



**East Palo Alto
Ravenswood Business District /
4 Corners Specific Plan Update
Community Workshop #2**

**Part 1: September 22, 2021
Part 2: September 27, 2021**

Overview

The City of East Palo Alto hosted its second community workshop for the Ravenswood Business District (RBD) / 4 Corners Specific Plan Update on Wednesday, September 22, 2021 from 6:30pm – 9:00pm. Due to technical issues, the meeting began 45 minutes late. To provide an additional opportunity for community engagement, the City scheduled a second workshop for Monday, September 27th from 6 pm-8:30pm. The content in the second meeting was identical to the workshop held on September 22nd.

The focus of this workshop was to review the growth scenarios and their potential impacts and benefits with the public and offer a platform and opportunity for the public to share feedback on the scenarios.

In adherence with local public health mandates, this workshop was held virtually with participants logging in digitally to a Zoom meeting, or dialing in by phone to the Zoom meeting. Spanish interpretation services were made available during the meeting, and recordings and digital copies of the workshop materials were later posted on the project website, hosted by the City of East Palo Alto Planning and Housing Division.

To learn more about the project, including upcoming meetings and other outreach opportunities, please visit the [Ravenswood Business District / 4 Corners Specific Plan Update website](#). A copy of the presentation slides shown during this workshop are also available on the website.

Attendees

Meeting 1. September 22, 2021

Approximately 120 attendees tuned into the workshop. Participants were encouraged to register prior to event: 245 individual preregistrants were recorded. Notable attendees included:

- Assistant City Manager Patrick Heisinger;
- Members of the Specific Plan Update project team, including Raimi + Associates who hosted and managed the workshop; and
- Key staff from the City of East Palo Alto, including Amy Chen (Director of Community & Economic Development), and Elena Lee (Planning Division Manager)

Meeting 2. September 27, 2021

Approximately 60 attendees tuned into the workshop. Participants were encouraged to register prior to event, however this event was an additional opportunity for feedback for those who could not attend on 9/22.

Meeting Agenda

Meeting 1. September 22, 2021.

This public workshop was divided into two sections: a formal presentation by the consultant team, followed by several interactive, small group conversations in two rounds of breakout groups.

(6:30p) Welcome & Introduction	Patrick Heisinger, Raimi + Associates (R+A)
(6:45p) Overview Presentation	R+A
(7:15p) Breakout Groups	R+A, Consultant Team, Members of the public
(8:30p) Report Back & Reflections	R+A, City Staff, Members of the public
(8:50p) Next Steps	R+A, City Staff

Meeting 2. September 27, 2021.

The second meeting held was also divided into two sections, but with slightly different time allocations for each part of the meeting.

(6:00p) Welcome & Introduction	Raimi + Associates (R+A)
(6:15p) Overview Presentation	R+A
(6:45p) Breakout Groups	R+A, Consultant Team, Members of the public
(7:50p) Report Back & Reflections	R+A, City Staff, Members of the public
(8:00p) Next Steps	R+A, City Staff

Workshop Summary

Outreach & Noticing

Public noticing for the workshop began in August 2021. In response to community feedback from previous events calling for more extensive and equitable noticing efforts, outreach for this public workshop included several digital as well as physical noticing efforts. These efforts included:

- A **physical mailer** that was distributed to every permanent address in the City of East Palo Alto.
- A **notice board** installed at the corner of Bay Road and University Avenue, intended to draw the attention of drivers and pedestrians.
- A set of digital **flyers** that were made available on the project website, and shared with community groups as email attachments that could be forwarded.
- A round of **targeted Facebook ads** oriented towards several City of East Palo Alto community Facebook Groups, including the East Palo Alto Neighbors and Community Tenant Connections groups.
- **Digital noticing and email blasts** through the City of East Palo Alto newsletter, the Ravenswood Business District subscriber newsletter, City calendar, and project website.
- **Social media** posts, through the City of East Palo Alto's official Facebook page.
- Several rounds of **targeted email blasts** sent to business, organizations, and community groups based in the Ravenswood Business District area.

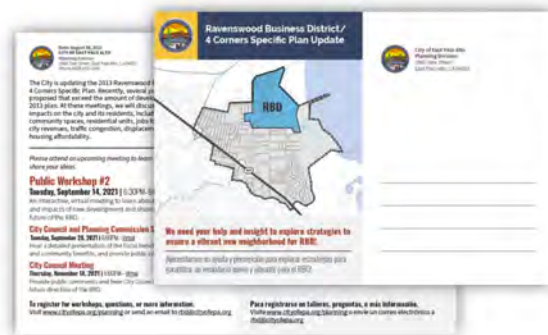
All materials were provided in both English and Spanish.

Following the September 22 workshop and in response to the technical issues, a secondary noticing campaign was conducted between September 23 – 27 to raise awareness of the additional meeting held on September 27:

- **Digital flyers** that were shared with community groups who offered to distribute them within their networks.
- **Digital noticing and email blasts** through the City of East Palo Alto newsletter, the Ravenswood Business District subscriber newsletter, City calendar, and project website.
- **Social media** posts, through the City of East Palo Alto's official Facebook page.
- Additional **targeted email blasts**, including all 245 registrants from the original workshop.



Notice board at Bay Rd and University Ave



Physical Mailer distributed to over 7,000 addresses in EPA

Presentation Highlights & Key Takeaways

Raimi + Associates, project lead for the specific plan update, took the audience through an overview presentation that covered a range of topics including:

- A recap of the Specific Plan Update project progress;
- A summary of the three development scenarios and conceptual design of each scenario;
- The gentrification and displacement impacts of new development within Ravenswood;
- The traffic analysis that shows the potential increases in traffic congestion of each scenario;
- An analysis of the potential jobs and employment centers from new development;
- A summary of the fiscal impacts of the scenarios, including the community benefits that could be a part of new development.

Several key takeaways from the presentation emerged:

1. This update process is a **targeted** amendment to the 2013 document: components such as the vision and many of the goals will carry over unchanged into the new document.
2. This project is a direct response to the significant changes that the City has experience since the original plan’s adoption, coupled with the collection of newly proposed development projects that could have significant impacts on the area from a design, economic, and environmental perspective.
3. The analysis and information presented was incredibly detailed, yet **additional information** is needed to provide a clearer understanding to community members of the potential impacts.
4. **No clear preference** for an acceptable about of proposed development emerged, with results being split nearly evenly between the original 2013 Plan allocation, and the highest-end scenario.
 - A voluntary poll was conducted at the conclusion of the meeting, after all the material had been presented, and participants had the opportunity to discuss further in breakout groups.
 - “Which scenario do you feel provides the best balance between impacts and benefits?”

Scenario	Votes (Part 1 + 2)	Percentage
Base Scenario (2013 Plan)	24	36%
Scenario 1 (Equal to 2013 Trips)	8	12%
Scenario 2 (80% of Proposed)	11	16%
Scenario 3 (Existing Proposed Projects)	24	36%
Total Votes	67	

- *Note:* A large portion of meeting participants chose not to respond to this voluntary poll, or had already left the meeting by the time this poll was conducted.

A copy of the full presentation is available on the project website, in both English and Spanish.

Breakout Rooms & Discussion

Following the formal presentation, community members divided themselves into smaller groups in breakout rooms to discuss specific topics with members of the project team. 2 breakout rooms sessions, each lasting approximately 20 – 25 minutes, allowed participants to select two different topics to engage with. Participants had the ability to switch between groups at their convenience at any time during the sessions.

Five breakout rooms were opened for the workshop on September 22, each focused on one topic:

1. Placemaking, Land Use, and Open Space;
2. Community Benefits & Fiscal Impacts;
3. Housing, Displacement and Jobs;
4. Transportation; and
5. A Spanish-speaking group that discussed all topics.

Due to staffing availability, the September 27 workshop combined two of the topics: the first session focused on Community Benefits & Fiscal Impacts, and the second session on Housing, Displacement, and Jobs.

The purpose of these discussions was to provide a platform for community members to react and respond to the topics introduced during the presentation, and most importantly share their own experiences and insights regarding the specific plan area and other changes that have occurred throughout the city.

To guide the conversation, groups were provided with three key questions:

1. What was your reaction to the analysis?
2. Were you surprised about the results?
3. Do you have any questions?

Additionally, each breakout room had topic-specific questions.

Fiscal Benefits

1. Given what you learned tonight about trade-offs related to community benefits, how would you prioritize the scenarios?
2. Is what's being offered in terms of benefits by project applicants right for this community?

Placemaking, Land Use & Open Space

1. Given what you learned tonight about trade-offs related to placemaking, how would you prioritize the scenarios?
2. Do the scenarios achieve the desired urban design outcomes?

Transportation

1. Given what you learned tonight about the potential impact of RBD development on transportation in the City, how would you prioritize the scenarios?

Housing, Displacement & Jobs

1. Given what you learned tonight about trade-offs and various ways of preventing displacement, how would you prioritize the scenarios?
2. What are the best ways in which RBD can provide job opportunities for EPA residents?

Feedback was collected using an interactive digital board through Miro – copies of the boards are available in the **Appendix**.

Discussion Summary

Several key themes emerged from these discussions, with community comments summarized below. This summary includes comments provided at both meetings, and all of the Spanish rooms.

Community Benefits and Fiscal Impacts

- Concern over a history of ‘promised’ community benefits where past developers have fallen short by community standards, and not actually improved the lives of residents
- Questions regarding how developers can be held accountable to provide their stated community benefits, and how on-site facilities and community spaces would be accessible to residents
- Concerns that the benefits presented do *not* sufficiently compensate for the impacts of development
- Concern that the impact fees only offset the impacts of the individual projects, and do not address the displacement and imbalance of jobs and housing that could arise from the development
- There was the sentiment that the larger the development scenario (measured by total programming and desired building capacity), the greater net benefits developers should be responsible for providing to both the community and for the City
- The net revenue from this proposed specific plan should compare to the revenues in the 2013 plan
- Developers should incorporate the desires of current residents into their benefits plans (such as job training, employment opportunities, financial assistance, homeownership opportunities), rather than offering services that no one is requesting
- Concerns that community members have not been listened to in the proposed developments, as proposals are inconsistent with community desires: community members want to feel good about the potential impacts in order for them to support a project
- Questions over which specific residents and homes would be displaced or could end up becoming displaced in the future

Placemaking, Land Use & Open Space

- Concerns about the proposed large-scale developments not being well integrated or fitting into the low-scale context of the existing area and buildings
- Concerns over the ecological impacts and environmental health impacts of adjacent communities and open space areas (in particular Ravenswood Preserve)
- Concerns over the height of proposed buildings and impacts on light, shade, and views
- Design of the buildings should first start with the design of the open space, integrate the marshlands and bay into the design of the developments
- If Bay Road is activated, it must include more community-serving uses
- Each proposed project must consider the existing context, reflect the desires of the community, and address its traffic impacts
- Considering that this area is along the edge of the Bay, surprised that the projects have the minimal amount of open space when this aspect should be prioritized and be designed for public’s use
- Questions about how the levee and a possible levee road could be included in the proposed developments, especially considering climate change & sea level rise impacts on the marshland and the RBD area
- There should be more greenway connections within this specific plan since the 2013 plan had more linear greenways that connected open spaces
- Proposed developments should provide community serving uses on the street level and add publicly accessible roof top gardens

Transportation

- Before any project construction starts, developers and the City must address the existing traffic and transportation infrastructure issues (especially the heavy traffic on Pulgas, University, etc.): current infrastructure does not have the capacity to support the new people that would be working and living in future RBD developments
- Traffic issues could be fixed by encouraging alternative modes to driving (such as creating safer bike connections), reducing the speed of cars on certain streets, creating new roads, demanding regional cooperation on transportation projects, and adding and maintaining efficient buses and shuttles (primarily for school age children and current residents)
- Regional transportation and infrastructure (including Dumbarton Rail, possible VTA Light rail connections, and ferry service) must be prioritized: the city has a limited degree of control within its borders to address area-wide issues such as traffic congestion
- Concerns over the air quality, pollution, and environmental justice issues that traffic connected to the proposed RBD developments would bring for the adjacent residential communities
- Desire to see the methodology, data, and assumptions that led to the traffic scenarios presented in the meeting
- Questions regarding the viability of Scenarios 2 and 3, especially if the City cannot mitigate the anticipated traffic impacts without regional interventions that the City cannot independently control
- Questions over how the proposed Loop Road would be implemented and what land would be used to make this road

Housing, Displacement & Jobs

- Concerns that the new jobs in the proposed developments would not match EPA residents and that there are not enough opportunities to train young people in these jobs that could allow them to have a fair wage and stay in EPA
- Desire for more affordable housing in the proposed developments and housing for seniors, students, and young people
- Concerns over the future of the village community and potential eminent domain issues
- Concerns that new development will lead to increased rents and displacement: no viable strategy seemed to be offered that assists community members who might become displaced due to these developments
- EPA needs to address housing issues in order to address its employment issues
- Desire for presentations to include more examples of similar projects to understand what could actually happen to EPA

Appendix

Community Benefits & Fiscal Impacts Breakout Group Boards

Intro Question

What was your reaction to the analysis? Were you surprised about the results? Do you have any questions?

<p>Has there been any analysis regarding property taxes from private development as it relates to Proposition 13? Would it end up being that the City subsidizes developers.</p>	<p>What guarantees are there that the City will actually receive the revenue. For example, if the offices remain empty what's the likelihood that the City could obtain that benefit</p>	<p>How can the City get the Developers to commit to providing community benefits?</p>	<p>Having retail space is very important to the community in order to keep our dollars here in the community, instead of it going out.</p>	<p>Silent and shock at the same time. Curious about the traffic study, and if the analysis has taken into account changing work habits.</p>
<p>Was surprised how little the net benefit was, What's the net benefit get the City as it relates to the costs,</p>	<p>The City has history with community benefits not really benefitting the community, and developers falling short.</p>	<p>How much of the benefits of retail space will be open to residents of East Palo Alto.</p>	<p>An analysis of \$ generated per resident of East Palo Alto would be helpful</p>	<p>Would appreciate if the analysis provided a comparative analysis.</p>

Intro Question

What was your reaction to the analysis? Were you surprised about the results? Do you have any questions?

<p>Green Foothills - Question: Free or subsidized retail community space, what will be the longevity and how would it be enforced?</p>	<p>Larger development scenario should result in greater net benefit (as it relates to City fund revenues and expenditures)</p>	<p>Impact fees only offset the impacts of the projects themselves. It doesn't necessarily address the displacement possibly caused by the imbalance between the creation of jobs and housing.</p>	<p>Playgrounds and open space</p>	<p>Consider how to increase homeownership.</p>
<p>What was the motivation for including the University Village in the original RBD Specific Plan Update.</p>	<p>CCR - observation on the benefits that are offered, electronic communication and notification systems are really difficult, one of the benefits be to provide infrastructure in the community for communication.</p>	<p>Facebook had meetings to discuss what the community needs for the students in EPA but it took a long time and right now seems to be insufficient.</p>	<p>Would love to know how the figures on displacement was developed. Could we revisit this, and revisit the amount of affordable housing that is provided.</p>	<p>What is looked at when analyzing displacement?</p>

What was your reaction to the analysis? Were you surprised about the results? Do you have any questions?

Open space is critical to improving health, academics and violence, so why have projects provided minimal native open space, which could be the most important to residents.	The City's General Fund revenues are approximately \$26 million, and the tax revenue from the four proposed projects would equate to 20% of current revenues.	Are expenditures just for the RBD area? The expenditures are for the entirety of the City, and so the potential developments would help raise funds for the entire City. I'm not seeing the advantage of getting a crumb amount, would like to see approximately \$30 million in profit, and the traffic is going to get worse.	The marshes look healthy and don't need restoration
Surprised at the 4 impacts lined up to the 9 benefits. Not sure the benefits will take care of the impacts, plus the impacts that are not listed. How about save the bay levee? Feel that it misrepresents the impacts - benefits.	Borderline with Emerson. This is the first that I'm hearing that residents will be displaced. Who, which ones? It sounds like you're telling me that businesses will take precedence. - None of the current proposals or anything will change the plan area deals with homes being torn down and removed.	Surprised that so few impacts are listed. Traffic projections are for 2040, how about today and 2030? Right now it's getting back to the prepandemic levels without any developments	Believe it's best to list the net revenue of the existing plan, and comparing the revenues of the 2013 plan for what is being proposed.

Placemaking Breakout Group Boards

Discussion Questions

Given what you learned tonight about trade-offs related to placemaking, how would you prioritize the scenarios?

- need wide sidewalks
- need to improve walkability
- integrating new large-scale development with surrounding low-scale context
- need to look AROUND the whole district to see what is appropriate

Concern about size of buildings and context. Concerned about traffic. Concerned about large buildings that will impact environment. Concern about privacy	<ul style="list-style-type: none"> • why is so little housing incorporated into the space? • concern over contamination/chemicals • it is the size of the new buildings that is concerning • EPA is a small city - it's a lot of change • privacy concerns (like the Amazon building) and loss of sunlight 			
Take a look at existing context.	Will there be bike paths and places to bike to.	Why don't developer look at connecting to Dumbarton Bridge	Don't want traffic on Weeks or Pulgas. Should be diverted to Bay Road.	Concerned increased development will increase asthma rates in children

Do the scenarios achieve the desired urban design outcomes?

Need to look at the larger picture as well as the individual projects.

Should activate Bay Road. Facing the bay turns back on the community.

There are a lot of protected area like bay trail to walk and enjoy. What we lack is more retail, restaurants, cafes, parks, grocery store

Can a large discount full service grocery store be incorporated into the plan?

Proximity of Palo Alto Airport is an issue for East Palo Alto residents. Conflict for residents and development

Want more affordable housing

Traffic from amount of growth cannot be mitigated at all.

Developers need to address the traffic they cause.

why life science at 4 corners?

not enough activation of Bay Road!

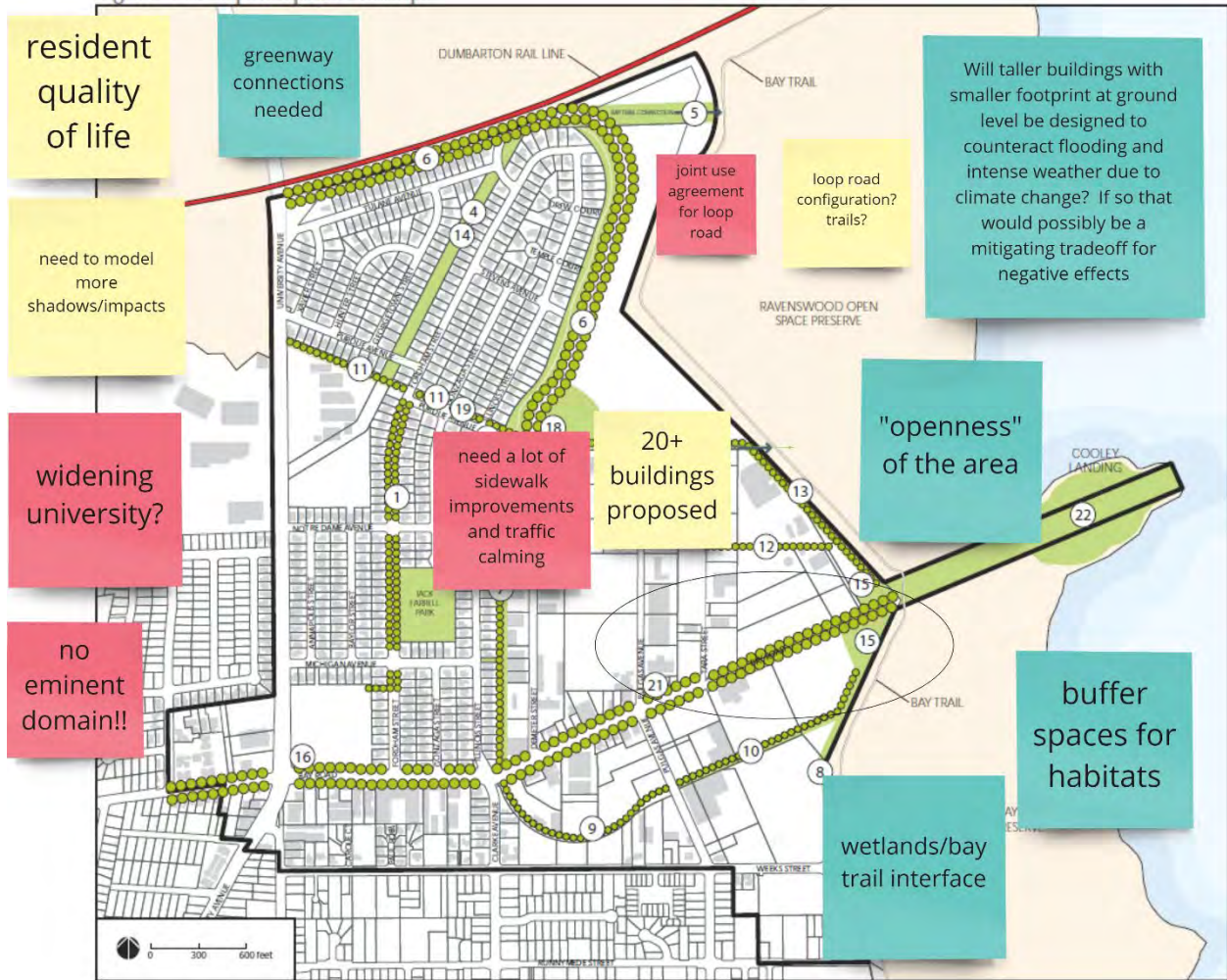
Development will impact wetlands negatively

Scenarios should reflect community desires more, not developer.

not all projects are equal

development will have significant impacts on the EXISTING open space -- the wetlands!

Figure 4-2: Open Space Concept



Intro Question

What was your reaction to the analysis? Were you surprised about the results? Do you have any questions?

No open space within the areas where the buildings are proposed. Need to place enough open space where it can help community become vibrant.	Asking if open space wanted sounds like a leading question because offered as a trade-off/exchange	Project can cause shade and light impacts not just habitat, but people's home. Impacts quality of life for people.	Very concerned about height of buildings and impact on neighborhoods. Views of mountains blocked. Need to value East Palo Alto neighborhoods.	Should reconsider designs. Should start design with open space. Build around/integrate the Baylands into the redevelopment and place buildings around them.
We can't see the Bay right now anyway? I have no problem with Tall Buildings. The Buildings will be far enough away, just like the Wrecking yards were there and the Chemical plant? Why would you be concern about Height? You are not close enough?	Land use comments: To counteract traffic, could land use design accommodate maybe an off site parking structure or Bayshore rail stop hub where the "last mile" of transportation could be accommodated by automated electric shuttles - everything from lime scooters to AI golf carts?	Land use comments: Will taller buildings with smaller footprint at ground level be designed to counteract flooding and intense weather due to climate change? If so that would possibly be a mitigating tradeoff for negative effects		

The sensitive habitats are sensitive for people as well.	Concern about shade/shadow on the neighborhood.	Why can't these impacts be avoided with projects.
Would like a formal definition of open space	Would like a prototype for residents to view, not on computer.	Developer shouldn't count the baylands as open space.
Traffic is biggest concern, even with open space.	Entire marshlands are buffers. Need to balance consideration for habitat and people.	Want something that would make East Palo Alto a "trademark", like Transamerica building.

Discussion Questions

Given what you learned tonight about trade-offs related to placemaking, how would you prioritize the scenarios?

Public roof top gardens should be placed on top of buildings that are 5 stories or more

Wants developers to address the traffic before being allowed to develop.

More greenway connections in 2013 plan, linear open space connecting open spaces. Should be brought back into the plan.

all street facing development should designate the first floor for retail and other community enhancing structures to foster neighborhood / community building

How to preserve views when buildings placed next to the Bay? Need to balance location of taller buildings - views, impacts on neighborhoods, etc.

Concerned that University Road needs improvements (widening?) due to these impacts and developers should pay for that.

There are a lot of open spaces in area. Need to identify the buffer areas to protect sensitive habitats, especially along Bay trail - noise and light

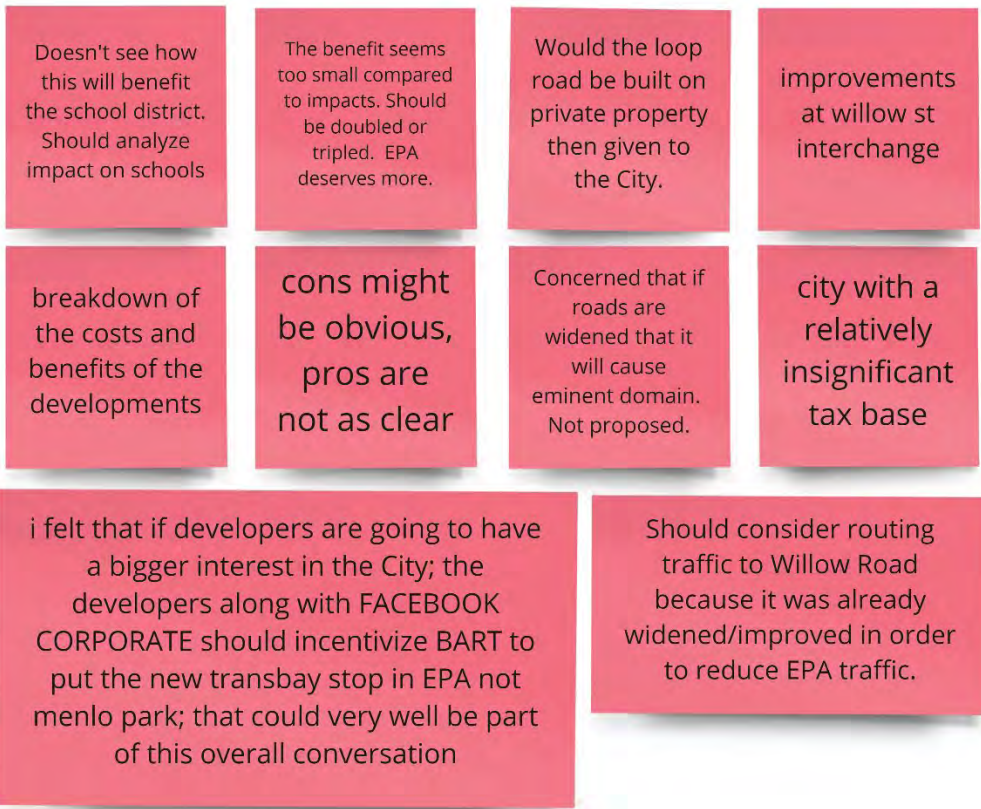
A dumbarton rail line stop in EPA could greatly enhance the city residents as an affordable means of transportation as well as increase existing property values

Concerned Bay lands are protected, leaving residential neighborhood to be impacted.

Need to protect residential neighborhood.

Need joint use/maintenance agreements. Difficulty already in maintaining infrastructure.

Do the scenarios achieve the desired urban design outcomes?



Transportation Breakout Group Boards

Discussion Questions

Given what you learned tonight about the potential impact of RBD development on transportation in the City, how would you prioritize the scenarios?

Pulgas/101 at rush hour is already bad. 30,000 more employees (doubling) will make it much worse.

Bay Road and Willow bottleneck. University and Bayfront bottleneck. Need dedicated right turn lane to keep traffic flowing.

In regards to the https://www.paloaltoonline.com/weekly/morgue/news/1996_Nov_22.DUMBARTN.html?fbclid=IwAR1H6FKye8gHM_MmacD0E-qG1fGf3N4ORofuqSjJLEl4atC8nnMiWxUeBRnk

Reduce speed of cars on East Palo Alto Streets in general. Roundabouts, speed bumps, etc. Fordham and around the Village. Village streets are too wide for the type of neighborhood. Should adjust width for the type of area.

too much speeding in the city around the Village (wide streets) Fordham St

how much longer is my commute through the city?

study a roundabout at Pulgas?

Want to see methodology, data and assumptions.

Cut through on Bay is concern.

dumbarton rail? anything that could be done?

The only hope/improvement is the Marsh/Bayfront expressway getting transformed into a real highway. An on-going project with MenloPark/Caltrans

Narrowing streets will reduce speed and provide more street parking.

Bike safety - need improvement on University and connections from East Palo Alto to Palo Alto.

Would like to reduce traffic within the city, encourage alternative modes to driving.

Need more than exit from 101 to University.

don't trust the improvements will come!

Need to engage regionally.

TDM ordinance will apply

how does EPA tie into the regional network?

where are our regional big money projects...

Heavy traffic on Pulgas from Embarcadero/Oregon exit

Discussion of TDM - requires 40% trip reduction. Businesses have said that they can't make it. How realistic that higher trip reduction measures can be implemented?

M-Clarify

What assumed and what isn't - reduction on one segment? Why?

M-decrease in traffic on University predicted, decrease due to segment of University Ave south of Bay is already congested.

With development more RBD trips. Some traffic will peel off.

Constrained segment upstream; Loop road also assumed

Dumbarton rail deployed which comes with same amenities as PA and Redwood City Caltrain stops would be great; people should not be getting off Dumbarton onto University, should go else where, similar to other cities

If we are building a waterfront is there a chance to build a ferry? Adding 4M sq ft of office space. Has 3 roads. Need to think bigger. Work with other cities to add another way of getting in and out

Agree with (redacted), Why don't we keep 85 traffic to feed into 101 directly. Keep them from entering the City

Concern about air pollution not valid; EPA datasets don't show a problem with air pollution from cars; EVs will come in; concern about traffic valid; New developments will add more trees;

Buses sitting on Pulgas in congestion feels less friendly and more pollution.

Will take a bus with 60 people than 60 cars. The shuttle have not been driven well.

What is the consequence to not reduce traffic? Like a fee? Not sure that buses going through Pulgas is a better option than multiple cars; What is the real potential of adding buses? The resident may not feel the benefits of buses? Buses will have a different kind of impact.

EPA needs to make changes too make the city more pedestrian and bike friendly, need better sidewalks, traffic calming measures etc; Maybe restrict routes for buses and not use the side streets; Trucks and buses not allowed on internal streets; make changes to one way streets;

People cutting thru and coming in, what about people leaving? Bridge crossing over university Ave, replace the bridge to make it more conducive to traffic leaving EPA?
 M-City looking at a ped overcrossing;
 Stuck in traffic from everyone leaving the City; How will resident get out and get in? Stuck in congestion; Should be able to move around in our own City freeway;

Clarify if presentation understood- regardless of development we would continue to have cut through traffic; with development we will have more traffic; Pulgas will become similar to University; How to address?
 M - Traffic from RBD will replace some cut-thru traffic;
 Where will the cut thru traffic go? More important to resolve cut-thru traffic.

Has the maintenance of transportation systems included in the analysis? YOY costs will increase.
 M-Separate consultant will look at it Does this look at adding a new roadway or transit system?
 FB building severe infrastructure improvements? Are they being looked at? Looking at roadway capacity improvements? Have to enhance capacity if new development coming in? Existing capacity is not sufficient.

Concerned - school age children. Have to be picked up at a certain time. Cut-thru traffic makes it impossible. Public transportation connection MP and EPA and PA is bad. What has been talked about to protect children and youth and be able to navigate the City. What about transportation improvements for it to be accessible to actual residents.
 M-Samtrans new bus-route assumed in analysis; Developers could operate shuttles, City could operate shuttles, potential for transportation for school children;
 Still putting more vehicles on the roads, Is the schedule usable, time cut-off?, Tired of exceptions that out city has

Reaction to the analysis is that it is outdated, More focused analysis on actual behavior, pass-thru traffic has gotten worse; traffic calming measures that hexagon has proposed. How will they truly impact our neighborhoods? Not proposing for loop road; traffic around the City? Missed cycle lights, is this the opportunity to ease traffic throughout the communities; City needs the infrastructure to build more development

What was your reaction to the analysis? Were you surprised about the results? Do you have any questions?

Transportation is a huge issue, City should do more; Didn't hear about more transit, bike connections, connection to Bay trail for commuting; Look beyond auto to address traffic to these sites; look at alternative modes, limit parking; Optimistic about traffic, alternative work schedules; City should look at reducing auto traffic to school and other alternative modes; taking shuttle to move in and out of town; SOVs have to be reduced; location is an advantage

Useful to see regional vs local to see impacts at 2040, Lot of things outside EPA's control

How realistic are the estimates for traffic, Who is analyzing if it can be livable?, Traffic bad before Covid. Don't see this as a solution; Development will cause an increase in pollution; More ways to mitigate traffic and air quality impacts; lower income have issue of traffic and Environmental pollution; Increase in a lot of congestion will cause a huge impact; Development is not realistic with no real traffic exists

Weren't options to think about like Toll Roads, maybe other ways to reduce traffic; 18% more traffic is also a lot on Pulgas

Does the traffic include increase of residential? Yes, includes all trip purposes

Discussion Questions

Given what you learned tonight about the potential impact of RBD development on transportation in the City, how would you prioritize the scenarios?

Unrelated to question, been mentioning that practical to add additional road alongside Bay Trail. Marshland due to global warming will disappear. Increasing levees facing that area to avoid existing land to get flooded. Can levee be use as Road? Strong opposition from conservation groups. That area will be gone in next 25-30 years so plan for humans that wont be displaced.

I can see a combination of things that we may need to pay attention.

- 1) Water levels will increase in the next 50 years+
- 2) Marshland will eventually disappear
- 3) Eventually, levees need to be set to keep the current land afloat
- 4) Can we add on top of those levees (Specially a potential one along the EPA East trail, be used as an additional road?
- 5) I see so many out-of-town conservationist people worried about the marshland, but sorry, that will be gone in the next years with water rising.

The City still needs to make an evaluation with the information about traffic. Walk through the process where the City will have sufficient information to make a determination on which scenario to consider

Does the City have the option to ask Hexagon to do further analysis if not enough information is presented?

Working with SF creek joint powers authority, looking at ways that levee will align with loop road. Schematic includes 2 lane loop road

Intro Question

What was your reaction to the analysis? Were you surprised about the results? Do you have any questions?

Statements along the lines of yes, traffic will increase. With development some of the traffic will be shifted. How will that be accomplished.
M- There would not be as much thru traffic. Ex. University Ave, traffic projections remain similar with growth because RBD traffic will replace thru traffic

Baseline data or surveys or best guess for analysis?

How much increase to the traffic window will occur for each scenario? For example does traffic window in EPA between 4pm-7pm become 3pm-8pm for the increased number of trips?

In favor of TOD and density, would like Light rail and transit with larger Bay Area. Coordinate with other jurisdictions to make TOD possible.
Not promote development now because we don't have larger regional projects?

Review of loop road?

Scenario 2 and 3 increases traffic but mitigation cannot be implemented via RBD it will involve regional partners, doesn't this take scenario 2 and 3 off the table if we can't mitigate traffic impacts within city level?

will the traffic loop be utilizing property that East Palo Alto actually owns?

Why was the City encouraged to do development when the consultants knew about traffic. Traffic should be resolved first. 8K-10K cars on Bay Road. Palo Alto and Environmentalists not allowing sufficient infrastructure. Telling us what we already know about traffic. Why is the council not being advised better. Increased development will add more traffic. No development should go on until traffic addressed. Remove cut-thru traffic. University Ave used to be closed off. Remember the old bridge.

Where does the analysis come from? Where does the data come from? This development will increase development significantly. Children has high asthma rates. Construction and traffic key reasons. Build an office building right next to EPA arts center. Children will have to walk by the construction.

Emphasize what other people said. Notion that the traffic modeled that regional traffic will increase. Local model? Will have huge impact on Bay Road? Cannot be the same way it will be impacted with and without this project. There is a bottle neck. Getting cars out of there is a challenge.

The assumption of bottlenecks else where will mitigate traffic here. A lot of concentration of traffic in a small area.

One theme I get from my neighbors that Pulgas Ave is a residential street and is being considered as a major artery to the proposed developments. Schools on both sides of the street. Feeds at least 5 schools. To consider Pulgas as a thoroughfare for development doesn't make sense. Traffic calming measures on previous call. City should look at the needs of the community. Pulgas turned to Oregon expressway. Traffic analysis should take into consideration what was there. Ways to mitigate the traffic. Homes along Pulgas

Recognize that cut-thru traffic is already a problem and to build development will exacerbate

Given what you learned tonight about the potential impact of RBD development on transportation in the City, how would you prioritize the scenarios?

9 schools, approved a primary school one block from Runnymede. EPA gets the brunt of everything without investigation and should be looked at further. Why develop if you are going to have traffic. Who needs the office space? We dont want office space and this is for the tax base. Money is not everything.

Fix what we have before we start adding development. Needs to be measured. Fix the current issues before we start compounding the issues

Traffic is a regional problem, City to go back to other municipalities and work on a solution that solves the problem for all

Housing, Displacement & Jobs Breakout Group Boards

What was your reaction to the analysis? Were you surprised about the results? Do you have any questions?

Before the Pandemic, EPA had an unemployment rate of only 2-3%, but after the pandemic, it will be very different. We are in a very job rich part of the region. The job issue may be separate from housing. Some of the properties are deed restricted to be office (b/c housing can't be built on some parcels). Displacement may occur whether these projects get built or not.

Has EPA asked the developers for proposals for residential vs office? Although this isn't the transportation section, the value of adding housing it would generate a demand for businesses that would then in turn create more jobs.

There are a lot of renters in EPA, and won't be able to afford the rents.

Jobs don't match EPA residents. EPA should ask developers for more housing. it would be good to include housing as a part of parcels where it is legally allowable.

Concerned that if we are only building affordable housing for neighboring cities, EPA needs businesses, jobs, etc. Other cities should build their fair share of affordable housing.

Given what you learned tonight about trade-offs and various ways of preventing displacement, how would you prioritize the scenarios?

Housing is an ultimate resource needed, if it be for legacy residents, elderly, students that graduate and come back, but can't afford to return to EPA.

And if we can have a follow up meeting where we can create a community powerpoint to summarize what the community ideas include and would like to invite others.

Populations and geography of neighboring cities are very similar, so it is hard to understand how this is good for EPA.

The current areas of RBD do not have people living there, these parcels are empty so people are not getting displaced.

When you say affordable housing? What income ranges?

[Inclusionary Housing | City of East Palo Alto \(east-palo-alto.ca.us\)](#)

EPA residents has some suggestions and visuals to share of ideas. And will email into the RBD@cityofepa.org to set up a separate time.

How will the financial benefits be allocated and benefit the community members? (beyond creating new affordable units, the actual money/profit being made, not just coming to the city)

Some things that you also wanted were sidewalk improvements, trees, safe bike routes, etc. Listening and incorporate suggestions. Provide costs for construction.

Massive amount of office space dedicated to IT, Tech, etc. Not really the jobs for the current residents of EPA. Community benefits wouldn't be an issue because this population will be displaced. And these projects will be here for decades.

Concerns if the village community will still exist by 2040.

What plan do you have for the community members being displaced.

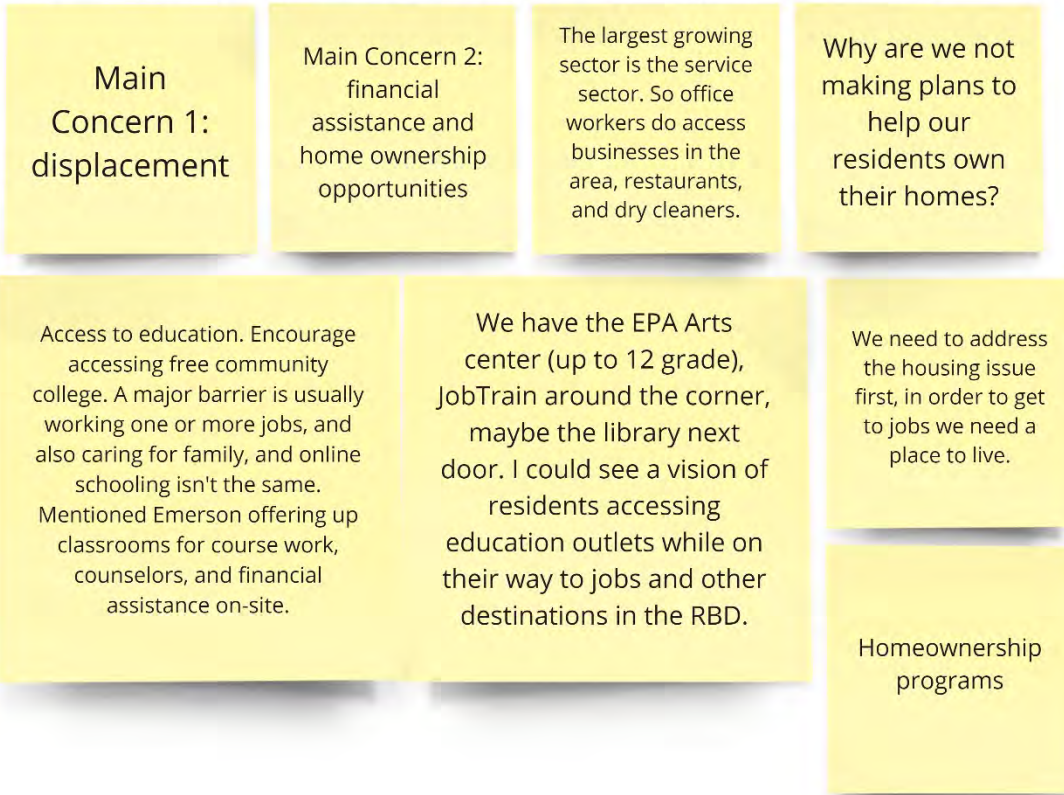
Eminent domain concerns

These companies will bring economic vitality, tax revenue, and infrastructure.

Question: Why was the village included in the RBD, w/o alerting the residents.

A1: Looking at the specific development plans, it seems odd to include the Four Corners which is very different from the bay front properties. Four Corners could include affordable housing

What are the best ways in which RBD can provide job opportunities for EPA residents?



Discussion Questions

Given what you learned tonight about trade-offs and various ways of preventing displacement, how would you prioritize the scenarios?

The community hasn't been listened to, but one corner affects a large section of the rest of the community.

The community needs to feel good about what's being proposed in order for them to support a project.

Possibility to require applicants to contribute towards these areas as a requirement through the RBD Specific Plan Update

Not sure I hear anyone from the community that is really advocating for any of these developments to be built here.

It was really difficult for residents to find out about this meeting, and what seemed to be affective was a non-profit distributing information about the meeting.

Concern for the amount and duration of construction of large office spaces adjacent to the EPAcenter

Discussion Questions

Given what you learned tonight about trade-offs and various ways of preventing displacement, how would you prioritize the scenarios?

Re: 80% of jobs will require some sort of college degree and the imbalance between 40% of residents do not have a college degree. What would applicants do to help increase that percentage?

It looks as though there would still be displacement even if there's no development, but it seems we would not have outlets for residents to visit. Was there any estimation as to what that 25% would be at risk regardless of whether the projects are built or not?

An example of where a development was constructed and there were discussions with the City is the Amazon building, where it does not seem as though the community received benefits commensurate to the development.

Could we look at a past project to look at what was talked about and presented and what actually happened? Help the public understand what to expect between projections and what actually happens.

Mention of developers having to pay an annual fee? What is the amount of time that developers would have to pay the annual fee?

\$2.5/sf for buildings that are 25k feet or more. No sunset

How could we increase the amount of housing where much of the land would be restricted due to contaminants? There is an imbalance so how can we increase that amount of housing?

Intro Question

What was your reaction to the analysis? Were you surprised about the results? Do you have any questions?

Big question is what are the pressures and what will the City do about it? (From Renaissance Entrepreneurship Center). A lot of the applicants have community benefits that would not exist without the projects.

Does workforce development within City of EPA, through HH and Job Train Center, there's things in the works to help support the current residents get jobs in the area.

What jobs are we training for? Currently developing an approach to identify what sectors would be good areas for communities. The City is working on apprenticeships and internships.

All Topic & Spanish-speaking Breakout Room

Pregunta para cada tema: En su opinión, ¿qué escenario cree que produce el mejor equilibrio entre impactos y beneficios?
PREGUNTA ROMPEHIELOS. ¿Cuál fue su reacción al análisis? ¿Le sorprendieron los resultados? ¿Tiene usted alguna pregunta?

Transporte / movilidad

the community should be selective about what is built and who builds here

Vivienda, gentrificación & trabajos

creating job trainings to equip young people in order to make a fair wage to pay for housing and living

affordable housing for 2nd generation

avoid displacements

Beneficios comunitarios e impacto fiscal

worries that as more higher income people live in EPA, it will change the needs and services that are needed by the current residents

only hearing the benefits that will come out for developers instead of the benefits that will be produced for the community's young people

Creación de espacios, uso de la tierra y espacios abiertos

RBD area very close to a humid area, how will the building shadows affect the surrounding community?

1.4 million sq ft scenario is too much - ppl who occupy these spaces come from other areas and will end up living close by and displacing

creating more commercial places will force people to take their kids to other schools outside of town creating more traffic

Notes from Breakout room Session - All Topics

folks in meeting, this is the 1st time hearing the details of this project
- more conversations with residents should be happening on the developer side, confusion on that side of it

proposed tall buildings (6 to 8 story buildings)?
- this is a part of the previous specific plan in certain areas
- city council would need to approve changes to the specific plan and building heights

traffic: why are we not talking about electric rail system as an alternative transportation method to replace car trips
+ studies about the asthma and other health impacts from traffic within this area and city

imbalance of potential office buildings compared to the residential buildings,

was a study on why the decline in african american demographics included?
- there wasn't any analysis in this part that was about demographics, previously looked at the 2010 census trends

foreclosure crisis led to older homeownership numbers to go down, decline in african american homeowners but still a large % + systematic racism
--> businesses and land bought up from small business owners in the past and still happening

roadway off dumbarton bridge has been talked about for years, should include this roadway before adding in new development + remove airport

roadway along edge of RBD, or that takes the cross traffic (by pass road) as a traffic solution?

concerns about the promises from developers and loopholes within contracts, need an element that makes them honor their commitments

not much excitement over this project - 4 parcels owned by developers, how much control as a city do we have over the type of buildings constructed? what is the real power of these meetings?
2013 plan does not consider the existing housing crisis and situation the city is in