area to be dedicated to an affordable housing developer for 154 below-market-rate units along Middlefield Road between Ravenswood Avenue and Ringwood Avenue.

Affordable Housing
In addition to the 154 below-market-rate units that would be developed by a third-party affordable housing developer on dedicated land consistent with the approved Development Agreement framework, 15% of all of the rest of the units would be deed restricted as affordable units, resulting in a Project that proposes 27% of all units as affordable units.

"Live, Work, Play" Mixed-Use Plan
Four new office buildings ranging from approximately 180,000 to 260,000 square feet located in the center of the Project site that surround a neighborhood-serving retail village with nine retail buildings with floor plates ranging from approximately 1,000 to 18,000 square feet, all easily accessible to new residents and surrounding neighborhoods.

Overview of Project Components

The CDP Modification intentionally maintains the key elements of the Approved Project consistent with the original vision established for the site, but builds upon those elements to create an elevated campus environment. The CDP Modification will transform the outdated research and development campus into a modern neighborhood with the following key components:

Compatible Neighborhood Design
Thoughtful placemaking and orientation of residential buildings that integrate into the fabric of adjacent neighborhoods, including a network of new bicycle and pedestrian pathways and related mobility improvements that enhance accessibility and connectivity through Menlo Park, as well as new community-oriented recreational facilities and amenities.

Enhanced Open Space
Approximately **26.9 acres** of open space distributed throughout the site with active and passive areas that are landscaped with existing heritage trees, hundreds of new trees, and drought-tolerant species.

Sustainable Design
In addition to new open space, approximately **1,114 net new trees**, stormwater improvements, and the removal of the co-generation plant, sustainability features include meeting LEED BD+C certification, all-electric buildings that will reduce greenhouse emissions, and Fitwel certification to maximize health and wellness.

Updated Development Program

The site plan, shown in **Figure 2** below, advances the original goals of balancing the built and natural elements, creating new multi-modal connections, and enhancing Menlo Park's civic infrastructure through creation of improved connectivity and public open spaces for passive and active outdoor activities. **Table 1** (next page) provides a detailed summary of the CDP Modification components as compared to the Approved Project.

Figure 2: CDP Modification Site Plan

Table 1: Project Site Data Summary

	Approved Project	CDP Modification
Site Area		
Total Site Area	2,797,797 sf (approx. 64.23 acres)	No change
Site Development Intensity		
Office / R&D Area	1,378,330 sf (0.49 FAR)	901,493 sf (0.32 FAR)
Retail	N/A	40,629 sf (0.01 FAR)
Residential Area	1,096,000 sf (0.39 FAR)	2,013,319 sf (0.72 FAR)
Building Area Summary		
Office / R&D Building Area	Building 1: 184,000 sf Building 2: 227,300 sf Building 3: 227,300 sf Building 4: 229,000 sf Building 5: 184,000 sf Office Amenity: 40,000 sf **Total: 1,091,600 sf** ***Per CDP and Development Agreement, 925k SF Office/R&D max; 75k SF Retail max**	Building 1: 227,021 sf Building 2: 262,135 sf Building 3: 230,581 sf Building 4: 181,756 sf No office amenity building proposed **Total: 901,493 sf**
Retail Building Area	N/A	Retail 1 : 2,667 sf Retail 2: 3,594 sf Retail 3: 961 sf Retail 4: 3,478 sf Retail 5: 1,125 sf Retail 6: 1,927 sf Retail 7: 7,806 sf Retail 8: 2,104 sf Retail 9: 17,057 sf **Total: 40,629 sf**

NOTE: Gross Floor Area calculations for the CDP Modification exclude exterior terraces and balconies that are open-air and unenclosed. Under Menlo Park Municipal Code §16.04.325(C)(4), covered balconies may be excluded from GFA provided certain criteria are met, including limits on column width. In this instance, the structural columns supporting the exterior terraces exceed 12 inches in width due to the use of mass timber, which was selected to advance the Project's environmental performance and sustainability objectives, in addition to improved aesthetics and design. Comparable exterior terraces supported by conventional steel construction could be designed with slimmer columns that would satisfy the 12-inch dimensional criteria, but would rely on less sustainable structural materials. Strict application of the column-width criteria would result in these open-air terraces being counted as GFA despite their function as exterior open space rather than usable interior floor area. Because the Project is regulated by a CDP, which allows for Project-specific application of development standards, approval is requested for a modified application of the column-width criteria set forth in §16.04.325(C)(4) for the exterior terraces..

Table 1 (cont.): Project Site Data Summary

	Approved Project	CDP Modification
Residential Building Area & Residential Density		
Residential Building Areas	Residential 1: 398,000 sf Residential 2: 393,000 sf Residential 3: 178,000 sf Townhomes 1 (Detached Townhomes: 72,000 sf Townhomes 2 (Attached Townhomes): 55,000 sf **Total: 1,096,000 sf**	Residential 1: 398,000 sf Residential 2: 393,000 sf Residential 3: 178,000 sf Area 1 (Single-Family Homes): 451,118 sf Area 2 (Small Lot): 354, 495 sf Area 3 (Townhomes): 238,706 sf **Total: 2,013,319 sf**
Residential Building Dwelling Units	Residential 1: 300 Residential 2: 300 Residential 3: 154 Area 1 (Detached Townhomes): 19 Area 2 (Attached Townhomes): 27 **Total: 800 dwelling units**	Residential 1: 300 Residential 2: 300 Residential 3: 154 Area 1 (Single-Family Homes): 122 Area 2 (Small-Lot Single Family): 98 Area 3 (Townhomes): 108 **Total: 1,082 dwelling units**
On-Site Parking Summary		
Commercial Parking		
Office Building Parking	Parking Garage 1 Parking Garage 2 Parking Garage 3 Total Garage Spaces: 2,330 Total Surface Parking: 290 Spaces Underground Parking Buildings 1 - 5: 180 Total Spaces **Total Office Parking 2,800 Spaces**	Parking Garage 1 Parking Garage 2 Total Garage Spaces: 1,548 Total Surface Spaces: 0 Underground Parking Buildings 1-4: 358 Total Spaces **Total Office Parking: 1,803 Spaces**
Retail Parking	N/A	**Total Retail Parking: 100** **Total Commercial Parking: 1,903**
Residential Parking		
Minimum Residential Parking	**919 Total Spaces** Approx. 1.25 spaces/DU for multifamily units, 2.0 spaces per townhouse + visitor parking, and 0.5 spaces per unit for the 100% affordable building Podium Parking Structures and Surface Parking Areas for multifamily buildings, and garage and surface parking for townhouses.	**1,550 Total Spaces** Approx 1.25 spaces/DU for multifamily units, 2.0 spaces per townhouses/single family homes + visitor parking, 0.5 spaces per unit for the 100% affordable building, 0.33 spaces per unit for guest parking

The parking ratios reflect the minimum amount of parking required for functionality and to avoid spillover parking impacts into adjacent neighborhoods. The 1.25 ratio is also consistent with industry underwriting standards, which require a baseline level of parking to support market absorption and financing.

Residential Program

Overview

The CDP Modification features 1,082 homes with a mix of housing types, an increase of 282 units compared to the Approved Project. The increased number of residential units reflects the input and feedback provided by City stakeholders and the community over a multi-year planning process leading up to the approval of the Project. Incorporation of additional housing will positively contribute towards the City's compliance with its state RHNA obligations.

The incorporation of additional housing is made feasible by reconfiguring the office/R&D buildings into a more efficient layout, and through demolition of existing Buildings P, S, and T, both of which allow for the consolidation of the commercial area and expansion of area available for residential uses.

The new masterplan vision for Parkline aims to better connect the Project to its surrounding neighbors. The CDP Modification proposes to include four housing typologies: apartments, single-family homes, small lot single-family homes, and townhomes as outlined in more detail below. These are arranged around the site to provide natural transitions in building form and size between Parkline's neighbors and within the site.

Laurel Street will still feature multifamily buildings (R1 and R2) along with single-family homes, which will create enhanced pedestrian and bicycle activity near the civic center. Lower density residential remains located adjacent to the Burgess Classics neighborhood to create a harmonious transition in building form and heights. Consistent with the Approved Project, the updated plan will also continue to protect Laurel Street from traffic and limit vehicular access from and to Laurel Street.

The 100% affordable multifamily residential building (R3) will remain on the corner of Ravenswood and Middlefield, framing a new pedestrian pathway, parklet, and recreational area, marking the northern entry to the site. Townhomes remain at Middlefield and Ringwood, and will complement the affordable housing building, providing a transition from the north. Single-family homes and small lot single-family homes occupy the southern half of the site to solidify the residential character of the new neighborhood, with different districts comprising different unit types to create variety and visual interest. The residential buildings will be interconnected through the campus with public open spaces, paseos, bike paths, and pedestrian walkways.

Overall, the residential program will achieve approximately 27% affordability. Affordability levels and further details associated with the Project's below-market rate housing proposal will be further described in the Project Sponsor's updated BMR proposal.

The new masterplan design was driven by the desire to create a variety of housing types linked together with open spaces.

Residential Program

Mixed-Income Multifamily Apartments

Two multifamily buildings (R1 and R2), each with 300 units (and a 15% affordability requirement per building), will remain located on Laurel Street and at the corner of Ravenswood Avenue. No material changes are proposed for these two buildings as compared to the Approved Project.

These buildings will use a wrap construction style, with a multi-level parking garage at the center and residential units wrapping around it to conceal the parking. Although they share the same construction style, the buildings will vary in height. R1 will be mostly five stories, with a small portion of the building at six stories. R2, closer to the single-family homes, would generally be four stories with a stepped down portion of the building fronting Laurel Street at three stories, and a smaller area closer to the interior of the site comprising five stories.

Each building will offer a mix of studio, one-bedroom, two-bedroom, and three-bedroom units, with 1.25 parking spaces provided per unit. Unit mix and types are set forth in the CDP Plan Set.

The architecture will draw on Mission Revival or Mediterranean styles to reflect Menlo Park's history. Building massing will be designed for a pedestrian-friendly feel, with residential lobbies and amenities activating the street and open space frontages. Ground-floor units will have living and bedroom spaces facing public areas, creating "eyes on the street." Residents will have access to common open spaces, such as courtyards and large roof decks on top of the parking garage, as well as private patios and balconies.

Affordable Housing (BMR) Apartment Building

Approximately 1.6 acres will still be set aside for a 100% affordable housing development at the corner of Ravenswood and Middlefield Road, although the configuration has been modified in order to accommodate a larger parkland area (i.e., future sports field) and the revised plan for the commercial district. The building will feature up to 154 residential units in a six-story structure, with a mix of one-bedroom, two-bedroom, and three-bedroom units (predominantly two-bedroom and three-bedroom units for families). Parking will be provided on-site at a 0.5 space per unit basis, with additional parking being provided on a shared basis in the nearby office garages. The building will also include a small space that is suitable for a bicycle repair shop although a user has not been identified. It is also possible that the space could be occupied by a small coffee shop or juice bar. Open space will consist of common podium courtyards and private balconies.

The architectural style will be transitional: contemporary but harmonious with the modern French cottage style of adjacent townhomes. The building will activate public spaces at ground level with residential lobbies, amenities, and pedestrian connections, with the main lobby and amenity spaces facing the future recreational area.

Residential Program

Single-Family Homes

122 single-family homes are proposed along Laurel Street and across the southern half of the site to establish a clear, residential foundation for the new neighborhood and create a comfortable transition to surrounding homes. From there, a connected network of public open spaces will knit the community together—linking the residential areas to the broader campus through inviting paseos, landscaped bike paths, and safe, accessible pedestrian walkways that encourage walking, biking, and everyday gathering. Each home will offer 4 bedrooms and a two-car garage. The homes are designed in three complimentary architectural styles: Craftsman, Contemporary Farmhouse, and Modern Rustic.

The Single-Family Homes are designed in three complimentary architectural styles: Craftsman, Contemporary Farmhouse, and Modern Rustic.

Residential Program

Small Lot Single-Family Homes

98 small lot single-family homes are proposed in the southeastern corner of the site, south of the attached townhomes and adjacent to the existing McCandless office park, to create a compatible transition to the surrounding neighborhood context. Each three-story small lot single-family home will offer 4 bedrooms and a 2-car garage. The homes are designed in three complementary architectural styles: Craftsman, Contemporary Farmhouse, and Modern Rustic. All homes include generous second-floor decks and side yards.

The Small Lot Single-Family Homes are designed in three complementary architectural styles: Craftsman, Contemporary Farmhouse, and Modern Rustic, and include generous second-floor decks and side yards.

Residential Program

Townhomes

108 townhomes will be located along Middlefield Road near the intersection with Ringwood Avenue, adjacent to the affordable housing building. These three-story homes will create a medium-scale transition as one enters the campus from Middlefield Road. Each home will offer 3 or 4 bedrooms and a two-car garage. The architecture will be in a modern French cottage style.

Townhomes are designed in a modern French cottage-style

Office / R&D Program

The updated site plan significantly consolidates the office/R&D program, replacing a dispersed, multi-building office layout (including Buildings P, S, and T) with a more compact, centralized office/R&D footprint. By eliminating the existing Buildings P, S and T, and tightening the office/R&D blocks and supporting access and parking garages, the office/R&D component occupies significantly less land overall and functions more efficiently, freeing up substantial area for expanded residential uses, the retail village, and open space.

The CDP Modification results in the demolition of 1,393,032 square feet of outdated office/R&D space, including Buildings P, S, and T, which represents an increase of 286,730 demolished commercial square footage as compared to the Approved Project. In terms of new development, the CDP Modification **proposes approximately 900,000 square feet of office/R&D space,** as compared to the maximum allowable 925,000 square feet of office/R&D authorized under the Approved Project.

The offices are sited within the interior of the site, adjacent to the retail village, and will include access points along Ravenswood Avenue and Middlefield Road. Access to the buildings will not be available from Laurel Street in order to reduce vehicle trips along that roadway.

Office / R&D Program

Approximately 900,000 square feet of new office/R&D uses will replace the existing buildings with parking generally provided within above-grade parking structures, with a limited amount of underground parking within each office/R&D building.

Modern office/R&D facilities will provide the type of space and configuration that is attractive to a wide range of potential tenants.

Articulated Building Massing

The newly proposed office/R&D form emphasizes strong connections to the rich open spaces and outdoor amenities within the masterplan. Main entrances will be clearly defined as double height spaces and covered ground floor arcades are a feature along the public faces of each office. Above grade decks will be integrated in the building design to create human-scale elements, reduce massing, and integrated workspaces.

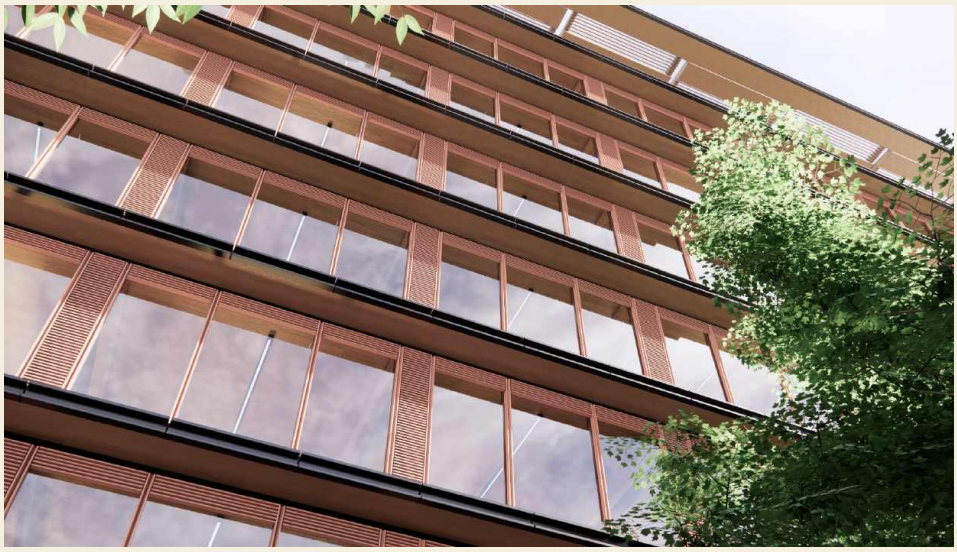
Architectural Character

The architectural character of the office/R&D buildings is defined by both natural materials and connecting the workplace to the outdoors. Three of the four office/R&D buildings are designed as mass-timber and incorporate the structural elements into the exterior expression and interior finishes.

Office / R&D Program

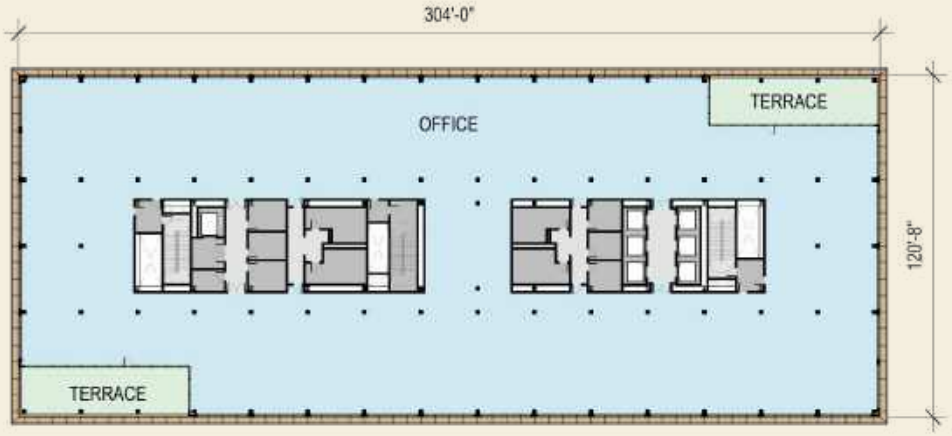
Smart Enclosure Design

The building exterior design will contain elements such as horizontal sun shading devices, energy efficient wall and high-performance glazing systems, and sustainable materials.



Flexible Floor Plates

The commercial building floor plates will be large to promote flexibility and accommodate various tenants in the market, including a range of office/R&D tenants. Building core elements, such as elevators, stairs, restrooms, mechanical shafts are centrally located to promote innovative, flexible internal planning, potential for collaboration, and visual access to the open spaces. The floor-to-floor heights (averaging at 14′- 6″ per floor) will provide high ceilings and world class views.



Exterior Materials

The primary exterior building materials will complement the existing site context. Exterior cladding systems under consideration include terracotta rainscreen, glass fiber reinforced concrete, metal panel, stone, and other natural materials.

Office / R&D Program

Designated Loading Areas

All buildings will contain loading areas that will be screened from view with landscaping and related treatments.

Activation and Connection to Open Space

All commercial buildings will have secondary access points to the open space areas, as well as private open space elements that engage and connect to the public open spaces. The buildings will also be designed to architecturally address the open spaces and will not “turn their backs” to the open spaces. This will enliven the experience throughout the various open spaces to provide a continuous synergy. Additional components are anticipated to include outdoor seating areas and entrances that are designed to extend activities into the open spaces, placement of large windows to maintain visual connections, canopies and overhangs to provide sheltered outdoor areas, and building orientations that maximize sun exposure and create comfortable outdoor spaces.

Retail Program

The addition of residential units and consolidation of the office/R&D component creates an opportunity for a neighborhood-serving retail village in a distinctive, walkable setting.

The CDP Modification proposes a 9-building Retail Village in the north-central portion of the site, generally ranging from approximately 1,000 to 18,000 square feet, for a total of up to approximately 40,000 square feet. Organized as a small-format village with pedestrian paseos and gathering areas, the Retail Village is centrally located between the Project's office and residential uses and adjacent to key open space amenities, supporting convenient, day-to-day services and complementary tenants that reinforce the Project's live-work-play environment.

The Retail Village is organized around a series of small to large open spaces. These spaces can accommodate a range of functions from shared outdoor dining to farmers markets and community concerts or movie nights.

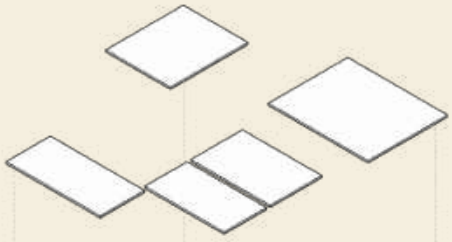
Retail Program

Architectural Character

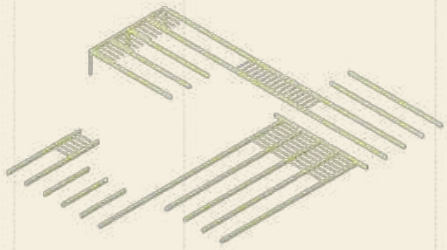
The Retail Village is characterized by small scale, intimate, and tactile buildings that invites visitors to explore and linger. The defining elements of the architecture are strong horizontal eaves that provide shade, structural elements that Project outward forming gateways and trellis', and natural materials that provide character and warmth.

Building Massing

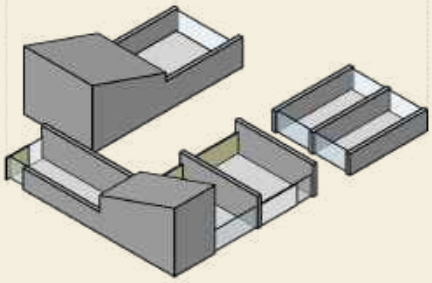
The Retail Village buildings are thought of as a kit of parts that gives the neighborhood both a singular identity and enough variation for visual interest and a diverse range of spaces and experiences. The buildings are composed of a series of horizontal eaves and wood trellis that provide shade, and define smaller scale outdoor spaces. Below the horizontal elements are a series of walls made up of stone, wood, plaster, and glass that provide textural variation and individual identity for retailers and tenants.



ROOF AND AWNINGS



TIMBER STRUCTURE AND TRELLIS



RETAIL AND F&B PROGRAM

Retail Program

Layout

There are 9 individual retail buildings arranged in clusters of smaller forms that correspond to each retail space. Buildings 1, 2, and 3 line the internal road to activate the public way and create a vibrant pedestrian retail experience. Buildings 4 to 9 are organized into clusters that form small, medium, and large courtyards that can be used for shared dining and outdoor activities. This creates a diverse array of open spaces activated by retail and food and beverage.

Materials

The material palette is a mix of natural materials, dark metal, and glass. The vertical surfaces of the retail buildings are composed of natural stone, wood siding, plaster, and glass. Dark metal eaves and soffits float over these walls to provide shade and connectivity to the surrounding open space. Wood structure is exposed where possible and wood trellis blend together the indoor and outdoor spaces.

Retail Program

Relation to Open Space

Open space is central to the retail concept and defines the sense of place for the retail village and Project as a whole. A great lawn measuring over a hundred feet square provides a central gathering place that can host farmer's markets, concerts, and movie nights. Smaller courtyards adjacent to the great lawn provide shaded outdoor spaces with generous seating and planting.

The Retail Village along Ravenswood is organized around a series of existing Heritage Trees. The trees provide instant character and define the entry into the Project and intimate courtyards for gathering and dining.

Open Space Program

The incorporation of substantial open space continues to be a defining characteristic of the CDP Modification, serving to integrate the site into the surrounding community while creating a highly livable environment for future residents and tenants.

The provision of substantial open space continues to be a defining characteristic of the CDP Modification, serving to integrate the site into the surrounding community while creating a highly livable environment for future residents and tenants. Approximately **26.9 acres** of open space areas and supporting amenities are provided, approximately **13.79 acres of which will be publicly accessible open space.**

The CDP Modification retains key open space features including the Ravenswood Avenue Parklet, the 2.65-acre recreational area, paseos, bicycle and multi-use paths. Consistent with the updated site plan, the remaining open space network has been reconfigured into a more cohesive, connected system with landscaped paseos, pedestrian and bicycle pathways, and gathering areas that link the residential neighborhoods, retail village, and office/R&D uses.

To accommodate the consolidated office/R&D footprint and the addition of the retail village, the approximately **3-acre primary open space (Parkline Commons)** has shifted south, strengthening its role as a green buffer and transition between the commercial and residential components while preserving generous campus-style open space throughout the site.

View of the central multi-use path and edge of Parkline Commons, over 4 acres of centrally located open space that links and buffers the various building types and uses within Parkline.

Heritage Tree Preservation

Like the Approved Project, the CDP Modification preserves existing mature heritage trees across the site where feasible. The site currently contains approximately 1,342 trees, including 600 heritage trees. The City conditionally approved the removal of 264 heritage trees of which 202 were to be removed for development related reasons and 62 for non-development related reasons. The City also determined that 48 of the trees in close proximity to improvements are subject to further review in connection with the Architectural Control review process.

Under the CDP Modification, the modified land use program's addition of hundreds of residential units necessitates the removal of more trees, including heritage trees, but efforts were made to retain the most prominent groves along the site's frontages, and incorporate additional trees where appropriate. In total, the CDP Modification maintains approximately 228 existing trees and adds approximately 1,114 new trees, resulting in a total of 1,342 trees on the site.

Table 2: Tree Summary

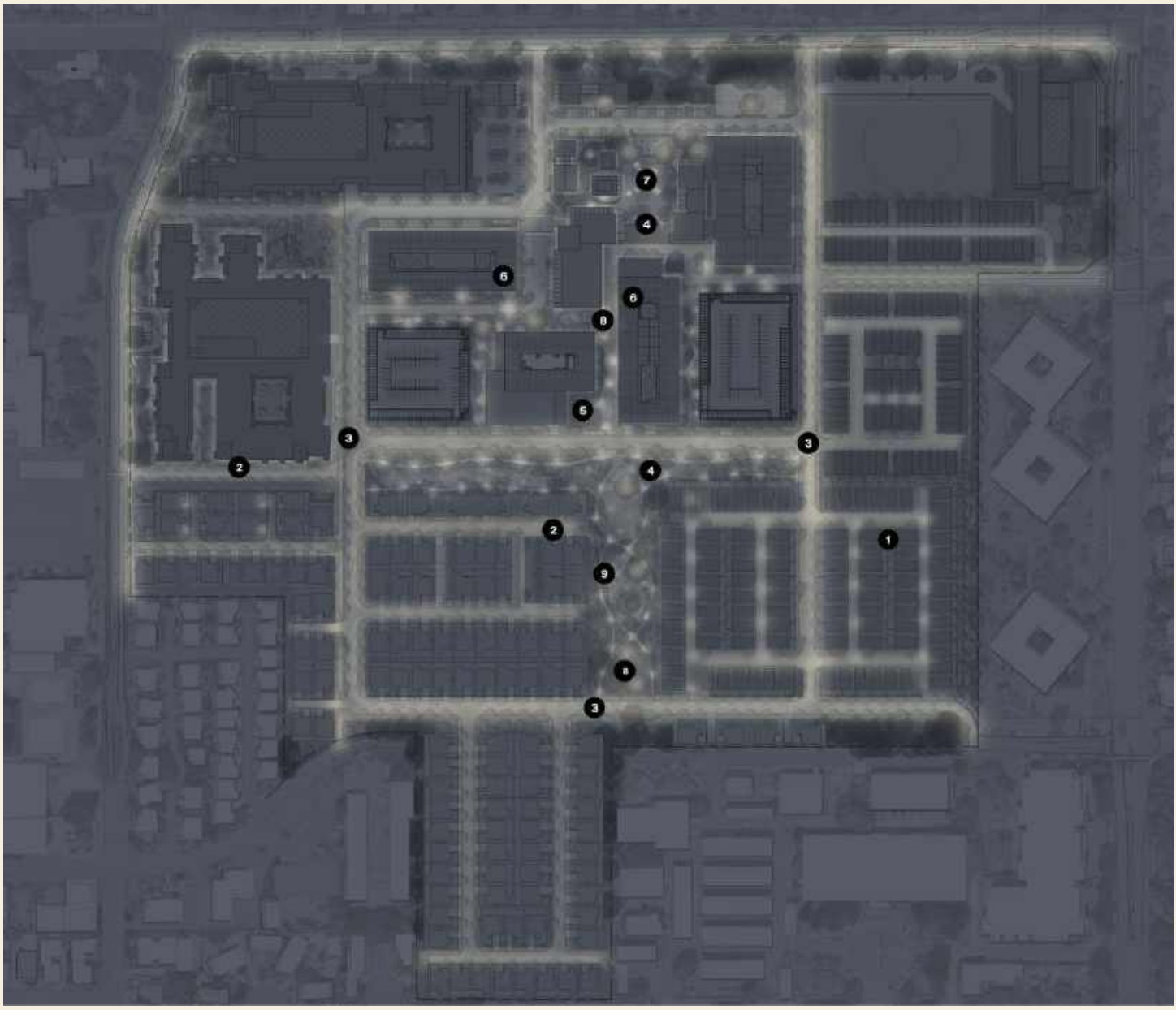
Tree Type	Approved CDP	CDP Modification
Preserved Heritage Trees	336	159
Preserved Non-Heritage Trees	196	69
Proposed New Trees	860	1,114
Total Trees in Masterplan	**1,392**	**1,342**

Heritage trees throughout the site are used to anchor key open spaces.

Site Lighting Concept

The lighting plan has been revised to reflect the modified site plan, but will continue to comply with California State Title 24 and the City's lighting guidelines, including the City's "Dark Skies" guidelines to minimize light pollution. Environmental stewardship is a key driver of the lighting approach at Parkline. Luminaires are fully shielded and carefully aimed to minimize uplight and light spill beyond the site. Light levels are designed to support safety and usability while reducing impacts on adjacent properties and nearby ecological areas.

Light distribution, mounting heights, and color temperature are selected to create a calm nighttime environment that complements the architectural and landscape design. Lighting is designed with both people and vehicles in mind, creating visual continuity for drivers while reinforcing the walkable nature of the neighborhood. At residential streets, lighting remains deliberately restrained, avoiding excessive brightness while contributing to a comfortable nighttime experience that feels residential in scale and character.



Lighting is conceived as a cohesive system that unifies the master plan, guiding residents and visitors intuitively through the site while maintaining a restrained and context driven character appropriate to a mixed-use residential environment.

04 Circulation and Mobility

Vehicular Access

The CDP Modification vehicular circulation plan is similar to the Approved Project and informed by the same objectives. In general, internal roads and access points are designed to create separation between the commercial and residential uses, minimize trips on Laurel Street, and provide appropriate emergency vehicle access.

Residential Access & Circulation

Access to the residential buildings along Laurel Street is unchanged from the Approved Project and limited to the following entries: (1) one entry point along Ravenswood Avenue, toward the west side of the site; and (2) two entry points along Laurel Street: one entry for the multifamily residential buildings and a second entry for a small grouping of single-family homes.

The internal residential neighborhoods will all be accessed via the internal loop road with access points from Ravenswood Avenue and Middlefield Road. The internal loop road also links the two multifamily buildings to provide vehicular egress as well as required emergency vehicle access. The loop road includes a midpoint crossing through the site that serves to separate the office buildings from the residential neighborhoods and facilitates access through the site by minimizing traffic through the residential component. Access to the attached townhomes and small-lot single family neighborhoods is also available from Ringwood Avenue / Middlefield Road which connects to the eastern portion of the loop road. The residential areas may also be accessible from a future Seminary Drive connection.

Office and Retail Access & Circulation

Access to the office and retail buildings remains limited to the following: (1) two entry points along Ravenswood Avenue: one near the west, and one near the east side of the site frontage; and (2) one along Middlefield Road at Ringwood Avenue. The loop road will provide access to all office buildings, retail buildings, residences, parking garages, loading areas, as well as emergency vehicle access, but now also includes a new connection in the middle of the site intended to improve flow and limit trips through the residential neighborhood.

Roads, driveways, and drop-off areas were designed to prioritize the pedestrian experience. The number of curb cuts has been minimized where possible, all streets are lined with trees and sidewalks, and building frontages are close the public way to bring activity closer to the public realm.

Bicycle and Pedestrian Access

Bicycle and pedestrian connectivity remains a key component of the Parkline site plan. The bicycle and pedestrian circulation improvements have been refined to reflect the consolidated office footprint, the addition of the Retail Village, the expansion of residential areas, and the corresponding reconfiguration of open space and the loop road. The overall circulation concept remains to create new connectivity between the site and the surrounding community by providing new, accessible, and safe multi-modal routes, **as shown in Figure 3,** that connect key destinations and stitch the Project into the existing community network.

Consistent with the Approved Project, the following primary circulation elements are maintained: Class I multi-use path along Ravenswood Avenue extending to the Ravenswood/Middlefield intersection; Class 2 and Class 3 bicycle facilities and pedestrian walkways along the loop road; and shared bicycle and pedestrian connections between Residential 1 and Residential 2, and between Residential 2 and the single-family homes along Laurel Street. A central Class 1 bicycle route runs through the Project, providing bicycle connectivity from Burgess Drive, along the Southern loop road and Northward along the McCandless boundary toward Ringwood Ave and Middlefield Road. The updated plan also strengthens internal connectivity by linking the Retail Village, open space areas, and residential neighborhoods through a cohesive system of paseos and walkways that support comfortable everyday walking and biking.

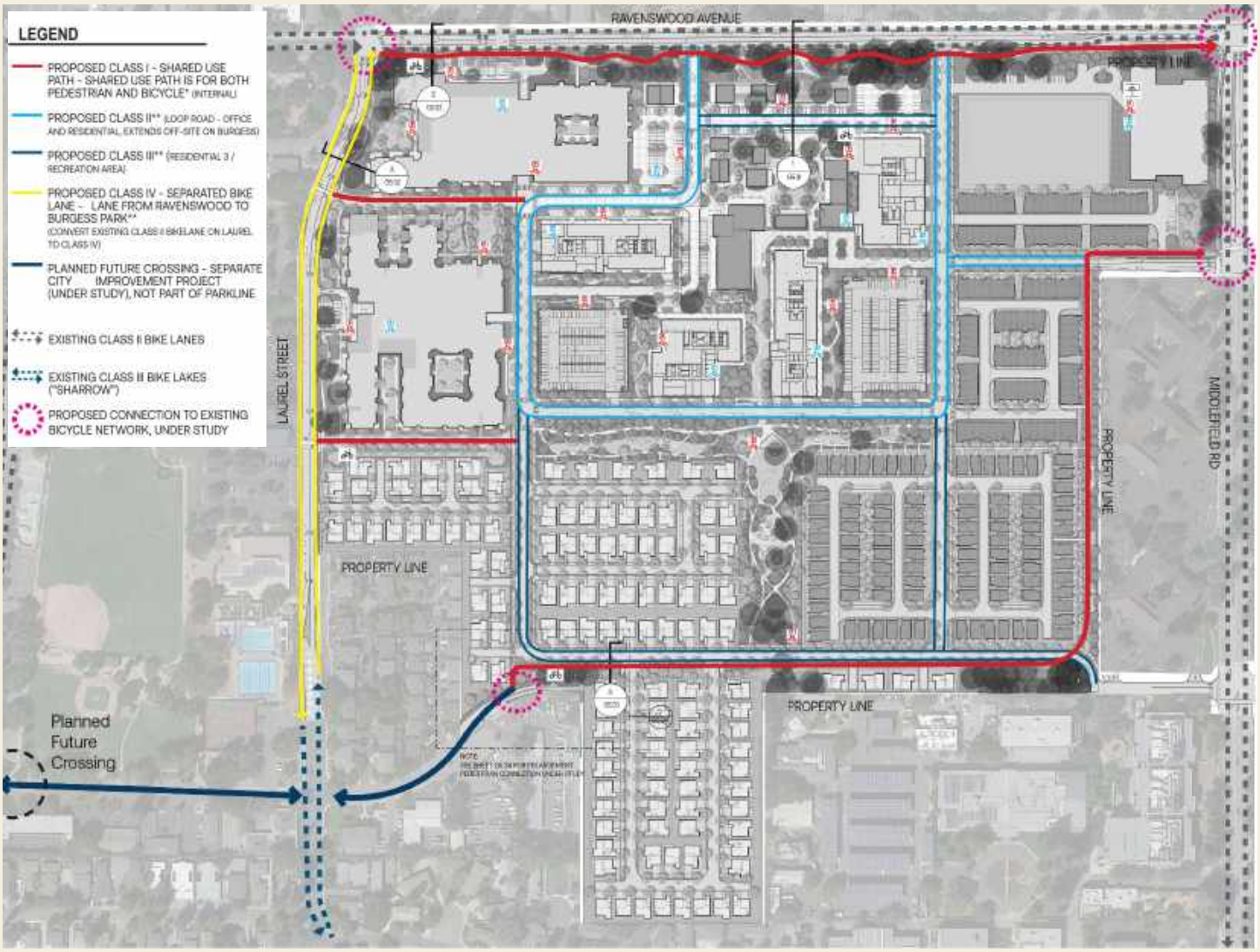


Figure 3: Proposed Bicycle and Pedestrian Circulation

05 Off-Street Parking and Loading

Residential Parking

Parking for the residential uses is similar to the Approved Project. The two multifamily residential buildings contain above-grade garages which are wrapped by the residential units. Each of the townhouses and single-family homes will have parking spaces within private garages located within each unit, organized around a driving court. Visitor parking is provided within the parking garages and as surface parking throughout the townhome and small-lot neighborhoods.

For the 100% affordable multifamily residential building, on-site parking will be provided at a ratio of 0.5 spaces per dwelling unit, with shared parking provided on evenings and weekends within the commercial parking structures and adjacent surface parking lots.

The parking ratios reflect the minimum amount of parking required for functionality and to avoid spillover parking impacts into adjacent neighborhoods. The 1.25 ratio is also consistent with industry standards, which require a baseline level of parking to support market absorption and financing.

Parking ratios are proposed to remain as approved:

Residential Building Type	Parking Ratio (spaces per DU)
Apartment Units	1.25 + 0.33 for visitors
Single-Family Homes	2.0
Small Lot Single-Family Homes	2.0 + 0.33 for visitors
Townhomes	2.0 + 0.33 for visitors
100% Affordable Units	0.5

Office Parking

Parking for the office uses will be significantly consolidated into two above-ground parking garage structures (rather than three under the Approved Project), supplemented by surface lots and two one-level underground garages beneath the four office buildings. The two office/R&D parking garages are located on the east and west portions of the office buildings to provide convenient access to the new buildings. Both parking garages are 5 stories tall. Additional single-level underground parking garages will be located below Office Buildings 1 to 4. All garages will be provided with code-required electric vehicle charging capacity and monitored security systems. The garage facades will be composed of materials that are compatible with the overall architectural language of the Project site. Landscaping and other treatments will be incorporated to screen the parking garages from view.

Parking Garage 1

View of Parking Garage 2 from the entry off Middlefield Road

Off-Street Parking and Loading

Retail Parking

Retail parking will be provided with 100 surface parking spaces distributed among 3 surface lots. In addition to parking, a visitor drop-off area is provided just north of the great lawn in the center of the Retail Village. Retail Building 9 will have a dedicated loading area behind the building with access off the internal loop road. Centralized trash and loading for the rest of the Retail Village is provided between Retail Buildings 8 and 9.

Public Parking Areas and Shared Parking Areas

Consistent with the Approved Project, the public parking for the recreational field will still be provided via surface parking adjacent to that area. The parking garages would also be available for public use on nights and weekends, with operational details to be established by a future shared parking plan subject to City approval. There is additional public parking along the loop road adjacent to the Retail Village.

Off-Street Loading

Designated off-street loading areas will be provided at each building. The loading areas will be designed to allow adequate circulation to ensure that trucks and other large vehicles can easily access these locations. Each office/R&D building will contain an off-street loading area that can accommodate up to two, SU-30 commercial trucks. The loading areas will generally be visually screened from loop road to the extent feasible.

Both multifamily residential buildings will contain separate, designated off-street loading areas. These will be utilized for major deliveries, tenant moves, and operational services such as trash removal. These loading areas will extend from the proposed residential district internal road system.

Emergency Vehicle Access

Interior streets will remain privately owned. Emergency Vehicle Access Easements (EVAE) will be dedicated to provide emergency vehicle access to the existing and proposed buildings. Emergency vehicle access to this internal circulation route will be provided from Ravenswood Avenue, Middlefield Road, Laurel Street, and Burgess Drive. The final locations of the EVAEs will be subject to review and approval by the City and Menlo Park Fire Protection District.

06 Site and Infrastructure Improvements

Site and Infrastructure Improvements

Grading Design

The grading strategy is designed to protect existing heritage trees and balance earthwork quantities to limit the need for import or off-haul to/from the site. For example, the first-floor elevations for proposed buildings have been set to minimize potential impacts to adjacent existing trees. This approach will limit the amount of earthwork required and promote tree preservation. Components of the strategy include to: generally align with existing grades, utilizing gentle slopes; raise first floor elevations to allow drainage to and within landscape areas and minimize impacts on pedestrian gathering spaces and walkways; slope to the perimeter of the site and utilize the loop road to manage storm water drainage paths to the city's storm drain system, and allow internal roads and driveways to align with existing conditions at the Project perimeter along public streets; provide an overland release path to the City right-of-way. Overall, the drainage will maintain existing drainage patterns towards the northeast corner of the site (low point of the project site elevation).

Utility Design

New utility infrastructure is required to support the improvements. A utility corridor beneath the new streets and internal loop road will include water, sewer, recycled water, and storm drain mains. A joint trench will provide space for electric and telecommunication conduits and pathways. No natural gas will be provided. All residential and commercial utilities will connect to existing mains in Laurel Street, Ravenswood Avenue, Middlefield Road, and the internal loop road which will be dedicated as a public service easement. Storm, joint trench, and recycled water connections for these buildings will be provided via the proposed utility corridor.

Stormwater Treatment

New landscaped and open space areas will be implemented throughout the site. Parkline will continue to comply with San Mateo County's C3 requirements and utilize LID stormwater treatment measures. In addition to bioretention flow-through planters and silva cells, larger centralized treatment areas are incorporated that can also serve as open space. Stormwater Operations & Maintenance agreements will be required to ensure that installed stormwater facilities are properly maintained.

Approximately 23% of the site will be pervious compared to 26% pervious area under existing conditions. Due to the minor increase in impervious area across the site, Parkline will utilize LID treatment measures and underground storm drain pipes to detain and slow stormwater flows, ensuring that the proposed flow rate leaving the site will be less than existing conditions, meaning that no additional hydromodification measures will be required.

Recycled Water

All new commercial buildings and the multifamily apartment buildings will be dual plumbed for recycled water applications. Three recycled water connections will be provided for the site from the intersection of Middlefield Road and Ringwood Avenue, from Laurel Street and from Burgess Drive as part of the Project's community benefits package. These connections will be run within the limits of the public service easement loop road for distribution and connectivity to Laurel Street and Burgess Drive.

Off-Site Improvements

Improvements in the public right-of-way will include, at a minimum, new curbs, gutters, and sidewalks along the frontages as well as a full-street 3″ grind and overlay of Laurel Street, Middlefield Road, and Ravenswood Avenue. Trench restoration will also be required wherever there are new utility connections.

07 Sustainability

Sustainability

Sustainability is a central objective of the CDP Modification program and a key consideration shaping both project design and long-term operations. The program is intended to substantially reduce energy intensity, lower water consumption, and minimize the project's overall carbon footprint. These gains will be driven in large part by replacing the existing outdated and energy-inefficient buildings, including the cogeneration plant, with new buildings designed to meet current leading sustainability standards. The new development will incorporate the City's Reach Code and green building program, CalGreen, LEED, and California Title 24 requirements, resulting in a meaningful advancement in environmental performance across the site.

LEED Certification

The Project will incorporate a comprehensive range of sustainability strategies with the goal of achieving LEED certification across all building typologies, either through direct certification with the U.S. Green Building Council (USGBC) or through verification under the City of Menlo Park's LEED Performance Program.

Office / R&D Buildings
Office/R&D buildings will pursue LEED Core & Shell certification under the LEED v4 rating system, targeting a minimum level of LEED Gold, with a stretch goal of LEED Platinum. Each commercial building will be certified separately.

Residential Buildings
Multifamily residential buildings will pursue LEED Gold certification through the LEED New Construction program and the USGBC exception for residential buildings over four stories.

The townhomes will target LEED Silver certification through the LEED for Homes program, or an equivalent sustainability standard appropriate for residential townhouse development.

Single family homes will not pursue LEED certification.

Retail Buildings
The largest retail building (building 9) will pursue certification under the LEED New Construction – Retail pathway, with a target of LEED Silver certification.

All other retail buildings are not proposed to pursue LEED certification because they are less than 10,000 square feet in size.

Fitwel Certification

New office/R&D buildings will be designed to promote occupant health and wellness through Fitwel certification, a program developed by the CDC to address health as an interconnected system, incorporating various design factors and operational policies to create a healthy workplace and encourage occupants to make small shifts in their everyday lives.

No Use of Natural Gas

The new office/R&D, retail, and residential buildings will utilize an all-electric system.

Sustainability

The sustainability measures and commitments described below are consistent with those included in the Approved Project.

Construction Waste Diversion

Throughout construction, demolition waste will be source-separated and tracked to divert waste away from landfills, with a target of recycling over 80% of construction and demolition waste and comply with City requirements.

Electric Vehicle Parking

Electric vehicle ready parking spaces will comply with code requirements. The parking for office/R&D and retail buildings will incorporate approximately 30% of parking spaces as EV-Capable, including 15% of spaces installed with EV chargers. These percentages reflect conformance to both current Cal Green and Menlo Park Green Codes.

The single-family and townhomes will include one Level 2 Ready charging space and one Level 1 charging space each. In the multi-family residential buildings the number of EV capable and EV ready spaces will be dependent on the ratio between assigned and unassigned spaces.

Building Design

The building design approach will also target reduced carbon emissions, including operational carbon, embodied carbon, and transportation related carbon in building design. The sustainability program will investigate embodied carbon within building materials and give preference to materials from sustainable sources by providing specification language for reduced embodied carbon materials and construction phase material tracking.

Water Use Management

Water usage will comply with all applicable state and local codes and regulations, and will incorporate certain features, such as low-flow fixtures, options for greywater use, and recycled water for landscape irrigation, among others.

Grey Water Reuse

Multifamily residential buildings include greywater capture and reuse systems to meet the current Reach Code requirements.

Stormwater Recapture and Drought Tolerant Landscaping

Permeable surface areas will be maximized where possible to reduce stormwater runoff, which instead can be captured in a water collection system to reduce use of potable water for irrigation and other building needs. Native drought tolerant plants and low-flow drip irrigation systems will be installed to further minimize potable water consumption.

08 Construction and Project Phasing

Construction and Project Phasing

The CDP Modification proposed phasing plan is largely consistent with the Approved Project. Construction of the entire project could occur in one phase but is likely to be constructed in four or more phases depending on market conditions, availability of financing, and tenancy demand. Construction consists of multiple stages, starting with site preparation upon recordation of the first Final Map and issuance of a demolition permit. That phase involves the removal of the majority of existing utilities, irrigation, overhead lines and poles, and unused public utility laterals within the City's right-of-way, as well as decommissioning of the cogeneration power plant and the existing PG&E substation. The conceptual phasing plan is shown in **Figure 4** on the following page.

Following the removal of the designated utilities, asbestos and lead based paint abatement will take place. Demolition would follow when all landscaping would be removed except for certain Heritage trees in compliance with Heritage Tree Removal Permit. All buildings, underslab utilities, and foundations would then be demolished, as well as all concrete, AC pavement, base rock subgrade, and surface utilities.

Grading and installation of utilities follows the demolition phase, which is estimated to take approximately 12 months to complete. Construction of the Phase 1 buildings (multifamily R1 and R2) is anticipated to commence after the utilities are installed. During construction of the Phase 1 improvements, the future phase parcels would be secured by construction fencing with a maintenance gate for limited access and stabilized with stormwater and bio-retention improvements necessary to meet any applicable C3 requirements.

Phase 2 would involve construction of the townhomes, small-lot single family and single-family homes. Phase 3 would involve construction of the commercial (office/R&D and retail) component. The 100% affordable building would be constructed by a third-party affordable housing developer in Phase 4, although the delivery of the 100% affordable building could occur earlier with timing dependent on the ability to secure financing.

The phasing plan remains conceptual and is intended to illustrate one possible sequencing of development; the precise timing and order of phases may be refined during subsequent design and permitting.

Figure 4: Conceptual Construction and Project Phasing

Phase 1
Demolish all existing buildings, rough grading, internal loop roads and utilities, and finish grading for R1 and R2.

Phase 2
For-Sale Residential, interior roads associated with residential units, central open space build out.

Phase 3
Office Buildings 1 to 4, Retail Village, Ravenswood Ave Parklet.

Phase 4 (100% Affordable Building)
Minor demolition, above grading.

09 CDP Modification Review and Entitlements

CDP Modification Review and Entitlements

Existing Entitlements

In connection with the Approved Project, the City approved the following entitlements:

1. Amendments to the General Plan Land Use Element to allow for the proposed land uses and General Plan land use map to change the land use designation for the property at 201 Ravenswood Avenue.
2. Amendments to the Zoning Ordinance and Zoning Map to allow for the proposed land uses and establish development regulations and standards.
3. Rezoning of the site to C-1-S(X).
4. Development Agreement
5. Vesting Tentative Map to subdivide the site
6. Conditional Development Permit to develop the Project through a master plan, outline performance standards, development regulations, Project requirements, and other conditions.
7. BMR housing agreements for the different residential product types.

Development Agreement Framework

The Development Agreement was structured to allow the Project to evolve over time, while preserving the core commitments the City approved – most notably the 925,000 SF cap on office/R&D, 75,000 SF cap on retail, and the package of community benefits. The Development Agreement expressly anticipates a "Modified Project Approval" that would adjust the site plan to implement the 1,000,000 square-foot maximum for non-residential uses provided certain conditions are met, including increasing the amount of housing, remaining all-electric in design, with no change in community benefits. In connection with these allowances, the City committed to a streamlined entitlement pathway for qualifying modifications, including a best-efforts processing timeline of twelve months and a limited number of public hearings.

The CDP Modification package is consistent with this framework and advances the type of site plan refinement the Development Agreement envisioned: rebalancing the campus to meet the non-residential cap and enabling additional housing, while maintaining the City-approved community benefit package.

CDP Modification Review and Entitlements

Anticipated Approvals and Entitlements

The CDP Modification is consistent with the General Plan, zoning and Development Agreement approved for the Project. In connection with review and approval of the CDP Modification, it is anticipated that the following entitlements will be required, subject to revision following input from the City:

- ➔ **Amended and Restated Conditional Development Permit:** Amendment to the approved CDP to implement the CDP Modification and change site-specific construction, design, phasing, and operational requirements, including approval of a modified application of the Gross Floor Area provisions in Menlo Park Municipal Code §16.04.325(C)(4) for open-air exterior terraces.
- ➔ **Architectural Control:** Architectural Control approvals for all buildings and architectural elements, which will be pursued concurrently with processing of the CDP Modification.
- ➔ **Use Permit:** To allow for certain retail uses, including retail sales establishments and eating establishments that serve alcohol.
- ➔ **Administrative Permit:** To allow for emergency-backup diesel generators.
- ➔ **Heritage Tree Removal Permit:** An updated Heritage Tree Removal Permit to remove additional Heritage Trees. Given the complexity associated with the prior heritage tree removal permitting effort, the applicant proposes to defer submitting updated materials for purposes of a new heritage tree removal permit until after at least one round of City comments on the CDP Modification plan set.
- ➔ **Updated Vesting Tentative Map (VTM):** An updated VTM is required to subdivide the project site based on the updated site plan. The VTM includes allowance for the creation of residential condominium units for the townhome neighborhood, along with allowance for the creation of commercial condominiums for the office/R&D and retail program. Multiple phased Final Maps will be recorded.
- ➔ **Master Signage Program:** Establishes the maximum amount of signage permitted as well as standards governing the size, type and location of signage in lieu of compliance with Chapter 16.92 of the City's Code.
- ➔ **Transportation Demand Management Plan:** Updated TDM plan that reduces the total number of daily vehicle trips by 35% for residential multifamily, office , and retail uses. An updated monitoring and reporting program will also be submitted.
- ➔ **BMR Agreement:** Updated BMR agreements to reflect the increase in for-sale residential units and affordability requirements, as necessary. An updated BMR proposal will be submitted under separate cover.

10 California Environmental Quality Act (CEQA) Review

California Environmental Quality Act

Certified Parkline EIR

The certified Parkline Environmental Impact Report (EIR) evaluated the environmental effects of the Project and studied an "Increased Development Variant" that included approximately 1,380,000 square feet of new and existing office/R&D (including approximately 1,090,000 square feet of new office/R&D) and 800 dwelling units. When certifying the Parkline EIR, the City also adopted a Mitigation Monitoring and Reporting Program (MMRP) identifying the feasible mitigation measures applicable to the Project, and adopted a Statement of Overriding Considerations finding that the Project's benefits outweigh the significant and unavoidable impacts related to construction noise, construction vibration, cumulative construction noise, and historical resources.

Proposed EIR Addendum

CEQA establishes a clear framework for environmental review when modifications are proposed for a project that has already been evaluated in a certified Environmental Impact Report (EIR). Public Resources Code section 21166 provides that, once an EIR has been certified, no subsequent or supplemental EIR is required unless one of several specific circumstances occurs—such as substantial changes to the project, substantial changes in the circumstances under which the project is undertaken, or new information of substantial importance that was not known at the time the EIR was certified.

Consistent with this statutory directive, CEQA Guidelines section 15164(a) provides that a lead agency may prepare an addendum to a previously certified EIR when minor technical changes or additions to the analysis are necessary but none of the conditions described in Guidelines section 15162 requiring preparation of a subsequent or supplemental EIR are present.

As demonstrated by the analysis below, and through supplemental technical analyses to be provided under separate cover, the proposed CDP Modification represents refinements to the previously approved Parkline Project that have been intentionally designed to remain within the scope and impact envelope evaluated in the certified Parkline EIR. Based on the analysis completed to date, the Modified Project would not result in new significant environmental impacts, would not substantially increase the severity of previously identified significant impacts, and does not involve new information of substantial importance that would require major revisions to the certified Parkline EIR.

Because none of the criteria set forth in CEQA Guidelines section 15162 are triggered, preparation of a subsequent or supplemental EIR is not required. Instead, the proposed project modifications may be appropriately documented through preparation of an EIR Addendum pursuant to CEQA Guidelines section 15164.

California Environmental Quality Act

EIR Consistency Analysis

The primary considerations relevant to environmental review of the CDP Modification include air quality, water supply, transportation, and historical resources. The following discussion provides an overview of these topics and a preliminary assessment of the factors supporting the conclusion that the proposed CDP Modification remains within the scope of impacts evaluated in the Parkline EIR and, therefore, can be appropriately addressed through an EIR Addendum.

Air Quality / GHG

Ramboll will prepare a preliminary evaluation of air quality and greenhouse gas emissions, with the formal analysis to follow once trip generation assumptions are confirmed by the City's transportation consultant. Based on the currently proposed land use changes—specifically, a reduction in office/R&D uses and an increase in residential units—we expect the analysis to focus primarily on Reactive Organic Gases ("ROG"), which may be influenced by the use of household consumer products associated with residential development.

Even so, the available information indicates that the CDP Modification is likely to remain within the impact envelope evaluated in the certified EIR. By way of comparison, mitigated ROG emissions for the previously studied variant were estimated at 46 pounds per day, which remained below the Air District's significance threshold of 54 pounds per day. This leaves an 8-pound-per-day margin below the applicable threshold.

Based on the proposed shift in land uses, we do not anticipate that the CDP Modification will result in a new significant ROG impact. The reduction in office/R&D square footage is expected to offset emissions associated with the additional residential development, such that overall emissions would remain below the applicable threshold. Accordingly, the preliminary air quality analysis is expected to support the conclusion that the Modified Project would not create a new significant air quality or greenhouse gas impact, or substantially increase the severity of impacts previously evaluated in the Parkline EIR.

Water Supply

In connection with the Parkline entitlements, the City Council approved a Water Supply Assessment (WSA) for the Project Variant. The WSA evaluated a net new water demand of 49 million gallons per year (MG/y) and confirmed that: (1) under normal hydrologic conditions, sufficient water supplies are available to meet Project demands; and (2) under dry-year conditions, Menlo Park Municipal Water plans to address Project water supply shortfalls through water demand reductions and other response actions implemented pursuant to its Water Shortage Contingency Plan, which was adopted by the City Council in conjunction with the 2020 Urban Water Management Plan.

Under California Water Code section 10910(h), a new or updated WSA is required only if Project modifications result in: (1) a substantial increase in Project water demand; (2) changed circumstances that substantially affect the water supplier's ability to provide sufficient water; or (3) new information of substantial importance that was not known and could not have been known at the time the WSA was prepared.

The CDP Modification would result in some new water increase to approximately 53.4 MG/y, representing an increase of approximately 9% compared to the 49 MG/y of water usage analyzed in the approved WSA. This incremental change does not constitute a substantial increase in Project water demand for purposes of Water Code section 10910(h). Accordingly, because the modification does not substantially increase water demand beyond what was previously analyzed, as set forth in Table 2-1, preparation of a new or supplemental WSA is not required.

Table 2-1 below, reproduced from the approved Parkline WSA, has been updated for informational purposes to reflect the CDP Modification. Consistent with the WSA, the commercial program is conservatively assumed to consist of R&D uses which reflects a higher water demand as compared to an office occupancy.

Table 2-1. Projected Water Demand for the Proposed Project and Project Variant
[*Annotated Text in bold reflects the CDP Modification]

Building Type	Project Variant	**CDP Modification**
	100% R&D with 800 Residential Units and/or Emergency Reservoir, MG/y	**100% R&D with 1,082 Residential Units, Retail, and Emergency Reservoir, MG/y**
Proposed Project and Project Variant		
Office/R&D - New[(a)]	44.6	**38.2**
Multi-Family[(a)] / Single-Family / Townhome Residential	38.8	**52.5**
Multi-Family Pool[(a)]	0.5	**0.5**
Amenities[(a)]/ Retail	2.2	**5.9**
Landscaping[(a)]	19.4	**18.4**
Total Projected Water Demand	105.5	**115.5**
Office/R&D - Existing to Remain[(b)]	9.6	**0.0**
Total Projected Water Demand + Existing Buildings P, S & T[(e)]	115.1	**115.5**
Increase in Water Demand from Existing Conditions		
Existing Water Use at Project Site[(b)]	47.1	**47.1**
Net New Proposed Project Water Demand	68.0	**68.4**
Water Demand Not Already Evaluated in a Previous WSA		
Project Residential Demand Included in Housing Element Update WSA (400 Units)[(c)]	19.4	**19.4**
Proposed Project Water Demand to be Evaluated in this WSA[(d)]	49	**49**

(a) Source: PAE, 2024. Preliminary Building Energy Estimate [Update], Parkline Project. February 20, 2024.

(b) Source: Kier & Wright, 2024. SRI-Parkline Existing Water Demand Summary Table. February, 2024. For the SRI Campus, 2019 data is assumed to be most representative of existing conditions. For the property located at 201 Ravenswood Avenue, the existing demand is only included for the Project Variant, since that is the only scenario where that property is considered part of the Project Site.

(c) Source: Menlo Park HEU (ESA, 2022). Refer to Table 2-1 for the 400 new units attributed to Parkline and refer to Table 5-1 for the demand factor assumed (133 gallons per day per dwelling unit). The City has noted that the number of housing units in the Housing Element Update was conceptual by site and may change depending on actual development proposals.

(d) Demand totals are rounded to the nearest million gallon, for use throughout the remainder of this WSA.
MG/yr = million gallons per year; R&D = research and development; WSA = Water Supply Assessment.

(e) Buildings P, S, & T are to be demolished in the CDP Modification

(f) Note: Totals shown may not be exact due to rounding.

California Environmental Quality Act

Transportation

Fehr & Peers has prepared a trip generation memorandum evaluating the proposed CDP Modification. The analysis applies standard Institute of Transportation Engineers (ITE) trip generation rates and incorporates mixed-use internal capture, pass-by trip reductions for retail uses, and the City's required 35 percent transportation demand management (TDM) reduction.

Based on this analysis, the CDP modification is expected to slightly increase net new daily trips and peak trips, which are the most relevant metrics for transportation system performance. Under the 100% Office Scenario, the net new project trip generation is estimated at 9,914 daily trips, 1,076 AM peak-hour trips, and 1,156 PM peak-hour trips.

No new vehicle miles traveled ("VMT") impact is anticipated. As evaluated in the Parkline EIR, VMT for office/R&D and residential uses is assessed on a service population basis. Accordingly, the proposed changes are not expected to alter the Parkline EIR's conclusions regarding VMT. In addition, the retail component is intended to be neighborhood-serving which supports the conclusion that it would not create a new or more severe VMT impact.

Historical Resources

As discussed in the Parkline EIR, the prior Page & Turnbull analysis concluded that the existing SRI campus contains four California Register-eligible buildings—Buildings 100, A, E, and the church at 201 Ravenswood Avenue—and that the campus as a whole qualifies as a historic district. On that basis, the Parkline EIR determined that demolition of the campus, with the exception of Buildings P, S, and T, would result in a significant and unavoidable impact on historical resources. The EIR identified mitigation measures, including documentation and an interpretive program, but concluded those measures would not reduce the impact to a less-than-significant level. The Parkline EIR also evaluated alternatives that would preserve the significant buildings, but those did not satisfy important objectives and would result in fewer residential units than proposed.

The CDP Modification would demolish Buildings P, S, and T, which are contributors to the historic district but not individually eligible for listing. The Parkline EIR concluded that retention of Buildings P, S, and T would not be adequate to maintain the district's historical integrity, as the broader demolition of other key contributing resources would eliminate the characteristics that convey the district's significance.

Page & Turnbull has prepared an updated historic resources analysis for the CDP Modification and concluded that demolition of Buildings P, S, and T does not alter the significance determination reached in the Parkline EIR. The impact to historical resources remains significant and unavoidable, as previously identified, and no new or additional mitigation is required. Accordingly, the updated historic resources analysis supports the conclusion that the CDP Modification does not create a new significant impact or substantially increase the severity of the historical resources impact previously evaluated in the certified Parkline EIR.

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