



*Major Application for*  
**Mixed-Use Project at**  
**1990 Bay Road, 1175 Weeks Street, 1250 Weeks Street, 1103 Weeks Street**

Harvest Properties is pleased to present our Major Application to the City of East Palo Alto. This is a unique and exciting opportunity for our organization, and we very much look forward to continuing to collaborate and partner with the City and community to refine the plan.

We appreciate the years of community engagement that went into both the Ravenswood/Four Corners Specific Plan (the "Specific Plan") and the City's General Plan, and we have used these documents as our guiding principles for the proposed mixed-use office, research and development, retail, civic and residential project with associated open space and infrastructure improvements referred to as "The Landing," located at 1990 Bay Road, 1175 Weeks Street, 1250 Weeks Street, and 1103 Weeks Street.

We also acknowledge that the City is in the process of updating the Specific Plan (last updated in 2013). Harvest has participated in all of the community and public meetings as part of the Specific Plan Update process. The purpose of the Specific Plan Update is to study the Ravenswood Business District's (RBD) true capacity and the associated impacts and benefits provided for any additional development. Harvest understands that the outcome of this process and the development scenario chosen by the City for additional environmental review could potentially impact The Landing project, and result in further revisions to the Project, as currently proposed and submitted as part of this Major Application. With that said, we have designed our plan to include many components we believe are reflective of that Update, including substantial voluntary community benefits and affordable housing,

Since the time of our Pre-Application submittal to the City in February 2020, we heard from the City as well as many community stakeholders and neighbors about the importance of providing affordable housing as part of our Project. With the acquisition of 1103 Weeks Street, the Project now includes a mixed-use, 95-unit, 100% affordable housing development, with ground floor, community-serving civic space, as well as a parking garage. We are pleased to be partnering on this project with Eden Housing, who will be the long-term owner and operator of the affordable housing development.

We are excited to be presenting The Landing project to the community and the City at this time. It has been our firm belief since acquiring this site in 2019 that the development of the Project will conclude the complete transformation of a previously contaminated site into one of the most environmentally friendly and sustainable projects in the country. Through its robust community benefits, our project will add to the evolution of the RBD into a Cultural, Arts and Business District that services the community in many different ways. With the addition of 95-units of 100% affordable housing, we believe that what we are proposing can be something East Palo Alto can be truly proud of. We look forward to continued collaboration with the City and community as the Project progresses.

## *Project Description - The Landing*

### **Major Application for a Mixed-Use Project at 1990 Bay Road, 1175 Weeks Street, 1250 Weeks Street, 1103 Weeks Street**

We appreciate the years of community engagement that went into both the Ravenswood/Four Corners Specific Plan (the "Specific Plan") and the City's General Plan, and we have used these documents as our guiding principles for the proposed mixed-use office, research and development, retail, civic and residential project with associated open space and infrastructure improvements referred to as "The Landing", located at 1990 Bay Road, 1175 Weeks Street, 1250 Weeks Street, and 1103 Weeks Street.



1175 Weeks Street

We continue to work in partnership with the City of East Palo Alto and the community as the City updates the Specific Plan. We hope to build upon these plans and the feedback received during that process as we work to implement the following objectives.

#### **Project Objectives:**

1. Redevelop vacant, underutilized sites
2. Create an enlivened, thriving district that East Palo Alto can be proud of and that supports local EPA businesses, philanthropies, and artists
3. Create more active street frontages and a "downtown" feeling for pedestrians. Create a "Main Street" along Bay Road
4. Build attractive, well-designed buildings and landscaping
5. Create community gathering spaces with new park(s), community retail, and plaza(s)
6. Enhance access to the Baylands in order to complete the trail network

7. Provide an appropriate buffer between the project and existing residential uses
8. Include uses that foster activity, safety, visual interest, and a sense of community
9. Support the City-wide need to produce additional affordable housing, as identified in the City of East Palo Alto's Housing Element, with the production of 95 units of 100% affordable housing

## **PROJECT INFORMATION**

### **PROJECT APPLICANT**

HPI ASVRF EPA Land, LLC ("Harvest")  
180 Grand Avenue, Suite 1400  
Oakland, CA

Harvest purchased the 1990 Bay Road, 1175 Weeks Street, 1250 Weeks Street sites in May 2019.  
Harvest purchased the 1103 Weeks Street site in December 2020.

### **PROJECT LOCATION**

1990 Bay Road, 1175 Weeks Street, 1250 Weeks Street and 1103 Weeks Street –  
East Palo Alto, California

### **ASSESSOR'S PARCEL NUMBERS**

063122040 – 1990 Bay Road  
063122030 – Part of 1990 Bay Road (Bowtie or Non-Tidal Marsh)  
063240420 – 1175 Weeks Street  
063271480 – 1250 Weeks Street  
063240270, 063240360, 063240370, 063240380 – 1103 Weeks Street

### **DEVELOPMENT SQUARE FOOTAGE**

Existing: 15,000 (Vacant Warehouse)  
2,360 (1-story Building)  
572 (1-story Garage)  
612 (1-story Garage)

#### Proposed:

*1990 Bay Road, 1175 Weeks Street:*  
Total: 918,000  
Office / R&D / Life-Science / Lab: 870,979  
Tenant Amenity: 23,500  
Civic / Retail: 23,521

*1250 Weeks Street:*  
Public Park (no buildings proposed)

*1103 Weeks Street:*  
Residential: 105,016  
(100% Affordable Housing, including ~12,000 sq. ft. of Civic space)

### Building Areas

| Parcel                | Parcel Area       | Building | Floor Area Towards FAR | Proposed FAR | Permitted FAR | Max Floor Area Permitted |
|-----------------------|-------------------|----------|------------------------|--------------|---------------|--------------------------|
| 1990 Bay Road         | 213,270           | A        | 268,000                |              |               |                          |
|                       |                   | B        | 268,000                |              |               |                          |
| Bay Front Land        | 159,125           | Amenity  | 25,000                 |              |               |                          |
| <b>Sub-Total</b>      | <b>372,394 SF</b> |          | <b>561,000 SF</b>      | <b>1.51</b>  | <b>3.0</b>    | <b>1,117,182 SF</b>      |
| 1175 Weeks Street     | 363,944           | C        | 242,000                |              |               |                          |
|                       |                   | D        | 115,000                |              |               |                          |
| <b>Sub-Total</b>      | <b>363,944 SF</b> |          | <b>357,000 SF</b>      | <b>0.981</b> | <b>1.0</b>    | <b>363,944 SF</b>        |
| 1250 Weeks Street     | 38,812            | none     | 0 SF                   |              |               |                          |
| <b>Sub-Total</b>      | <b>38,812 SF</b>  |          | <b>0 SF</b>            | <b>0</b>     | <b>0.75</b>   | <b>29,109 SF</b>         |
| 1103 Weeks Street     | 70,738            | E        | 105,016 SF             |              |               |                          |
| <b>Sub-Total</b>      | <b>70,738 SF</b>  |          | <b>105,016 SF</b>      | <b>1.48</b>  | <b>1.5</b>    | <b>106,107 SF</b>        |
| <b>Project Totals</b> | <b>845,888 SF</b> |          | <b>1,023,016 SF</b>    |              |               | <b>1,616,342 SF</b>      |

## GENERAL PLAN & SPECIFIC PLAN DESIGNATION AND ZONING DISTRICT

### Existing General Plan Land Use Designation:

- 1990 Bay Road: Office
- 1175 Weeks Street: General Industrial
- 1250 Weeks Street: Industrial Buffer
- 1103 Weeks Street: General Industrial

### Existing General Plan Height & FAR Maximums:

- 1990 Bay Road: 8 stories / 3.0 FAR
- 1175 Weeks Street: 3 stories / 1.0 FAR
- 1250 Weeks Street: 3 stories / 0.75 FAR
- 1103 Weeks Street: 3 stories / 1.0 FAR

### Existing Specific Plan Land Use Designation:

- 1990 Bay Road: Waterfront Office
- 1175 Weeks Street: Ravenswood Employment Center
- 1250 Weeks Street: Industrial Transition
- 1103 Weeks Street: Ravenswood Employment Center

### Existing Specific Plan Height & FAR Maximums:

- 1990 Bay Road: 8 Stories / 3.0 FAR
- 1175 Weeks Street: 3 Stories / 1.0 FAR
- 1250 Weeks Street: 3 Stories, 2 Stories within 30 ft of adjoining Residential parcels / 1.0 FAR
- 1103 Weeks Street: 3 stories / 1.0 FAR

## **PROJECT DESCRIPTION**

The proposed Project includes approximately 918,000 square feet of non-residential space (870,979 of office/R&D/life sciences, 23,500 of amenity, and 23,521 of civic space and retail) and 105,016 square feet of residential space consisting of 95 units of 100% affordable housing and ~ 12,000 square feet of community-serving civic space.

We recognize this site is a major piece in the overall activation of the Bay Road corridor as a vibrant and walkable community destination. We also recognize the site's significance as one of the largest bayfront properties in East Palo Alto. The Project was designed with public access in mind, while also providing functional space for office, life-science, lab, R&D, retail, and civic tenants alike. We created a design that encourages the community to utilize the site by focusing on the activation of the entire ground-floor plane with supporting space and grant programs for local EPA businesses. We also ensure an appropriate buffer between the Project and residential uses, and we believe the Project will benefit by being part of the community, not separated from the adjacent neighborhood.

Additionally, since the time of our Pre-Application submittal to the City, we heard from the City as well as many community stakeholders and neighbors the importance of providing affordable housing as part of our Project. The Project now includes a mixed-use 95-unit, 100% affordable housing development, with ground floor, community-serving civic space, as well as a parking garage. We are pleased to be partnering on this project with Eden Housing, who will be the long-term owner and operator of the housing development. Harvest understands that to achieve a residential use at 1103 Weeks, it must work with the City through the RBD Specific Plan Update to finalize the designation and development intensity best suited for this site. With that said, we believe more affordable housing is better than less and also believe that securing the land and building the housing so that it is more immediately available, has more direct impact on the community.



1103 Weeks Street

## **APPROVALS, AGREEMENTS, AND PERMITS - ANTICIPATED CITY-WIDE GENERAL PLAN AND SPECIFIC PLAN AMENDMENTS AND PROJECT-SPECIFIC ADMINISTRATIVE USE PERMIT, CONDITIONAL USE PERMIT**

### **City-Wide Amendments**

#### *General Plan and Specific Plan Amendments*

As discussed throughout, we have used the General Plan and Specific Plan Update as our guiding principles for the proposed project.

For all properties, we are tracking the City-wide General Plan and Specific Plan Update amendments related to density and intensity.

For 1103 Weeks, while the existing General Plan, Specific Plan and Zoning do not currently allow residential development, the City is currently identifying new housing sites in the Ravenswood Business District as part of the Specific Plan Update to meet the local, regional, and statewide housing needs. 1103 Weeks Street has been identified as one of these sites. Harvest has acquired 1103 Weeks Street and planned for residential use on this site, in response to community feedback, and consistent with the City-wide goals as envisioned for the Specific Plan Update. The ground floor civic component will also provide additional subsidized space to EPA small businesses or organizations and will help activate an important corner on Pulgas Avenue. We further note that the Project currently proposes a 4- and 5-story building on this site (with a 6-story garage), whereas the existing maximum is 3 stories, but again believe that maximizing the number of affordable units is more important.

With regard to 1175 Weeks, the Project proposes 4- and 6-story construction whereas the existing maximum is 3 stories.

The proposal situates denser uses away from residential uses to protect neighboring communities, while also tiering structures to make them less imposing. The proposed design allows us to hide the parking structure underneath the commercial space, so that it does not act as a barrier or eyesore to the community. Without these added stories for parking, the number of stories would be compliant with zoning. The proposal also provides the opportunity to achieve more open space and amenities, which Harvest feels is important to meeting the goals of the prior Specific Plan and feedback received by the community. Additionally, the Project provides substantial and voluntary community benefits to further offset the technical inconsistency with height restrictions and create an inviting, community-serving mixture of uses. Harvest would like the City's input regarding how best to document and achieve the proposed development intensities and reserves the right to request deviations from development standards as concessions/incentives or waivers pursuant to the State Density Bonus Law, as is discussed in more detail below.

The additional height is requested for the following reasons:

- Provides for a more robust and tangible community benefits package
- Podium parking proposed because it is more attractive than stand-alone garages and avoids creating a barrier to community use and pedestrian activation on the site
- Majority of the ground floor is proposed as subsidized retail and civic space, maximizing community access and use of the site
- Additional height is proposed on 1175 Weeks Street, while still situating density away from neighborhoods to protect surrounding uses, and tiering the structure to make it less imposing

- Produces a comprehensive development of superior quality and excellence of design than might otherwise occur from more typical development applications and a strict application of zone regulations

## **Project-Specific Permits**

### *Administrative Use Permit*

The 1175 Weeks parcel is designated Ravenswood Employment District in the Specific Plan, and an Administrative Use Permit is required to allow the Project's proposed Professional Office use in this location.

### *Conditional Use Permit*

The 1990 Bay Road parcel is designated Waterfront Office in the Specific Plan, and a Conditional Use Permit is required to allow the Project's proposed Research Laboratory use. This is proposed to allow more optionality for the tenant base. Additionally, the use is less dense with a lower traffic count and offers a wider breadth of job opportunities.

### *State Density Bonus Law*

As a qualifying mixed-use housing development that provides 100% of its residential units at the lower income levels, the Project is entitled to all of the following separate and independent categories of benefits pursuant to the State Density Bonus Law (Gov. Code Section 65915, the "SDBL"):

1. Unlimited density because the Project is within 1/2 mile of a major transit stop<sup>1</sup>;
2. 4 concessions/incentives<sup>2</sup>;
3. 3 stories or 33 feet of additional height because the Project is within 1/2 mile of a major transit stop<sup>3</sup>;
4. the waiver of "any development standard that will have the effect of physically precluding the construction of a development...at the densities or with the concessions or incentives permitted [by the SDBL]"<sup>4</sup>; and
5. The elimination of a parking requirement because the Project is within 1/2 mile of a major transit stop.<sup>5</sup>

Based on the enclosed application materials, Harvest has not yet identified a specific need for a bonus, concessions/incentives, automatic increased height, waivers, or use of the SDBL's parking maximums. However, Harvest hereby reserves the right to identify requests for each of the above independently available benefits throughout the City's application review and approval process. This may ultimately include exceeding the existing height maximums at 1103 Weeks and 1175 Weeks Street, which Harvest understands may or may not be updated as part of the City's General Plan, Specific Plan, and Zoning Code update process.

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<sup>1</sup> Gov. Code 65915(b)(1)G, (f)(3)(D).

<sup>2</sup> Gov. Code 65915(d)(2)(D).

<sup>3</sup> Gov. Code 65915(d)(2)(D).

<sup>4</sup> Gov. Code 65915(e)(1).

<sup>5</sup> Gov. Code 65915(p)(3).

### *CEQA Compliance*

The Project-specific CEQA analysis is anticipated to tier from the City-wide CEQA compliance document for the General Plan and Specific Plan Update.

### **Other Agency Approvals**

- BCDC Permit
- Coordination with the SFCJPA with respect to the Levee Improvements
- Any state or federal permits with respect to work proximate to the Marsh

## **COMMUNITY OUTREACH & ENGAGEMENT**

From the time that Harvest purchased the properties in 2019 and 2020, we have been meeting with our neighbors, local stakeholders, and non-profit organizations, and have held over 50 meetings with different groups or individuals. We have also been working collaboratively with the City and have valued the time and energy they have also dedicated to the Project and the Specific Plan update. As is reflected in our Major Application submittal, and from input we received from the community over the past two years, we have focused on five major themes: honor EPA's history; support local residents and businesses; create a thriving community destination; enhance City infrastructure improvements; and, promote affordable housing.

While our Pre-Application was able to address nearly all these major community themes, it was not until our acquisition of 1103 Weeks Street that we were able to address a critical need expressed by the community: the provision of affordable housing. We are pleased that we are able to satisfy this important need and priority of the community and City with the 95-units of 100% affordable housing for the community of East Palo Alto, which is the equivalent of a 475-unit market-rate project with 20% affordability.

After submitting our Pre-Application in February 2020, our formal public outreach was put on hold due to Covid. Harvest had our first formal virtual Community Presentations in early January 2021, our first live Community Meeting on February 4, 2021, a Planning Commission Study Session on February 22, 2021, and a City Council Study Session on April 4, 2021. We also conducted a Community Survey and received approximately 100 written and online responses. Please see the Summary of the Feb. 4, 2021 Community Meeting and Survey attached.

On a regular basis, we continue to meet with our neighbors, community members, and local non-profit organizations. A list of these organizations has been attached for reference. We are also hoping to form strategic partnerships with several of these to not only provide future space and funding, but to also create training programs and access for the community members they serve.

We look forward to continued input, dialogue, and collaboration with the community as we move the Project forward.



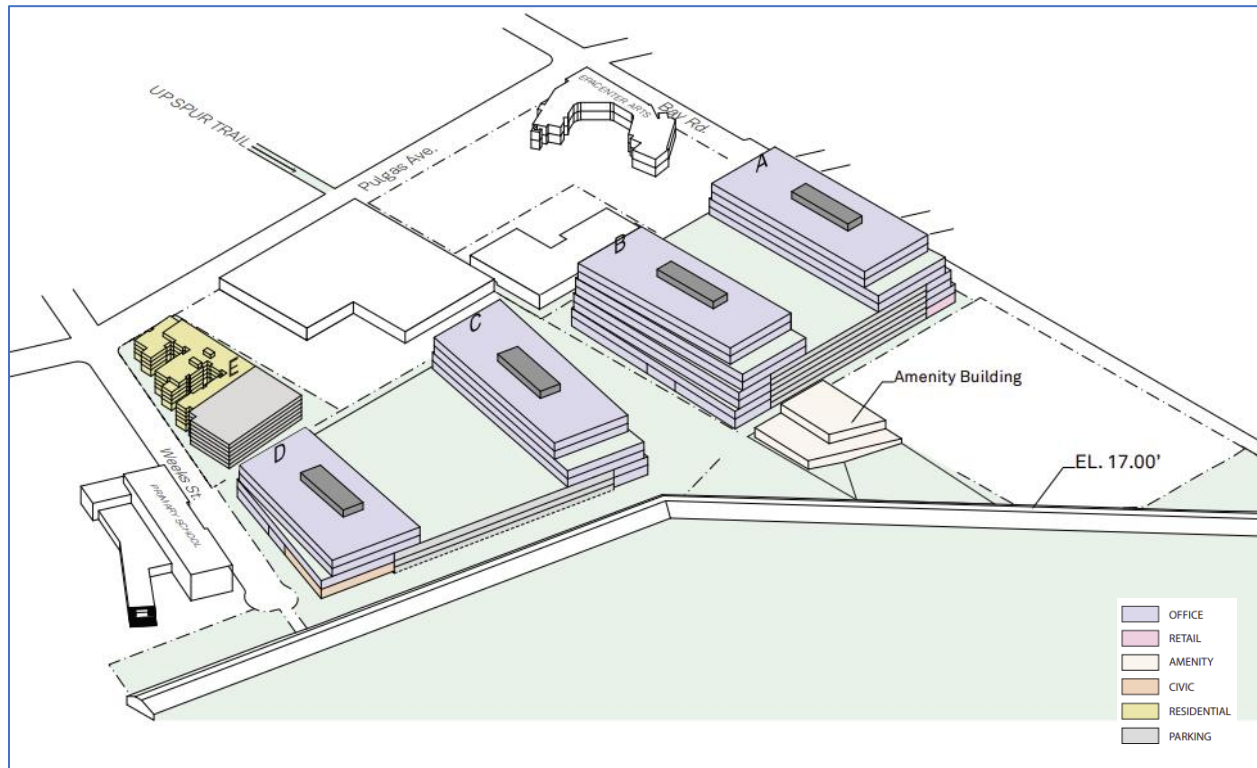
## BUILDING DESIGN

### Site

The site is comprised of four lots – 1990 Bay Road fronting on Bay Road (including land around the PG&E substation), 1175 Weeks Street adjacent to 1990 Bay Road fronting on Weeks Street, and 1250 Weeks Street adjacent to the previously proposed Primary school and fronting along the opposite side of Weeks Street, all situated along the Bayfront. 1103 Weeks Street, which is located at the northeast corner of the intersection of Pulgas Avenue and Weeks Street, was the latest addition to the development project in response to the community’s need for affordable housing. The existing buildings on site are a 15,000 square foot vacant warehouse, a 2,360 square foot building, and 2 ~500 square foot garages, all of which will be demolished. The rest of the site is covered by asphalt or low brush and is fenced off.



Project Overview - The proposed plan is to build two buildings containing a mixture of office/R&D/lab, retail, civic space, and parking, and one residential building.



The two commercial buildings are broken down into north and south “wings” with elevated courtyards in between the wings. These elevated courtyards will serve building tenants, covered largely by green roofs and will be incorporated into the stormwater management strategy. Each wing will have a devoted lobby. Both buildings will contain podium parking underneath the elevated courtyards. The form of the building is a series of cascading steps. The stepped volume allows light down to the ground level and provides the opportunity for planting beds at multiple elevations around the buildings. Large windows will allow natural light to penetrate deep into the floorplate, reducing the need for artificial light. The building materials will be high-quality and contextual. A mixture of steel, glass, brick, and concrete will clad the buildings. In response to the comments we heard from the members of the community during the Pre-Application process, more detailed and organic finishes are included along the ground plane to better fit into the character and feeling of EPA. Several sections of the brick façade will incorporate patterns formed with modeled geometries to add texture and enhance the natural character of the material and provide a warm connection. Colorful mosaic tiles, canopies and signage are added onto the storefronts to reflect and celebrate the vibrant culture of EPA. Along the waterfront edges of the building podiums, we are installing green walls and art panels showcasing the work by local artists in an alternating rhythm to soften the building edge and echo the local neighborhood feeling while connecting the buildings to the surrounding landscape.

1900 Bay Road (Office/R&D, retail, and civic space) - The proposed 1900 Bay Road building is comprised of two 8-story wings that wrap over a 6-story parking structure integrated into the overall building massing. The building will be 561,000 square feet with ~15,000 SF of retail and civic space along Bay Road, the latter of which will be provided as a community benefit free of charge for 20 years. Based on preliminary conversations and in order to activate Bay Road, we view this as a prime

location for neighborhood restaurants, coffee shop, bakery, record store/art gallery, and/or additional retail businesses. Coupled with shaded, outdoor seating, this retail area will offer residents and workers a vibrant destination to gather and enjoy.

1175 Weeks (Office/R&D, retail, and civic space) - The proposed 1175 Weeks Street building is comprised of a 6-story (center of site) and a 4-story (Weeks Street) wing that wrap over a 4-story parking structure. The parking structure contains one level of below grade parking and three levels of above grade parking. The building will be 357,000 square feet with ~7,055 square feet of retail and civic space facing Weeks Street, the latter of which will also be provided as a community benefit free of charge for 20 years. Based on preliminary conversations and in order to provide the neighborhoods with a complementary use on the ground floor, we view this as a prime location for a revolving marketplace, where food vendors, makers, artists, and other small business can come together to share their creations. This could be in the form of permanent installations or pop-ups and could double as community event space. A commercial kitchen will also be built out for use by the community. We also envision a local EPA co-working facility / incubator where residents can not only run their businesses, but connect with a community of like-minded professionals. Coupled with shaded, outdoor seating and the adjacent park, this community retail area will offer residents, employees, and families another vibrant location to come together.

The two-story amenity building will be located along the northern edge of the plaza, screening the PG&E substation. A 1,500 square foot public café with a large outdoor terrace is designed along the ground floor corner of the amenity building, and a sloped lawn extends along the eastern edge with a stage located at its base. We envision this as a wonderful place to take in the sun, meet friends, work or relax, as well as a prime spot for small concerts, movie nights, or other local performances.

1103 Weeks (residential) - The 1103 Weeks Street site will be dedicated to build 95 units of 100% affordable housing to support the City's efforts and priorities to create additional housing opportunities that are affordable and attainable to the residents of East Palo Alto.

The proposed 1103 Weeks Street building is comprised of a 4 and 5-story affordable housing project and an abutting 6-story parking structure. The affordable housing building will be 105,016 square feet with ~12,000 square feet of civic space on the ground floor, which will be provided as a community benefit free of charge where eventual ownership of the space could be transferred to a local community-serving non-profit organization. Our development team is committed to providing 95 units of 100% affordable housing in the 5-story building that will include a range of unit sizes from 1-bedroom to 3-bedroom units. In the current development scenario, the unit mix would consist of over 50% of the units as two and three-bedrooms and the income levels would range from 35% to 60% AMI. We see this project as accommodating a wide mix of income levels as well as age ranges to create a welcoming, family-oriented project.

The residential building features a W-Shaped configuration, creating two central courtyards to provide adequate separation and bring in additional daylight and open air. The smaller western courtyard will be dedicated to the use of the local community-serving organization. The larger eastern courtyard will be dedicated to the building's residents and provide an active space for them to play, relax, gather, and enjoy the various amenities. The amenities in the residential courtyard could include various garden areas, fitness stations and a children's play area.

A mixture of cement plaster, metal siding, board and batten, glass, and concrete with texture will clad the building with more detailed and textured finishes to provide a feeling of warmth and connection to the existing neighborhood. In addition, large murals/installations have been designed along different components of the building and garage, to give the project a vibrant and authentic look. Stepped planters are designed to wrap around the building frontage along Weeks Street not only to address the grade changes and collect stormwater, but also to create a warm and inviting connection with the surrounding neighborhood and the natural environment. This arrangement keeps the private entries and courtyards above the street level to provide a sense of privacy and security. The ground plane of the building steps back at the corner of Weeks Street and the eastern access road, along the Project, to create an intimate yet inviting corner plaza. The public plaza is decorated with lush greeneries and trees with benches, placed under the tree canopies, offering a tranquil gathering space for residents and passersby.

## LANDSCAPING AND PUBLIC OPEN SPACE

The Project will allow for the expansion and improvement of one of the largest stretches of Bay front property on the Peninsula and turn what is a rarely used path into a vibrant community destination. In total, over half a mile of Bay Trail will be improved with the addition of a ~5.5-acre park and 1.5-acre public plaza. This will connect southern neighborhoods of East Palo Alto with Cooley Landing and the Bay Trail that extends to the northern reaches of the City and provide a total of one mile of pedestrian paths.



The landscape design will promote native plantings that are climate adaptive to the site, increase biodiversity, require low water use, and provide ample shade for outdoor seating and baylands habitat. We designed this to act and feel like an extension of the natural environment, while providing useable and inviting amenities to the tenants, residents, and community members. Currently, there are several existing trees on site, several located along Weeks Street, two located on the north parcel, and a cluster located east of the proposed plaza adjacent to the PG&E substation. However, the majority of the site is currently covered by an asphalt cap and walled in on each side, with very little existing green space.

We plan to transform the waterfront into a public park and intend to plant over 325 new trees and thousands of plants as part of our landscape design. An estimated 314,00 square feet (525% increase) of green space will be added to the site, improving overall air quality. In addition, we hope to install six CityTrees, the equivalent of 275 trees each, and dedicate six CityTrees, to the City of East Palo Alto to be placed at their choosing.

As contemplated in the Specific Plan, 1250 Weeks Street will be developed as a community park (privately owned and maintained, but permanently available to the public through the execution of a public access and maintenance agreement) and will feature picnic tables, grills, a playground, an outdoor fitness station, half-court basketball, and natural landscaping with additional seating. This will complement the proposed indoor/outdoor community marketplace and provide a wonderful destination for all residents to play, relax, congregate, celebrate, and enjoy the natural beauty of the East Palo Alto Bay front.

Moving north, the existing Bay Trail will be enhanced with a bike/pedestrian path. The entire site will be raised an average of five feet to create a seamless interaction with the proposed levee (17 feet), so that a wider area can be programmed other than the single, mounded trail currently proposed. Landscape improvements adjacent to the pedestrian/bike path will include seating, open lawn areas, bioretention plantings, habitat plantings, yoga/meditation areas, retail kiosks, and outdoor seating for food services. The garage will be substantially covered by landscaped panels/green walls with intermittent panels displaying local art as well as art created by EPA's youth. This will help activate the stretch along the building frontage and create useable space for residents.

The path then runs into the large civic plaza, dividing the two buildings, which will provide a central gathering space for the community and tenants. We envision this area being used for public markets (food/goods/cultural/art) and have designed it to be functional and inviting with shaded areas, public seating, food truck locations, and a water feature for children to play in. The plaza flows out to additional landscaped and natural environment with seating areas providing views of the Bay.

The two-story amenity building will be located along the northern edge of the plaza, screening the PG&E substation. A public café is designed along the ground floor corner of the amenity building and a sloped lawn extends along the eastern edge with a stage located at its base, creating a natural seating area. We envision this as a wonderful place to take in the sun and views, as well as a prime spot for small concerts, movie nights, or other performances.

The improved Bay Trail wraps around the substation and culminates at the eastern edge of Bay Road and entry to Cooley Landing. We hope to adequately screen the PG&E substation and activate this space with a large dog park, additional seating elements, and raised community garden.

Outdoor terraces will be located at the main entrances along Bay Road and Weeks Street and include outdoor seating for civic amenities and food services. There will be a significant number of trees planted along each frontage to create a neighborhood feel and landscaping will grow up the building facades, softening the exteriors. This will help transform a significant stretch of Bay Road into a vibrant destination where residents can gather.

Clear signage for community access will be provided and exterior areas will be furnished and maintained, with drinking fountains, dog fountains, trash cans, tables, benching, and public facilities.

The project will be in full compliance with stormwater control requirements. The project will be in full compliance with the State Model Water Efficient Landscape Ordinance. Landscaping will be BCDC and FEMA approved and Harvest will consult with State and Federal Authorities on necessary protections for the adjacent marsh land.

## **AFFORDABLE HOUSING PROGRAM**

In recognition of the importance to the City of East Palo Alto and the community of creating additional affordable housing opportunities in the City and due to the environmental restrictions on 1990 Bay Road and 1175 Weeks Street, Harvest purchased the property at 1103 Weeks Street for the development of 95 units of 100% affordable housing. The affordable housing building will be 105,016 square feet with ~12,000 square feet of commercial space on the ground floor, which will be provided as a community benefit and eventually ownership of the space will be transferred, at no cost, to a local community-serving non-profit organization.

Harvest has partnered with Eden Housing, who will be the long-term owner and operator of the affordable housing development. The residential project will be a family-oriented project with over 50% of the units consisting of 2 and 3 bedrooms. While the affordability of these units may vary as the project develops, the project would comply with City requirements and the current plan is for these units to range from Extremely Low Income (30% AMI) to Very Low Income (50% AMI).

The unit mix includes:

- 44 1BR units (526 sf)
- 27 2BR units (788 sf)
- 24 3BR units (1,018 sf)

As is described in greater detail in the Project Benefits section below, the Project would otherwise contribute \$10,225,000 in impact fees to the City for the production of affordable housing. The City's Code section (18.40.060) provides for alternatives to paying the Housing Impact Fees. As alternatives, a developer of a non-residential development project may propose to mitigate the affordable housing impact of the non-residential development through the construction of affordable units on site or through an alternative mitigation proposed by the developer, including the provision of off-site affordable units, the donation of land for the construction of affordable units or purchase of existing units for conversion to affordable units. As required by the City, Harvest and Eden Housing plan to submit a detailed Affordable Housing Plan, to describe and summarize how the development of the 1103 Weeks Street into 95, 100% affordable housing units satisfies this Alternatives section of the City

code, in lieu of paying the Housing Impact Fees. Harvest looks forward to working with the City on the development of this Affordable Housing Plan.

## **COMMUNITY ART PROGRAM**

We look forward to collaborating with the community to create a public art program. We view the site as a canvass for creativity, and given its adjacency, hope EPACENTER plays an important role in this vision. We view this as an incredible opportunity to showcase local artists that puts East Palo Alto on the map for art destinations in the Bay Area. We also hope to include the youth in this process and create a program where they learn about development and design, and how community feedback, art and technology all influence the final product.

We envision art installations throughout the property, celebrating the history and diversity of East Palo Alto and its residents. This will add character and personality to the Project and incorporate design features unique to East Palo Alto. Some currently anticipated ideas include:

- Panels along the garage and buildings
- Central monument in the Plaza
- “Walk of History” with plaques commemorating important dates embedded into Bay Road
- Statues/tributes along Bay Road and Weeks Street
- Murals along walls
- Sustainable installations along Bay Trail (i.e., Land Art Generator)
- Unique art pieces such as illustrated benches, etc.
- Educational plaques along the waterfront (highlighting indigenous people, ecological environment, important moments in EPA’s history, etc.)

Harvest will provide \$1,000,000 towards this community driven art program at the site, in addition to a \$250,000 grant towards the upkeep and rotation of that art program.

Harvest will also provide the City \$250,000, at its discretion, for additional art installations around the RBD, celebrating the history and diversity of East Palo Alto and its residents.

## **SITE ACCESS AND PARKING**

The site has been designed to reduce traffic congestion generated by the project along Bay Road and Weeks Street. This includes efficiently distributing traffic, as well as dedicated loading and drop-off areas.

The project provides a total of 3,482 on-site vehicular parking spaces within three parking structures, and 194 bicycle parking spaces for tenants and visitors. The Project's blended parking ratio is 3.4 per 1,000 square feet. The 1990 Bay Road parking structure accommodates 1,644 vehicular parking spaces and 70 bicycle parking spaces. The 1175 Weeks Street parking garage accommodates 1,354 vehicular parking spaces and 45 bicycle parking spaces. The 6-story 1103 Weeks Street parking structure accommodates 484 spaces and 40 bicycle parking spaces and abuts the affordable housing structure. The current plan is to allocate on average 1.27 stalls per unit (121 stalls in total) to the residential portion of the project. The goal will be to incorporate a shared parking concept between the residential and commercial use at the 1175 Weeks Street building, located across the access road, given the complementary needs of each during the day/night. Harvest is actively working with our local transportation and parking consultants to analyze the most efficient strategies for shared parking

solutions. A total of 38 additional short-term bicycle stalls on racks are planned for various points around the site for public / private use. The project meets off-street vehicle and bicycle parking requirements - please see further details below. Adequate handicap parking will be provided and additional EV charging stations will be installed, over and above the City requirements. Carpool and vanpool priority parking will be provided.

### Parking Calculations

| 1990 Bay Road         |                    |          |     |         |                      |                        |                           |
|-----------------------|--------------------|----------|-----|---------|----------------------|------------------------|---------------------------|
| Floor                 | Parking Stall Type |          |     |         | Sub-Totals Per Floor | Floor Area Towards FAR | 1990 Bay Rd Parking Ratio |
|                       | Standard           | Unistall | ADA | Stacker |                      |                        |                           |
| First                 | 5                  | 84       | 26  | 216     | 331                  |                        |                           |
| Second                | 119                | 145      | 0   | 0       | 264                  |                        |                           |
| Third                 | 119                | 145      | 0   | 0       | 264                  |                        |                           |
| Fourth                | 119                | 145      | 0   | 0       | 264                  |                        |                           |
| Fifth                 | 119                | 145      | 0   | 0       | 264                  |                        |                           |
| Sixth                 | 37                 | 60       | 0   | 160     | 257                  |                        |                           |
| Stall Type Sub-Totals | 518                | 724      | 26  | 376     | 1,644 Stalls         | 561,000 SF             | 2.9 per 1000              |

| 1175 Weeks Street     |                    |          |     |         |                      |                        |                             |
|-----------------------|--------------------|----------|-----|---------|----------------------|------------------------|-----------------------------|
| Floor                 | Parking Stall Type |          |     |         | Sub-Totals Per Floor | Floor Area Towards FAR | 1175 Weeks St Parking Ratio |
|                       | Standard           | Unistall | ADA | Stacker |                      |                        |                             |
| Cellar 1              | 121                | 228      | 0   | 0       | 349                  |                        |                             |
| First                 | 74                 | 201      | 24  | 0       | 299                  |                        |                             |
| Second                | 101                | 258      | 0   | 0       | 359                  |                        |                             |
| Third                 | 128                | 219      | 0   | 0       | 347                  |                        |                             |
| Stall Type Sub-Totals | 424                | 906      | 24  | 0       | 1,354 Stalls         | 357,000 SF             | 3.8 per 1000                |

| 1103 Weeks Street     |                    |          |     |         |                      |                        |                          |
|-----------------------|--------------------|----------|-----|---------|----------------------|------------------------|--------------------------|
| Floor                 | Parking Stall Type |          |     |         | Sub-Totals Per Floor | Floor Area Towards FAR | 1103 Weeks Parking Ratio |
|                       | Standard           | Unistall | ADA | Stacker |                      |                        |                          |
| Zero                  | 36                 | 19       | 5   | 0       | 60                   |                        |                          |
| First                 | 33                 | 23       | 4   | 0       | 60                   |                        |                          |
| Second                | 46                 | 22       | 2   | 0       | 70                   |                        |                          |
| Third                 | 46                 | 22       | 2   | 0       | 70                   |                        |                          |
| Fourth                | 46                 | 22       | 2   | 0       | 70                   |                        |                          |
| Fifth                 | 46                 | 22       | 2   | 0       | 70                   |                        |                          |
| Sixth                 | 46                 | 22       | 2   | 0       | 70                   |                        |                          |
| Seventh               | 14                 |          |     | 0       | 14                   |                        |                          |
| Stall Type Sub-Totals | 313                | 152      | 19  | 0       | 484 Stalls           | 105,016 SF             | 4.6 per 1000             |

| Project Totals |                    |          |         |     |         |                     |                        |                       |
|----------------|--------------------|----------|---------|-----|---------|---------------------|------------------------|-----------------------|
| Site           | Parking Stall Type |          |         |     |         | Sub-Totals Per Site | Floor Area Towards FAR | Blended Parking Ratio |
|                | Standard           | Unistall | Compact | ADA | Stacker |                     |                        |                       |
| 1990 Bay Rd    | 518                | 724      |         | 26  | 376     | 1644                |                        |                       |
| 1175 Weeks St  | 424                | 906      |         | 24  | 0       | 1354                |                        |                       |
| 1103 Weeks St  | 313                |          | 152     | 19  | 0       | 484                 |                        |                       |
| Project Totals | 1255               | 1630     | 152     | 69  | 376     | 3,482 Stalls        | 1,023,016 SF           | 3.4 per 1000          |

### Bicycle Parking Calculations

| 1990 Bay Road    |                        |                     |                          |                       |
|------------------|------------------------|---------------------|--------------------------|-----------------------|
| Building         | Floor Area Towards FAR | 1 Bike per 6,000 SF | 75% @ Class I (Enclosed) | 25% @ Class II (Rack) |
| Building A       | 268,000                |                     | 45                       | 34                    |
| Building B       | 268,000                |                     | 45                       | 34                    |
| Amenity Building | 25,000                 |                     | 4                        | 3                     |
| Sub-Totals       | 561,000 SF             |                     | 94 Spaces                | 71 Spaces             |

| 1175 Weeks Street |                        |                     |                          |                       |
|-------------------|------------------------|---------------------|--------------------------|-----------------------|
| Building          | Floor Area Towards FAR | 1 Bike per 6,000 SF | 75% @ Class I (Enclosed) | 25% @ Class II (Rack) |
| Building C        | 242,000                |                     | 40                       | 30                    |
| Building D        | 115,000                |                     | 19                       | 14                    |
| Sub-Totals        | 357,000 SF             |                     | 59 Spaces                | 44 Spaces             |

| 1103 Weeks Street |                        |                     |                          |                       |
|-------------------|------------------------|---------------------|--------------------------|-----------------------|
| Building          | Floor Area Towards FAR | 1 Bike per 6,000 SF | 75% @ Class I (Enclosed) | 25% @ Class II (Rack) |
| Building E        | 105,016                |                     | 40                       | 32                    |
| Sub-Totals        | 105,016 SF             |                     | 40 Spaces                | 32 Spaces             |

| Project Totals |                        |                     |                          |                       |
|----------------|------------------------|---------------------|--------------------------|-----------------------|
| Project Totals | Floor Area Towards FAR | 1 Bike per 6,000 SF | 75% @ Class I (Enclosed) | 25% @ Class II (Rack) |
| Project Totals | 1,023,016 SF           |                     | 193 Total Spaces         | 147 Enclosed Spaces   |
|                |                        |                     |                          | 46 Racked Spaces      |

Harvest will also work with local transit experts to implement robust bikeshare, carshare, and other emerging mobility options and TDM solutions. We will have a robust TDM plan compliant with the



City's updated TDM policy. This will include addressing issues at the project level, as well as within the Ravenswood Business District, City of East Palo Alto, and regionally. Potential improvements and measures are infrastructure improvements, public/private shuttles, traffic sensitive design for queuing and drop-off, bike sharing, safe pedestrian connectivity, traffic calming measures, and the creation of a TMA. We recognize this is a major concern around the Bay Area and in East Palo Alto and will work hard to mitigate the impacts of the Project and improve every day traffic conditions for East Palo Alto residents.

The Project will provide multiple points of access from Bay Road and Weeks Street. The project will also include Emergency Vehicle Access (EVA) that is in compliance with Menlo Park Fire Protection District's requirements.

Clear signage for community access will be provided at the different entry points along Bay Road and Weeks Street.

Over one mile of trails and pedestrian paths will be added, providing continuous bike/pedestrian access between Bay Road and Weeks Street.

ADA access will be provided to all public amenities.

## **LOCAL HIRING**

Harvest agrees to make an earnest effort to coordinate with the City of East Palo Alto on all of its First Source Hiring policies and goals. We understand that the City is currently updating its First Source Hiring policies, and we will work in collaboration with the City to ensure that the Project is compliant with these goals and guidelines.

- Coordinate all local and regional job postings via the entity's web-based postings;
- Participate in quarterly meetings with designated staff to discuss existing and anticipated hiring needs and potential internship programs;
- Visit schools in East Palo Alto during career day or other similar events to introduce students to the type of work being performed;
- Identify opportunities to participate in local school career day or similar events to introduce students to the types of careers available within the entity's business industry; and,
- Engage as a resource to assist the City with future local hire initiatives.

## **SUSTAINABILITY**

Our goal is to create a vibrant and living framework for adaptation in the face of climate change and sea level rise. We are hoping to create a site where nature and technology work together to improve resiliency of the City, Project, and our collective health and well-being.

We are currently exploring a net-zero-ready core and shell design or carbon-neutral Project, which would make it one of the largest, most sustainable projects in the nation. While this is not guaranteed, the Project will meet or exceed all City requirements.

Building sustainably and reducing carbon emissions is at the forefront of our Project. Some of the key features of the green-focused design include:

- Targeting LEED Gold and LEED Zero Carbon Certifications

- Onsite black/brown water reuse and treatment
- Onsite renewable energy through solar panels on the rooftops
- PV-powered battery back-up for clean energy storage, leading to carbon reductions and back-up resiliency
- All-electric building design (no fossil fuel use and reduced carbon emissions)
- Efficient energy (MEP) systems and passive design strategies such as external shading to reduce interior heat load
- Heat island reductions through extensive green roofs
- Resilient Design elements to protect against sea level rise, power outages, earthquakes, major weather events, etc.
- Using healthy building materials where possible (in order to address embodied carbon in building materials and construction)
- Using and implementing Bird safe measures

## INFRASTRUCTURE

The current development plan entails improving the utilities serving both the site and the surrounding community, including its proportionate share of a new sewer line, stormwater main, and domestic water main. We have been helping to lead the recent infrastructure improvement discussions and will continue to help support the City in its pursuit of long-term solutions. We acknowledge the current utility and infrastructure challenges and understand we will need to mitigate project impacts.

Primary utility services to the development are provided by the City of East Palo Alto (storm drain), East Palo Alto Sanitary District (sanitary sewer), American Water (water) and PG&E (natural gas/electrical). Utility laterals from the project will tie into mains located on Bay Road and Weeks Street.

### Stormwater

Onsite stormwater runoff will be managed and designed to comply with the San Mateo Water Pollution Prevention Program (SMCWPPP), which enforces the state requirements for stormwater quality control. Stormwater management treatment areas (C3) will be integrated to the overall site design. On site storm drainage will be collected via area drains and catch basins and conveyed through a series of surface swales and subsurface structures before connection to the City main. Drainage areas will exclude improvements related to future Levee construction.

### Sanitary Sewer

Onsite sanitary sewer will consist of laterals, clean outs, and manholes to serve the new buildings. Sanitary sewer from the development will tie into the existing mains on Bay Road and Weeks Street. The Project will coordinate with the East Palo Alto Sanitary District for the existing onsite sewer main, sewer easements, and possible main relocation. Harvest is also exploring an onsite treatment facility of wastewater and reuse for non-potable water supply; this may help reduce any impacts on the East Palo Alto Sanitary District collection system as well as lower the water demand to reduce potential impacts on water supply.

### Water

Separate domestic and fire water services will be provided to each building. The project will coordinate with the City, American Water and the Menlo Park Fire Department for possible loop service, addition of RWBD water main, and storage requirements. As described above, Harvest is also exploring an onsite treatment facility of wastewater and reuse for non-potable water supply; this may help reduce

any impacts on the East Palo Alto Sanitary District collection system as well as lower the water demand to reduce potential impacts on water supply.

### **Electrical**

Onsite electrical will tie into existing PG&E primaries and will incorporate onsite transformers for electrical distribution. Harvest has been closely coordinating with PG&E to ensure that the existing overhead power line easements are coordinated with the Project's site plan. Harvest and PG&E are working together on the relocation of select, existing power poles and overhead lines.

### **Natural Gas**

The proposed Project is exploring the potential for an all-electric energy solution. If natural gas is required, the connection to the building will be connected to the existing gas main located in the street. Gas meter and gas regulating valve assembly to be provided in order to supply the low-pressure natural gas service to the tenant of the building.

### **Levee**

Harvest has been coordinating with the San Francisquito Creek Joint Powers Authority (SFCJPA) on the proposed SAFER Bay levee extension. We have been leading the conversation between the different authorities and have incorporated preliminary designs for the levee within our project boundary. In order to maximize the benefit to the community, we plan to raise the site an average of five feet to meet the proposed height of the levee and create a much larger park than the 20-foot wide crest trail currently proposed. We will work directly with the SFCJPA to program the levee and also help address long-term infrastructure issues such as the existing sewer line that runs directly under its proposed alignment. We want this to be an amenity for the community, not a blight.

## **DEMOLITION AND CONSTRUCTION**

The proposed Project would take approximately 24 months to construct after permits are received and may be built in phases. If phased, each phase would take approximately 24 months to construct.

Construction impacts on the community will be minimized to the greatest extent practicable. Several pre-construction community meetings will be held to review plans, interim impacts, and answer questions or concerns. Project construction will comply with City regulated hours for times of construction.

Construction activities associated with the proposed Project include site clearing (e.g., removing existing vegetation and trees), demolition of the existing vacant warehouse, utility connections (e.g., new lateral connections to the existing water, sewer, and storm drain mains), building construction, frontage improvements (e.g., new street trees, new curb, gutter, sidewalk, and driveway construction and placing select overhead utility lines underground), and landscaping of the site.

A non-driven pile system will be used to lessen the noise during construction.

An environmental study will be performed, and we will include recommended measures such as an environmental barrier / sound wall along the Bay Trail similar to the one proposed for the Primary School in order to minimize disturbance to the marsh land and its inhabitants. All plans will be approved by BCDC, and, to the extent necessary, with state and federal regulatory agencies.



Harvest will follow the approved California / San Francisco Bay Regional Water Board’s Construction Risk Management Plan.

### **Environmental Considerations – “Responsible Redevelopment”**

The 1990 Bay Road, 1175 Weeks, and 1250 Weeks portions of the site were originally operated by Rhone-Poulenc to produce pesticides and as a result was contaminated with arsenic. The remedial activities began in 1981 and have been ongoing for nearly 40 years.

The investigation, remediation, and agency oversight of the environmental conditions at the site provided the underpinning for the creation of a construction plan that accounts for all known contamination at the site, and allows the development team to minimize any impacts arising from legacy contamination encountered during development through proper management plans that have been approved by the Board. This plan (RMP) was approved in December of 2020 by the California Water Board.

The current development plan involves placing clean material over the majority of the site. The installation of such additional materials and the construction of improvements on top of the elevated site will eliminate all potential pathways to exposure to the residual impacts.

The Regional Water Board will review all future plans, provide comments, and must approve final plans before commencement of construction.

## **PROJECT BENEFIT SUMMARY**

### **COMMUNITY BENEFITS (REQUIRED)**

As part of the Project, there are a number of required Community Benefits that come in the form of one-time Impact Fee payments as well as recurring annual payments made to the City. These are described below.

#### **Impact Fees**

- Affordable Housing\*
- Transportation Infrastructure
- Water
- Public Facilities
- Storm Drainage
- Schools
- Parks & Trails

\*Note: As described in Affordable Housing Program section, the construction of 1103 Weeks Street would be an alternative means of satisfying this Affordable Housing fee obligation.

#### **Ongoing Revenue Generation (Annual)**

- Affordable Housing / Job Training (Measure HH)
- Property Taxes
- Retail Sales Tax

## COMMUNITY BENEFITS

In addition to the Impact Fees and ongoing project revenues that the Project will contribute, Harvest is providing a wide variety of other Community Benefits, that can be enjoyed and used by the community. It is important to note that this specific set of Community Benefits can only be provided at the proposed scale of the Project, as currently described in our Major Application. If the size and scale of the Project should change in the future, due to the Specific Plan Update, then this set of Community Benefits could potentially be reduced. Below is a description of these other benefits that the Project is providing.

### **Community Civic/Retail Space**

Harvest is dedicating ~35,000 square feet of ground floor retail space along Bay Road, Weeks Street, and the Bay Trail to local East Palo Alto businesses, to provide support and assistance in beginning a new business or growing an existing business. Harvest is very open to the types of businesses that could be located in these spaces. Harvest conducted a Community Survey in early 2020 (see attached Summary of Survey results) and learned that a wide variety of neighborhood serving businesses are needed and desired by members of the community. Below is a summary of these types of retail uses that could be located in the Project.

For all the proposed community retail spaces, they will be provided free of charge for 20 years, other than NNN expenses. A \$100 psf improvement allowance, over and above a warm shell delivery condition, will be provided for these spaces.

#### *Restaurant*

Local restaurants run by members of the community in order to serve the community. They will complement the diverse offerings of the marketplace and quickly turn into the place to be in East Palo Alto. There will be plenty of indoor and outdoor seating, coupled with lounge areas to sit back and enjoy a drink. These vibrant eateries will add to the activation of Bay Road as a destination for all members of East Palo Alto.

#### *Coffee / Bakery*

Local coffee shop founded in East Palo Alto and operated in EPA. We anticipate this offering healthy quick serve or grab-and-go items, as well as a baked goods section.

#### *Community Marketplace / Pop-Up Venue with Commercial Kitchen*

The community marketplace is envisioned as a local venue for both rotating and permanent vendors to share their goods with members of the community and tenants of the project. This could include permanent restaurants, food vendors, coffee, bars, artists, makers, small businesses, or a combination of all. It will allow small business owners to present their ideas and grow their businesses before committing to more permanent space. A commercial kitchen will be built out as part of the space for the community and vendors to use. The room can also double as an event space for vendors, cooking classes, community organizations, tenants, or performers. There will be plenty of indoor and outdoor seating with Bay views, all adjacent to the reinvented waterfront and community park. The community can come have coffee, bring their children, get a run in, shop for local goods, or just relax and socialize. This is where the community comes together.

### *Café / Juice / Wine Bar*

This café will provide an indoor/outdoor environment with plentiful outdoor seating along the waterfront. We envision it being a place to grab a healthy bite, juice, coffee, or drink in the evening. It is a place to work, play board games, or relax with friends. It will flow out to the natural amphitheater and could be open during community events and performances. The space will be leased to a tenant but be open to the public.

### *Retail Kiosks*

Three retail kiosks will be embedded into the garage along the waterfront and will house small retailers, either permanent or rotating. We envision this being complimentary to the marketplace and could accommodate a taco stand, local farm stand, ice cream shop, florist, bakery, tea house, bike rental, or other retail provider. It will activate the Bay front and provide one more attraction that pulls the community into the property.

### **Local Co-Working / Incubator**

"Come for co-working, stay for community" – A melting pot for innovation, ideas, and diversity.

Similar to ImpactHub in Oakland or CoBiz in Richmond, this will be a local co-working and event space for entrepreneurs. It could service civic organizations, start-ups, professional service firms, non-profits, students, and other small businesses. We hope this will help revitalize the Ravenswood Business District one person and company at a time, by creating a culture of collaboration, innovation, and productivity to ultimately foster learning, better business outcomes and improved quality of life options.

### **Flex Space**

This is envisioned as flexible space for other small businesses, makers, or philanthropies in the community. We want to provide a permanent, subsidized home for these organizations to continue to foster growth.

### **Grants to Small Businesses / Civic Organizations within the Project**

Harvest will provide \$1,000,000 in funding to support small businesses within the Project. Whether that includes startup costs or ongoing grants for those that thrive, we want EPA businesses to succeed.

### **Grants to Ravenswood Business District Organizations**

Harvest will provide \$1,000,000 in funding to support local philanthropic organizations or businesses within the Ravenswood Business District. We envision this area being a walkable, dynamic environment that provides a range of services to the community, and we want to be part of that support network.

### **Art Program / Grant**

Harvest will provide \$1,000,000 towards a community driven art program at the site in addition to a \$250,000 grant towards the upkeep and rotation of that art program.

Harvest will also provide the City \$250,000, at its discretion, for additional art installations around the RBD celebrating the history and diversity of East Palo Alto and its residents.

### **1250 Weeks developed as Public Park**

1250 Weeks Street will be developed as a community park (privately owned and maintained, but permanently available to the public through the execution of a public access agreement) and will feature picnic tables, grills, a central playground, an outdoor fitness station, half-court basketball, a dog run, and natural landscaping with additional seating. This will complement the proposed indoor/outdoor community marketplace and provide a wonderful destination for all residents to play, relax, congregate, celebrate, and enjoy the natural beauty of the East Palo Alto bay front.

### **5.5-Acre Public Park along ½ mile of Bayfront Open Space**

This half mile stretch of bay frontage is one of the natural gems of East Palo Alto and has been underutilized and largely inaccessible over the years. We plan to raise the entire site to create a seamless interaction with the proposed levee (17 feet tall), so that a wider area can be programmed as a public park rather than the single, mounded trail currently proposed. The majority of the park area will be programmed to create useable space for residents to gather, relax, work out, play, and generally enjoy the outdoors. Landscape improvements adjacent to the pedestrian/bike path will include seating, open lawn areas, bioretention plantings, habitat plantings, yoga/meditation areas, retail kiosks, and outdoor seating for food services.

A sloped lawn extends along the eastern edge with a stage located at its base, creating a natural amphitheater. We envision this as a wonderful place to take in the sun and views, as well as a prime spot for small concerts, movie nights, or other performances.

The improved Bay Trail wraps around the substation and culminates at the eastern edge of Bay Road and entry to Cooley Landing. We hope to adequately screen the PG&E substation and activate this space with a large dog park, additional seating elements, and raised community garden.

### **1.5-Acre Public Plaza**

This large public plaza is in line with the vision of the Specific Plan, providing connectivity to the waterfront and breaking up the project. This will provide a central gathering space for the community and tenants. We envision this area being used for public markets (food/goods/cultural/art) and have designed it to be functional and inviting with shaded areas, public seating, food truck locations, and a water feature for children to play in. The plaza flows out to additional landscaped and natural environment with seating areas providing beautiful views of the Bay.

### **Screen PG&E Substation**

Three levels of landscape screening will be added to the perimeter of the PG&E substation. This includes greenery along the perimeter wall, one layer of higher plantings and one layer of trees. Over time, we hope this will substantially screen the substation from the view of the public and significantly improve the attractiveness of the area.

### **Public Wi-Fi**

Free Wi-Fi access will be provided to the public at the Project.

## **525% More Green Space & Over 325 New Trees**

The current site is fenced in and largely covered by asphalt. The proposed Project will allow for the expansion and improvement of one of the largest stretches of Bay front property on the Peninsula and turn what is a rarely used path into a vibrant community destination. In total, over half a mile of Bay Trail will be improved with the addition of a ~5.5-acre park and 1.5-acre public plaza. This will connect southern neighborhoods of East Palo Alto with Cooley Landing and the Bay Trail that extend to the northern reaches of the City. Improved air quality will be a direct result of these improvements, dramatically reducing the amount of hardscape and heat load generated by the Site.

## **CityTrees**

CityTrees are the world's first biotech air filter. Per their studies, one CityTree is the equivalent of 275 natural trees and filters the breathing air of up to 7,000 people per hour. We are hoping to donate and install six CityTrees at locations decided by the City, as well as six on-site. This is still subject to an agreement with CityTrees, which is in process.

## **Improved Pedestrian & Bike Paths with New Streetscape & Landscaping**

Over one mile of pedestrian pathways will be provided at the Project. The enhancement of the Bay Trail will provide pedestrian and bike connectivity from Weeks Street to Cooley Landing. All pathways and sidewalks will be new with robust improvements and landscaping.

## **Levee Development**

Harvest plans to dedicate a portion of its land for the construction of a levee. We recognize the threat sea level rise poses to the community, as well as the cost of flood insurance. With the creation of this levee, the City of East Palo Alto should be largely protected and removed from the flood plain. As further described below, we will be raising our site to create a seamless transition with the levee in order to better utilize that area and turn it into a public park versus the single proposed trail.

## **COMMUNITY ORGANIZATIONS**

As mentioned above, on a regular basis, we continue to meet with our neighbors, community members, and local non-profit organizations. A list of these organizations is provided below. We are also hoping to form strategic partnerships with several of these to not only provide future space and funding, but to also create training programs and access for the community members they serve.

We look forward to continued input, dialogue, and collaboration with the community as we move the Project forward.

- EPA Center Arts
- EPA CAN DO
- Renaissance Entrepreneurship Center
- Live in Peace
- StreetCode Academy
- Ecumenical Hunger Program
- Canopy
- We Hope
- JobTrain



## **Harvest Properties The Landing**

### **Summary of Pre-Application Community Meeting**

Date: February 4, 2021  
Time: 6:30 pm - 8:00 pm  
Location: Virtual Zoom Meeting

The Community Meeting was conducted in both English and Spanish, and consisted of a presentation by the Harvest team to describe and summarize the plans and design for “The Landing” project, followed by a Community Feedback period, providing the community the opportunity to provide input and ask questions to the Harvest team. This Community Meeting was conducted as part of the Pre-Application process for the City of East Palo Alto.

The Landing is proposed as a mixed-use development project, located at 1990 Bay Road, 1175 Weeks Street, and 1250 Weeks Street, in East Palo Alto (EPA).

This Summary will be organized in the form of describing the question or comment from the community, and the response to such question from the Harvest team and the City of East Palo Alto team (for specific questions). Please note that this is not intended to be a transcript of the meeting, but a summary of all the meeting participants’ comments and the Harvest and City teams’ general responses.

Please note that the presentation and a recording of this Meeting is also available on The Landing’s website: [TheLanding-epa.com](http://TheLanding-epa.com).

### **Community Feedback**

#### ***Question/Concern:***

Please clarify what is considered community space that will be free of charge. Will this space be only for residents of East Palo Alto? Traffic is a main concern.

#### ***Harvest Response:***

The community space includes all the ground frontage along Bay Road and along Weeks Street, other than the two lobby entrances to the buildings. It was very important to activate these areas as the team believes that these are the most accessible, and will allow for the creation of a neighborhood ‘Main Street’ feel. In addition, the other retail areas are the retail pods that we have proposed to be built into the buildings at the waterfront. We also designed a marketplace along Weeks Street to create a destination for people to visit, which would also serve the local neighborhood. We envision these spaces, as well as the retail pods along the waterfront, as rotating or ‘pop ups’ to encourage and include a variety of vendors, with some converting to more permanent businesses. The other space along Weeks Street would be for other uses, such as a co-working space; this community space would be specific to EPA residents. We look forward to working with the City and community to determine the businesses that will be housed in these spaces.

Harvest agrees that traffic is major issue in the Bay Area, and specifically in EPA. The Harvest team then outlined its approach to traffic – a “four-pronged” approach: 1) Project-specifically; 2) Ravenswood Business District; 3) East Palo Alto; and, 4) Regionally. For our project specifically, we are aiming for the City’s 40% reduction in single vehicle trips generated from the project. We are also looking at traffic sensitive design, such as designated queuing areas, dedicated drop-off, and bus areas. For RBD, we are looking at widening Bay Road from two to four lanes to improve circulation and the addition of a proposed Loop Road to connect from Bay Road to University Ave. More regionally, the team has been a strong advocate for the Dumbarton Rail to create a stop in EPA, to become a true transportation hub for EPA as well as a ferry service at Cooley Landing. The Harvest team outlined several other ideas, including a public/private shuttle system, bicycle boulevards, and traffic calming measures, as well as working collaboratively with other regional resources, such as Commute.org and Manzanita Works.

*City Response:*

Radha Hayagreev (City of East Palo Alto, Community and Economic Development Department) introduced herself, and explained the terminology of RBD (Ravenswood Business District) and TDM (Traffic Demand Management). She explained that the RBD is a Specific Plan area. This is a priority development area, with The Landing being one of four (or more) major development projects being considered. Ms. Hayagreev encouraged any community member to reach out to her or Chris Dacumos, if anyone should have any questions. Mr. Dacumos will be the project manager for The Landing project, and the other large development projects.

**Question/Concern:**

There are a lot of people parking on the street (didn’t specify the street).

*Harvest Response:*

Harvest team responded that others have asked about parking at the project. At the project, there will parking dedicated for public use for both the retail and open space.

**Question/Concern:**

When will the project start and finish?

*Harvest Response:*

Right now, the project is going through the entitlement process. Realistically, this process will take another 18-24 months. If the project is to get approved after that period of time, we would go through a permitting process, which can take approximately one year. Our best guess is that we would start construction in three years, and construction typically takes 1.5 to 2 years. So, all in, we estimate it would take five years to complete the project. The project might also be phased and built over a longer period of time.

**Question/Concern:**

When will the Bay Road widening finish?

*Harvest Response:*

The City has already started moving forward with the Bay Road improvements, which include a lot of infrastructure improvements as well as the creation of sidewalks and re-paving of the road. This work doesn’t include the widening at the final end portion of the road. This is the work that

the Harvest team and other developers would be pursuing. Our best guess for the timing is what was described above for the overall project's construction timing. This work will not happen unless projects are approved and move forward.

**Question/Concern:**

Is there space in the green areas for families to gather, have picnics, and other outdoor events?

**Harvest Response:**

100%. There is 7.5 acres proposed in the project. This will be the 2<sup>nd</sup> largest park in EPA. We have designed the majority of this open space to include space for people to gather, with picnic tables, BBQs, and other amenities. In designing the space, we really tried to make sure it was for people of all different ages, and therefore would include areas and equipment for all ages (i.e., play structures, sports courts). We will be listening deeply to the community to understand how we can make these park and open spaces better. The big question is how we entice people to come into the project. We wanted to draw people into the project, to ensure that the community feels welcome. We needed to create these more activated areas in order to do so. That's why we have a variety of spaces: the dog park, the amphitheater, grassy areas for people to hang out, flowing into the large public plaza, retail built into the buildings along the waterfront, the Community Marketplace, and then the park at the southern end.

**Question/Concern:**

Who is funding the project?

**Harvest Response:**

Harvest Properties (the team on the call tonight) and our partners, will be funding the project. We have a long-term vision for the project, with the project developing over time. It's very important to Harvest that we are part of the community long-term.

**Question/Concern:**

I remember there were some issues with water rights and sewage, these were a problem in EPA for some time. Have you already talked to the City about this?

**Harvest Response:**

Yes, we have been discussing this with the City. As you might remember, there has been a long-standing discussion regarding water rights. The City was able to secure adequate water rights for existing and future uses (in the RBD and City-wide). In our project, we will be making every effort to reduce the use of this scarce resource, by using low-flow fixtures, and using new recycled water technology. As discussed in our presentation, the project could be one of the most sustainable projects regionally, and perhaps in the country. We have taken this same approach with all the infrastructure in the project, including the sewer system and onsite treatment facility to reduce our reliance on the City's system. We will also be working shoulder-to-shoulder with the City and the community on how best to upgrade the existing system. Regardless of development, the existing system requires repairs and improvements and will need to be upgraded/relocated as part of the levee project. Understanding that these issues were so important, at the beginning of the process, we began to work together with the City and the other developers of EPA projects. There are potentially many positive solutions to these issues.

**Question/Concern:**

Will there be a dog park?

*Harvest Response:*

There will definitely be a dog park. It is located right before Cooley Landing at the top part of our site. It is a large area because we had a lot of people ask for dog park. It will be located next to the community gardens.

**Question/Concern:**

Is there any affordable housing included in the project?

*Harvest Response:*

As we mentioned in our presentation earlier, the lands of the property were formerly contaminated. As result of its history, there are specific governmental regulations precluding the development of housing on the site. The site is now largely remediated and in a safe condition. We will be bringing in clean soil as part of the development project to create an even larger barrier/cap.

However, we are working on some other ideas around affordable housing in the near future. We may eventually have an affordable housing component on another site, as we know how important this is to the community. Additionally, if the project were to be approved, it would provide over \$10 million in immediate affordable housing funds, which could generate a significant number of affordable housing units (40-50 units). The project would also generate ongoing annual funding of \$2.25 million through Measure HH, which over time could produce several hundreds of units of affordable housing. These units would hopefully provide a positive impact in EPA.

**Question/Concern:**

Is there going to be a library?

*Harvest Response:*

Right now, we do not have a library planned. One of the reasons is that one of the other developments (Four Corners project) is currently proposing including a library in its project. However, we are open to input as well.

*City Response:*

Chris Dacumos also wanted to respond to the question about a library. The Four Corners development is considering proposing a library, but this hasn't been decided yet. The City is considering other potential sites as well.

**Question/Concern:**

How about a grocery store, like Trader Joes or Safeway?

*Harvest Response:*

We don't have a grocery store planned for the project. One of the reasons for this is that the feedback we received is that our site is not as central of a location. We thought the better way of addressing this need is through the Marketplace we are proposing. Our idea for the Marketplace draws inspiration from places like the Essex Market (NYC), San Pedro Square, or

the Emeryville market. We would have a lot of different vendors (not just providing ready-made food), but local vendors selling goods as well. We see this as a place for crafts, arts, and food, as well as a venue for the community to host events or live performances. We are looking for as much feedback as possible for how to get the right services to provide the right benefits. We see this as a community destination, where the community can enjoy the waterfront, have locally produced goods, and enjoy an indoor/outdoor place, given the great local climate.

***Question/Concern:***

Are there any areas designed for the East Palo Alto youth?

***Harvest Response:***

Yes. The 1250 Weeks site we have dedicated and designed for a park. There are basketball courts, a fitness station, and a playground. More central in our project, we also have a plaza with a water feature, for kids to play in. Additionally, we have been talking to EPA Arts center to create a shared venue, and are looking forward to collaborating with them. All of the feedback provided in the Community Survey is very helpful to us as well for the project's design, to refine the ideas, and eventually land on what the community needs the most. We also have the proposed amphitheater, which is conceived of as a large grassy hill, next to the café, overlooking the bayfront. This is a great place for people to hang out, and at night, we can have movie-nights (with an outdoor projector) and performances on the stage being proposed.

***Question/Concern:***

Who will manage this development after it is built?

***Harvest Response:***

Harvest will be managing the project. We will be involved from start to finish, from entitlements, through the development, and long-term ownership. Our goal is to continue to stay involved in the community and with the community organizations long-term. Harvest Properties is locally-owned, and only focused on the Bay area. Because of this, we take our relationships and reputations with the communities in which are working very seriously.

***Question/Concern:***

Will there be jobs for local residents in construction and in the local stores, once the project is built.

***Harvest Response:***

The key to providing rent free space for the community is to ensure that local businesses in EPA can afford to run their businesses here. Additionally, this enables the retail to be affordable for the local community as well, to ensure that the food and goods are not extraordinarily expensive. Along Bay Road and Weeks Street, we are planning that these businesses would be local to EPA, and employ EPA residents (i.e., restaurant, bakery, coffee shop).

We are also very excited about the arts program, and commemorating EPA's history in the art program. This could mean a walk-of-history along Bay Road, but we would like to get community feedback. We would like to employ artists, and bring in live music. The artist's community is so important to creating a vibrant, cultural, business, arts district.

There will also be a lot of service jobs, and construction jobs (i.e., engineers, plumbers, landscapers, maintenance staff, security). There will be jobs created during construction and then, long-term at the project when it is developed.

The City just kicked off its First Source Hiring initiatives. We plan to work with our tenants to abide by this (i.e., career days, posting job opportunities). Also, a lot of Measure HH funds go to job training in the community.

Within the project, we are also planning on building a commercial kitchen that will be part of the Community Marketplace; any of the vendors in the Marketplace can use the commercial kitchen. We also hope that the kitchen will open to the community for a variety of uses (i.e., cooking classes).

*City Response:*

Radha Hayagreev mentioned that in the Chat there was a link with additional resources regarding this initiative. The City has decided to use Measure HH funds for the First Source Hiring program. Community members can also go to the City's website to find out more information about this program. There is an opportunity for the community to learn more about this and get involved in the process.

**Question/Concern:**

Do we have a tenant for the office/R&D space?

*Harvest Response:*

We are not working with any particular tenant. We have not yet started marketing the space. The reason for this is that we are still in the Pre-Application phase, and we don't yet know what the project will become. We are looking to obtain as much feedback as possible. Typically, in the Bay Area, we have to build new projects speculatively. There is significant risk in doing this and committing to all the benefits we're proposing. That is why we need the density we do and have also designed the project flexibly enough to accommodate all different uses. These will likely include retail, civic space, R&D, office, and life-science/lab space.

**Question/Concern:**

A lot of EPA residents are coming from different places around the U.S and the world. It is important to honor not just the history of the City but the backgrounds of the local community members.

*Harvest Response:*

We definitely appreciate that. One of the other developers – Emerson Group – is doing a project right now to archive the history of EPA and understand what parts of that history the community wants to commemorate. That will be such an incredible project for EPA, and we plan to support them in those efforts and use that information to guide our installations. At our project, art is the most logical way to commemorate the history, but you could also accomplish this through education opportunities, which we plan to have as well.

**Question/Concern:**

What about sustainability? Will the project be green?

*Harvest Response:*

We applaud the city in passing their new Reach Goals, and the proposed project will go beyond what those require.

The site was formerly contaminated, and went through a 40-year clean-up effort, spending \$40+ million. We viewed this site as an incredible opportunity to turn one of the most contaminated sites into one of the most sustainable projects regionally, and perhaps in the country, which would be a tribute to the efforts of East Palo Alto's residents in removing those corporations. As mentioned in our presentation, we will use low-flow fixtures, efficient systems, on-site water treatment and re-use, large-scale renewable energy (i.e., solar) installations, battery backup, and potentially all-electric building design.

We also want to be respectful of the natural environment. In our site design and building design, we want to mimic the natural environment and topography (i.e., green roofs and landscaping). The site is uniquely positioned with over a ½ mile of Bayfront frontage. Additionally, there is a levee that is being proposed for development next to our site. It is very important to our development team that this levee is built in the right way, since it is currently proposed as a large mound that could block views to the waterfront. For the Harvest team, it is very important to activate this area around the levee to make it an amenity to the community. We are proposing to raise our site 6-7 feet to match the top of the levee, and design this eastern edge of our property as a public park. We have been working closely with SAFER Bay on this project to ensure that it is properly coordinated.

We will continue to do more and more research on the essential topic of sustainability, as we go through the process, but it is one of the key, important themes for the project.

**Question/Concern:**

Is the cleaning of the contamination of the land on this property done?

*Harvest Response:*

Yes, it is. As was previously mentioned, for 40 years, the site was remediated with oversight of the Water Board, as the regulatory agency. There is no further remediation of the site that is necessary, and it currently has an asphalt cap on the site. The development of the site will allow us to bring in an additional 6-7 feet of clean soil to add an extra barrier to all the past contamination.

**Question/Concern:**

Will the area that is green on top of the buildings be open to the community?

*Harvest Response:*

We are still working on the programming of these spaces. We are not sure how open it will be, as it will be echoing the ecology of the marshland area. Likely this space will be private because of its relationship to some of the commercial buildings.

***Question/Concern:***

Thank you for having these meetings to hear what the community has to say.

***Harvest Response:***

Thank you. We know it is a big sacrifice to join these meetings – it is late, people have family obligations. Your opinion truly matters to us, and we are available any time a question might come up. We look forward to when we can meet with you all in person.

***City Response:***

Ms. Hayagreev said that the City really appreciates all of you being here. Going from in-person meetings to being here can be challenging. Thank you for all the community members who filled out the survey. It is her department's hope to reach as many people as possible. We are rolling over to a Study Session with the Planning Commission (Feb. 22); it will be a similar format, another opportunity for the community to come and voice what they aspire to see with the project. The City Council will have a Study Session after that. These are Study Sessions, not formal hearings. We would love to hear from you; please spread the word.



## **Harvest Properties The Landing**

### **Summary of Community Survey**

Prepared: February 10, 2021

#### **Overview of Survey: Purpose and Process**

On January 6, 2021, Harvest Properties released its Community Survey, in both English and Spanish, for the purpose of receiving direct feedback and input regarding its upcoming proposed project, “The Landing.” The Landing is proposed as a mixed-use development project, located at 1990 Bay Road, 1175 Weeks Street, and 1250 Weeks Street, in East Palo Alto (EPA). The Survey was posted on the project’s website at [TheLanding-epa.com](http://TheLanding-epa.com). The community was able to fill out the Survey online or provide feedback by requesting a written Survey, which would be mailed directly to the community member.

The Survey was released at the same time as a two-part series of Community Presentations (in both video and pdf formats) on the project website, where Harvest’s team members provided an overview of the input received from the community over an 18+ month community outreach process, and how this input guided the initial direction for The Landing, including many proposed Community Benefits.

To date, Harvest has received eighty-eight (88) responses to the Survey combined (84 in English, 4 in Spanish). The Survey is still available for community members to fill out.

In the Survey, a series of questions were posed with respect to The Landing, and consisted of a wide variety of topic areas. These included: Design and Art, Site Programming, and Other Community Benefits. Survey respondents chose from a list of choices for each question in the Survey. There was also the opportunity to include their own written comments and questions for many of the Survey questions.

Below is a list of the questions posed in the Survey as well as the results of community members’ responses, in a Bar Chart format. A summary of the written comments and questions is also provided.

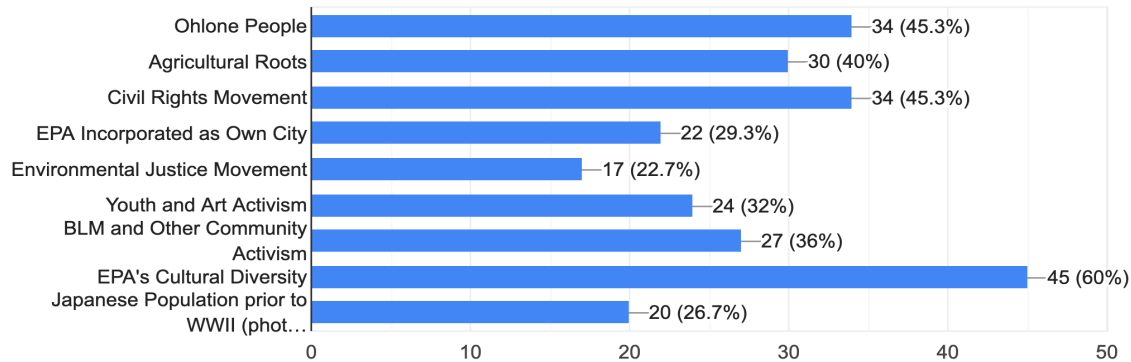
The results of the Survey have significantly helped to inform the planning and design of The Landing, and will continue to provide this same benefit, as additional responses are provided to the Harvest project team.

## Survey Results

### I. DESIGN AND ART:

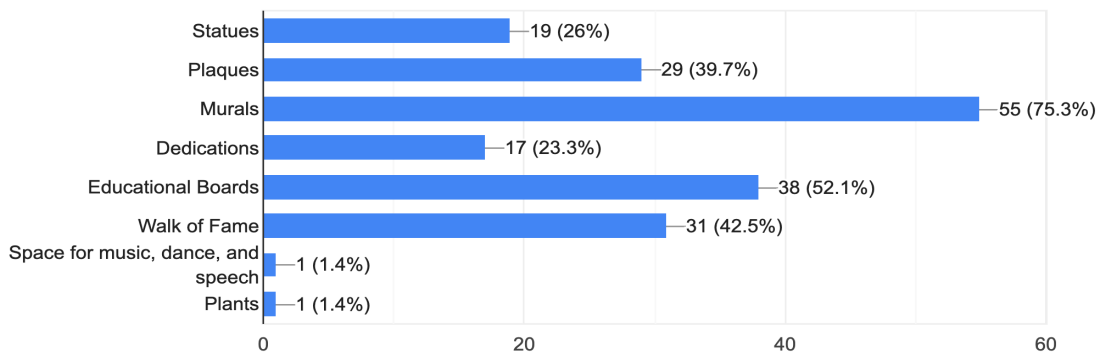
The Project would like to honor EPA's history through art and education. What periods of EPA's history would you like to see commemorated? (Please select your top 3)

75 responses



The Project would like to honor EPA's history through art and education. What types of tributes would you like to see within the Project? (Please select your top 3)

73 responses



After this question, the following question was asked:

***Do you have additional ideas for ways to reflect EPA's history within the project?***

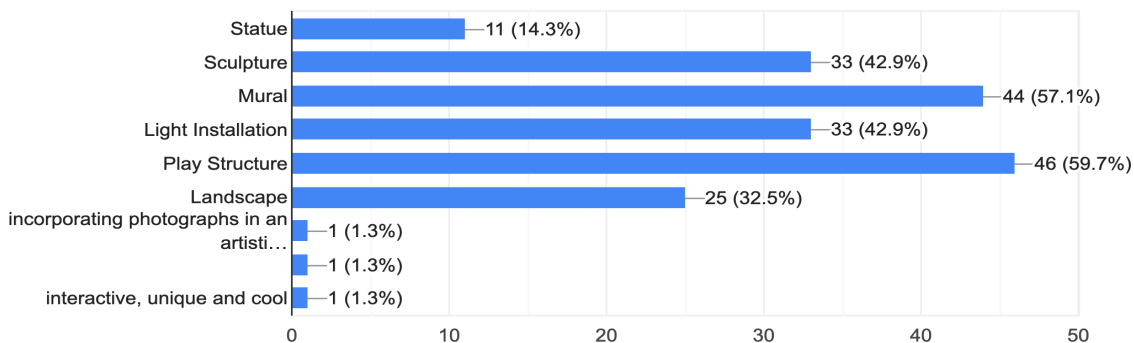
Below is a summary of the feedback and comments made:

- A few comments mentioned the idea of a museum.
- Ensure that the architectural styles incorporate and reflect the history of EPA, as well as reflect the natural environment. Specifically, it was suggested that 'interactive scenes or step back in time moments' should be encouraged. Create a space that is adaptable to the values of the community as it changes in history.
- Consider a pop-up art gallery and social media campaign.

- Keep history meaningful; there have to be those within the community who keep it 'sacred' and current. A suggestion was made to reach out to groups representing the "living, ongoing history of EPA" to inquire what they need to keep their communities intact and traditions alive.
- A few comments were made recommending that statues of people not be included. "Movements are more than a single person, and monuments need to evolve as cities and values evolve." "We need to create a community that is able to adapt the space to the values of the community as it changes in history."
- Create a "community stories board" where people can share their memories. Consider interviews of people in the community to create audio and video stories to highlight the diverse history of EPA. Consider a project that appears throughout the City with storyboards and ties back to the main project.
- Create kid-friendly spaces.
- Ensure that the project incorporates and talks about the diversity of EPA.

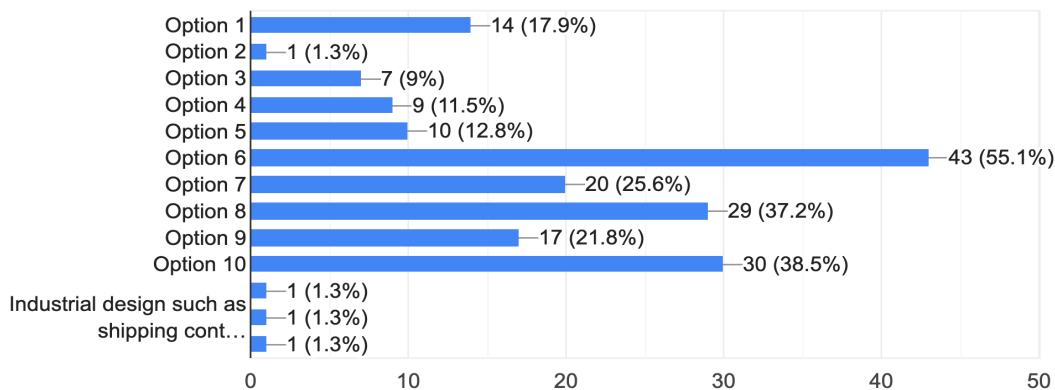
We are proposing a grant for art installations around the city. What types of public art would you like to see in EPA? (Please select your top 2)

77 responses



Which of these building designs would you like to see on this site and in EPA? (Please select your top 2)

78 responses





**Ranked #1 (55.1%) - Option 6:**



**Ranked #2 (38.5%) - Option 10**



**Ranked #3 (37.2%) - Option 8:**

After this question, the following question was asked:

***What design elements would make the project feel approachable and welcoming to the community?***

Below is a summary of the feedback and comments made:

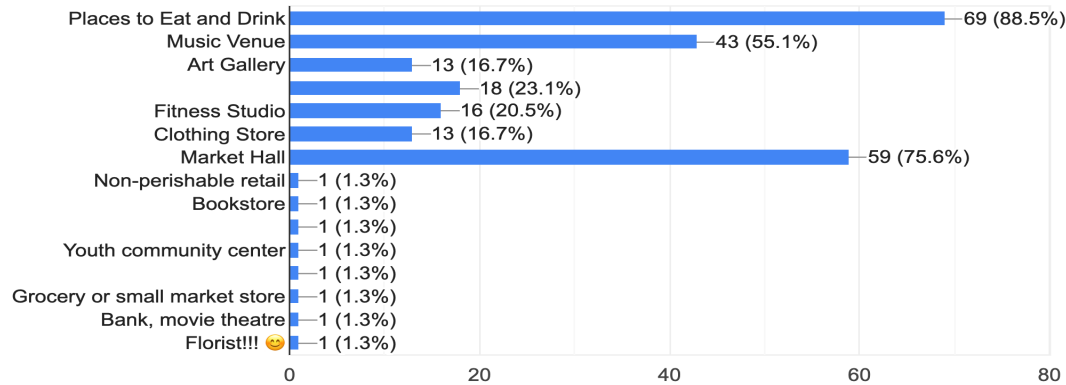
- Many comments were made regarding the importance of green space, open space, natural light (particularly native landscaping, flowers, trees), walking paths, bike friendly paths, and parks.
- Encourage well-lit open spaces for the safety of everyone in the community.

- Several comments were made suggesting a mix of uses, including retail (i.e., smaller boutiques, restaurants, bars) on the ground floor, office on the upper floors. Consider higher ceilings, bigger doors, and large windows on the ground floor.
- For a housing development, encourage larger flats or townhomes (not “packed like sardines in generic apartments”) above retail with roof-top decks with a generous amount of open space.
- Suggest spaces for pop-up shops and food trucks, stations for bike rentals for use along the Bay Trail, and “old timey newsstands” for newspapers, magazines, and local zines.
- Stress the importance of spaces that that are “made to be used” (i.e., art that can be climbed, a building exterior and landscaping that invites people to sit, feel welcome to interact with).
- A few comments were made discouraging boxy, office buildings, and encouraging warm colors, with open windows.
- Ensure that the design is “something that reflects a diverse community.”
- Include universal design into all aspects of design (including bathroom design).
- Consider a New Orleans style type of architectural design (with music too!)
- Ensure that the architecture is “unique, beautiful, and worth visiting,” and not be like the design in Emeryville. Ensure that the architecture is approachable; the Amazon building is very “unapproachable and it does not feel like it belongs to the community.”
- Note that that brick walls make the space feel “corporate” and “out of touch” with the architecture in EPA.
- Design should be pedestrian-friendly, with places to sit and gather.
- Architecture should look “cozy”, and have an outdoor kid’s playground, multi-generational area/plaza.
- Encourage design that is “clean, simple, and inclusive.”
- Stress the importance of connections to the various transportation options, including a ferry system into the area via Cooley Landing.
- Create a “seamless connection to EPA Arts” through the use of walking paths.

## II. SITE PROGRAMMING:

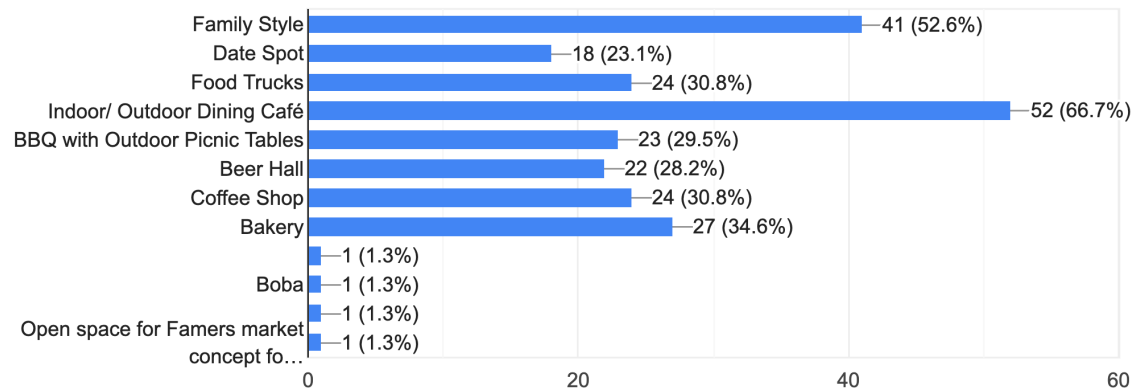
What types of retail would you like to visit this site for? (Please select your top 3)

78 responses



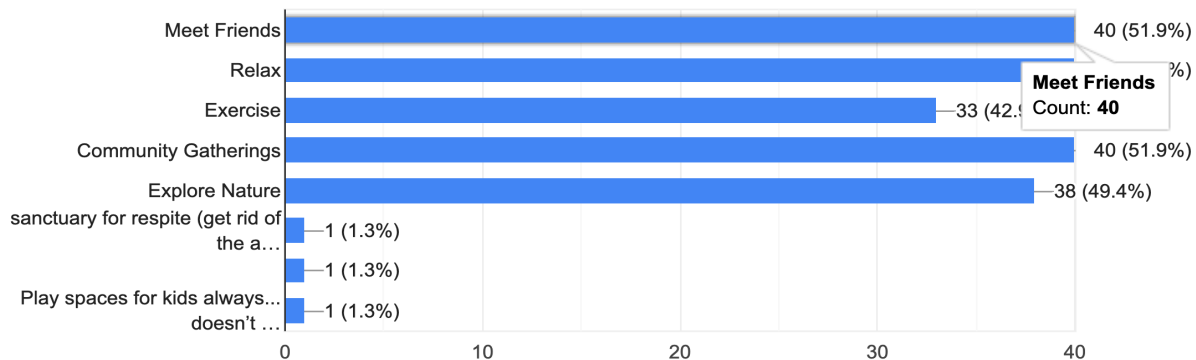
We've heard from the community that there is an interest in new places to eat and drink. In what types of places would you like to spend your evenings? (Please select your top 2)

78 responses



How would you best like to use the outdoor space? (Please select your top 2)

77 responses



After this question, the question was asked:

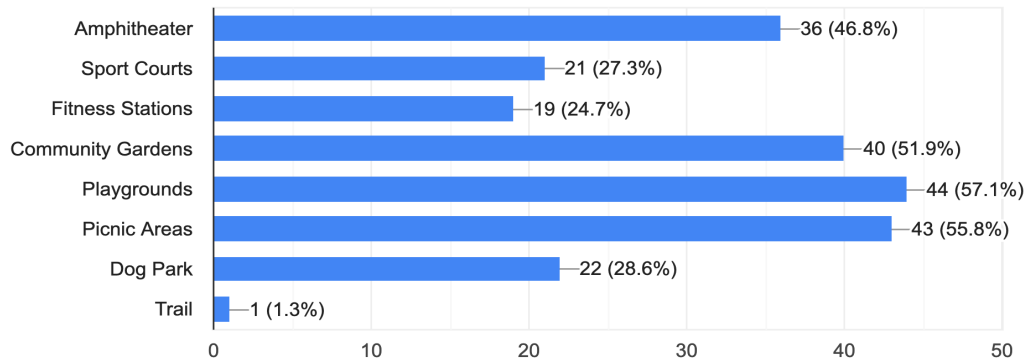
***We are focused on securing locally-run businesses for the planned retail. Are there any existing businesses or specific business types that you'd like to see open shop?***

Below is a list of the types of businesses that were suggested:

- Locally owned businesses
- Café, coffee shop, breakfast café
- Market hall with different vendors representing the diversity of EPA
- Local native plant nursery
- Artist studio space at below market rates
- Farmers market
- Commercial kitchen for “local crafty artists, and foodies making various types of foods”
- Affordable food options. There are a lot of fast food and taquerias already. Consider Asian options.
- La Caseula, Back A Yard, bike shop, plumbing supply store
- Drew pharmacy
- BobaMania, taco trucks, Café Zoe-type of café with live performances
- Business on Instagram, i.e., Otai
- Book store, streetwear retail shops
- Any store that targets youth
- Trader Joes, or a grocery store
- The Market at Edgewood is a great nearby grocery store
- Bakery (“I miss walking to getting donut holes back in the days of Whisky Gulch.”)
- Ramen, a vegan/vegetarian restaurant
- EPA Library-linked used bookstore (a place to sell book overflow from SMC library district)
- Shake Shack
- Back-a-yard grill
- Hair/Nail salons
- Beauty supply store
- Cafe Borrone
- Tacos Tuluco
- Pupusas
- Thrift store
- Animal hospital/nonprofit
- Maya’s bakery (Mayra Tafola on FB)
- No bar or purely alcohol-focused establishment (that is..”all there is right now in EPA, as it is liquor stores, and fast food.”)

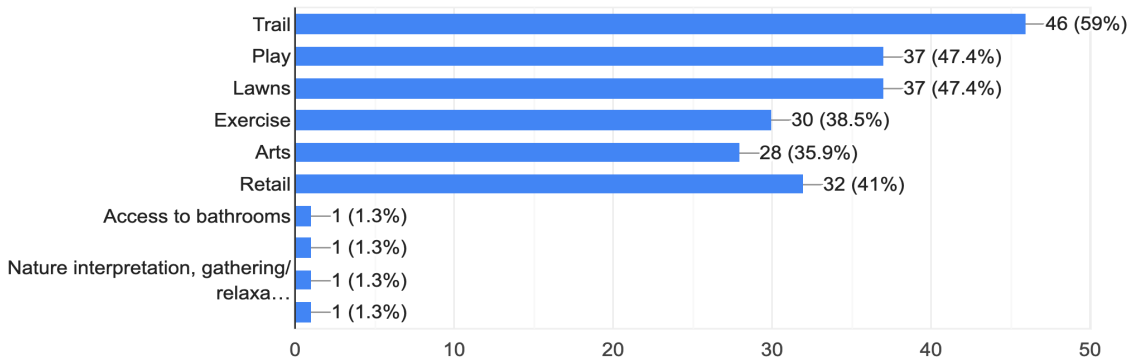
Community open space is planned along the waterfront. What waterfront amenities would you be most excited to see? (please select your top 3)

77 responses



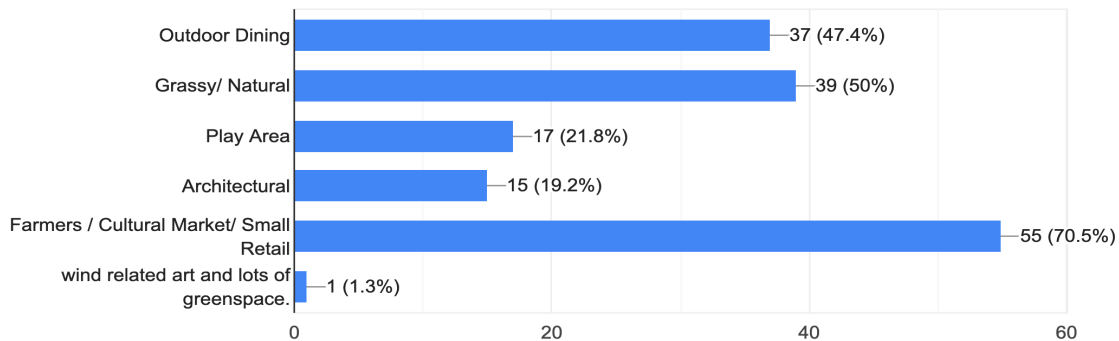
What style of outdoor environment would you most like to see on site? (Please select your top 3)

78 responses



Which of these central plazas would you want to spend time in? (Please select your top 2)

78 responses





After this question, the following question was asked:

***What are examples of your favorite outdoor environments from around the Bay Area?***

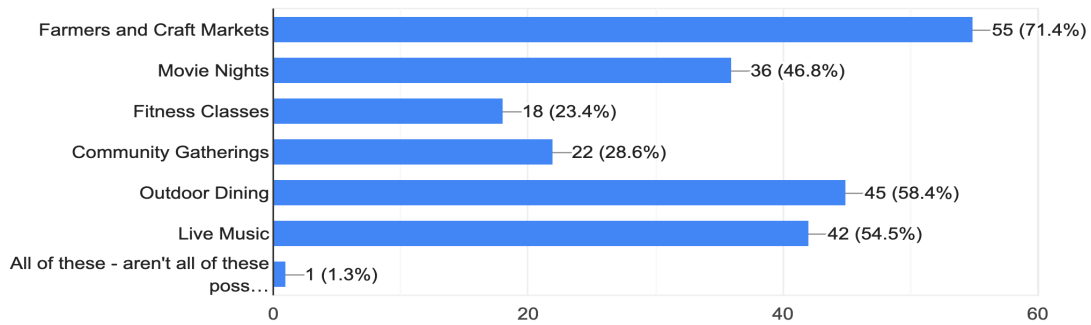
Below is a list of the types of outdoor environments that were suggested:

- Stanford
- Stanford Rodin sculpture garden
- Grassy/ nature walking trails
- Coyote Point Park
- Golden Gate Park
- Foothill Park
- Shoreline Park
- Redwood Forest, Oakland
- Windy Hill open space area
- Bay Trail (needs gap closed from Weeks Street to Bay Road)
- The bay :)
- Redwood City Downtown
- Los Altos history museum and surrounding area/ Rinconada Park/ Flood Park
- Flea market in San José
- Patricia's Green (Hayes Valley, SF)
- Dolores Park
- Water fountains
- Cupertino Main Street
- Salesforce Terminal Park
- Magical Bridge Park
- Campbell Farmers market
- Foothills Park
- Mountain Winery
- Cooley Landing
- Shoreline lake
- Cesar Chavez Park, Berkeley
- Greer Park, Palo Alto
- Leo J Ryan Park
- Central Lake, Foster City
- Cal Ave/Downtown Sunnyvale (when the street is closed for Farmers Market)
- University Ave. (when the street is closed)
- New trail off University Ave.
- Santana Row (minus to upscale retail/dining, but the center island area is nice)
- Bay Lands Park
- Nealon Park
- Duck pond, Palo Alto
- Downtown Hayward district

- Edgewood
- Exploratorium (outdoor exhibits), consider partnering with the Palo Alto Jr. Museum and Zoo for outdoor science and nature exhibits
- Spark Social, SF
- Downtown Mountain View
- Outdoor dining by the water at Jack London square
- San Pedro Square
- Mountain winery, Saratoga
- Lake Merritt
- Fort Mason
- Downtown Burlingame (Mix of Retail, Business, Food, and Parks)

What types of programming would you like to see in the outdoor areas of the project? (Please select your top 3)

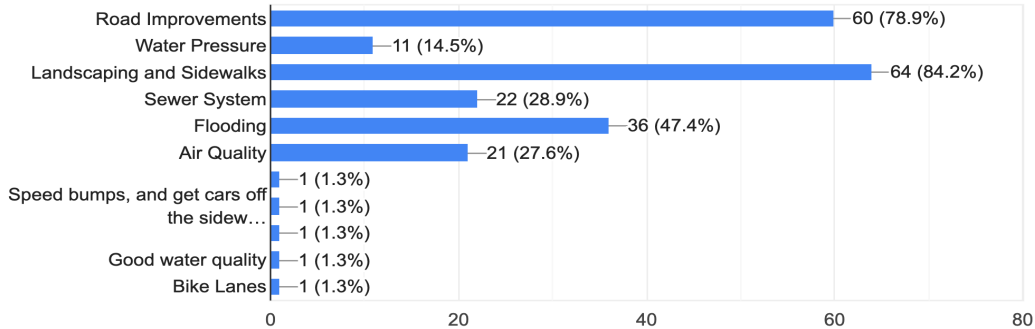
77 responses



### III. OTHER COMMUNITY BENEFITS:

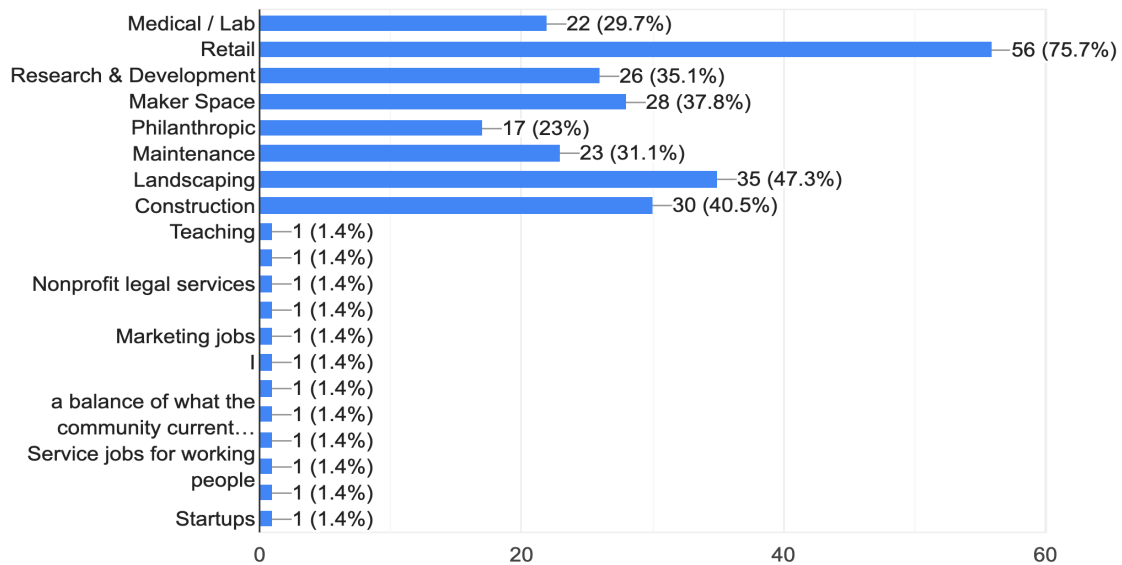
What types of infrastructure improvements do you think should be prioritized in this area?

76 responses



What kind of job opportunities do you want to see coming out of this development?

74 responses



After this question, the following question was posed:

***Are there other community benefits that you would like to see the Project bring to EPA?***

The following suggestions were made:

- Several comments were made emphasizing the importance of promoting innovative transportation solutions at the project, to ensure that there are “little-to-no traffic impacts.”
- Several comments were made about the importance of including more open space, walkability, and places to walk and gather. Suggestions were made for a park and recreational areas for youth, “like the rest of the cities have.”

- Consider including coffee shops and creating a walkable "downtown" feel.
- Create safe, clean, vibrant community spaces that the community is proud to have in its city.
- Develop a large community hall that can be rented out by residents or programs to host events.
- A few comments were made encouraging local events that "bring our community together" and bring social life to EPA, "instead of driving to Redwood City or Palo Alto."
- Ensure that "the community would feel like this belongs to them too..that there is space for them."
- Create opportunities for "residents to help others."
- Create a City Center within EPA, "somewhere we can bring friends, family, and guests and have things to do and show off this historic city." Consider how to design the space to as a "beacon" for this.
- Discourage creating a space that feels like another "generic shopping space, like the Gateway 101 project."
- Prioritize local residents in terms of opportunities. An example was made for a possible discount/coupon for local residents at certain businesses.
- Encourage hiring people from EPA.
- Work with local schools to host plays/recitals and sports teams.
- Provide low income housing or a community land trust.
- Several comments were made about the importance of tax revenue for EPA to improve the overall quality of life and improve infrastructure that will draw further institutional investment. This will improve and elevate the "overall level of economic prosperity in EPA.. in a sustainable fashion." "...the funds fix other systemic issues that the city faces, for one, improving the quality and credibility of the Ravenswood school district."
- Suggest that the City buy the unused church properties and build retail on those properties.
- A few comments were made regarding the importance of sustainability at the project, specifically minimizing the project's environmental footprint and teaching local residents about recycling, solar power, etc.
- Integrate water quality enhancements with enhanced vegetation and greenspace.
- Create opportunities for better access to the arts (film, dance, music, etc.)
- Create parking for EPACenter Arts.
- Create a skate park.
- Support a History museum.
- Ensure that there is strict enforcement of fireworks law.
- Make improvements to the Education District.

**The final more open-ended Survey questions were then asked:**

***What are the best ways to get the community involved during Covid-19 and Shelter-in-Place?***

Below is a list of suggestions for the best ways to get the community involved:

- Surveys
- Send survey through text and without having to sign into gmail
- Online Zoom session
- Working with organizations and local leaders (both “official” and “non-official”) in the community to reach individuals and families.
- Identify key stakeholders in different groups and reach out to them (i.e., Live in Peace, YUCA, Streetcode, Senior Center, Bayshore Christian Ministries, EPACenter, farmers market, Onyx Village Connection, WeHOPE, Renaissance, etc.)
- Phone calls, door knocks (taking safety precautions)
- Online through advertised community meetings (for example: set a quarterly meeting with all EPA residents to introduce or talk about new and current projects)
- Churches
- Schools
- Senior Center
- Facebook, i.e. EPA Neighbors
- Next Door
- WhatsApp
- Signs/outreach on the Bay Trail to reach current users
- Care packages, gift train
- Effective social media campaigns
- Solidarity
- Webinars
- Outdoor townhalls/gatherings with distanced seats
- Open outside space for picnics, exercise, safe biking, walking and surveillance
- Clear, concise mailers
- Use EPA City email lists to send out notices and target specific neighborhoods (i.e., HOAs)
- Social distance movie drive ins
- Hosted social distanced events at existing parks
- Make presentation short and to the point. (For example, Part 1 of the presentation “was a bit too high level and jargon-y for me. What I was really interested in was actual pictures of mock-ups. We do appreciate the thoughtfulness and intentionality you’re putting into this project, though.”)

***What else would you like us to know? What did we miss? This could be related to questions you might have, concerns, suggestions, or facts about the area we should keep in mind.***

Below is a list of suggestions made by community members:

- Please provide the project's timeline.
- Explain how incoming and outgoing traffic is controlled.
- Clarify the project's plans for traffic mitigation. If there are a significant number of jobs planned, consider a shuttle to and from Caltrain. Note that rush hour traffic (pre-COVID) was a real challenge. "We do not leave the house in the late afternoon due to the crush of bridge traffic through our city."
- Focus on transportation in and out of the area. Pulgas is only one lane and there is a need for a public transit solution. Consider a mini transit hub at this location.
- Note that traffic is such a huge issue. The proposed development across Bay Rd from the project is estimating an increase of 5,000 cars coming and going each day. Question whether building so much office and lab space on the Bay is needed. Logically, those buildings should be close to 101 or near the bridge, "not deep inside a residential area."
- Really like the project; "it looks beautiful! I'm eager to learn more about the buildings and look forward to hearing more."
- Explain if there will be recycling, compost and landfill bins around the new project.
- Explain if there will be parking garages, and enough parking spaces.
- Clarify whether security cameras will be installed.
- Note that there is a current project focused on EPA History. Collaboration will help both efforts be successful.
- Concern expressed that the project will continue gentrification and displace many more families.
- Recommend that the City of EPA advertise more about ongoing and future projects on social media (FB, Instagram) with redirected links to the new website. This could also be an online newsletter, or a 2-4-page magazine sent to the residents once every 6 months.
- Encourage that project taps into "local community pride." "We have a very high number of engaged community members who love parks and family gatherings. Many of them are working a lot right now in jobs they really would prefer to not be stuck in."
- Emphasize moving the project along – "we have been waiting a long time for this."
- Ensure that plans should be made for how to keep "the space nice." Currently, EPA's parks, trails, and other community spaces are treated as "dumping grounds and nothing really seems to be changing."
- Note that likes the project, but wonders what are the "opportunity costs" (i.e., homelessness). Consider if the project will worsen the current housing crises.
- Note that a roundabout is needed at the crossing of Bay Road and Clarke Ave.
- Remember EPA's agricultural history and ensure that the project is executed in the right way.

- Note that “retail is dying!”
- Emphasize the importance of “buy-in from the community leaders.. to reassure long-time residents that this is their community space.” Note that it is a challenge to straddle what EPA has been to so many, honoring EPA's history and the struggle for an identity, and creating vibrant, modern, fun spaces for a mix of old and new residents. Emphasize that the development will “need to feel distinctly EPA and not just a copycat of something on the other side of the freeway. I'm envisioning people's kids actually playing together, a diverse mix of neighbors grabbing food and coffee side by side, just like we see a wide range of people on the Baylands trail or at Starbucks.”
- Consider funding new City Council slates. Note that the current slate is primarily focused on affordable housing. While this is “laudable,” it is “misguided.” “Market forces are such that housing prices in EPA are at about \$1 million. It's too late. This isn't really going to be an affordable housing market. Consider a new group of representatives who will focus on economic development of the City. If the City develops, everyone is better off.”
- Ensure that non-profits are included in the project.
- Develop enough parking in the project.
- Ensure that the Bay Trail is preserved. “So many people and I love the bay trail for going on walks and bike rides so I hope that will stay! Also, I would rather have a small owned coffee shop than a Starbucks!”
- “Please keep working on this! So exciting!”
- Add signage in Tongan and Samoan as well as Spanish.
- Encourage the development of affordable single-family housing and ADUs.