

## RBD Specific Plan Update – Update to City Council (April 25<sup>th</sup>, 2023)

### Response to Questions from Council

Correction to slide 21 - A transit-only curved connection between Pulgas Avenue and ~~Purdue~~/Demeter Street. *There is no proposed or planned vehicular connection between Demeter Street and Purdue Avenue.*

Commissioner Nicholas

1. **Street naming.** Per page 30 of staff report, East-West Connector is named on the map, but in the Hexagon report it is listed as Emmerson Street. Can the residents name the streets? The Mayor also expressed interest in naming the streets through a public process. *Elena Lee, Planning Director, explained at the meeting that a new street name is identified through the subdivision map process and then is considered by the Planning Commission for approval (the process is the same for private and public streets).*

*Response: New publicly accessible streets in the Specific Plan will be labeled generically with street names such as "Street A", "Street B", etc. These new streets will then later go through a public process for naming per the development code.*

CM Lopez

1. **Details of community benefits policy.** Can the Plan include a table of list of community benefits as it relates to the exemplary bonus mechanism?

*As presented to (and confirmed by) Council in July 2022, the community benefits framework in the updated Specific Plan will list out the priority benefits identified by the community as being most desired from future developments in the Plan area. Staff and the consultant team are continuing to discuss the details of the refined framework, the exemplary bonus, and the degree to which it is specific as opposed to more flexible. Further discussion will occur before Plan adoption.*

VM Romero

1. **Economic feasibility and proposed heights.** Take a look at the economics; very few places are building 8 stories, do they really need 8 stories in East Palo Alto?

*Staff is considering whether to explore this question through a feasibility analysis included in the nexus study update. The locations of the proposed exemplary bonus zones may be adjusted, and where appropriate, base maximum heights may be further reduced.*

2. **Additional information on the Loop Road.**

- a. Is it correct to say: "If you build the Loop Road, you will improve traffic on University and you will congest the new roads that are in the RBD?"

Generally, yes. Building the Loop Road would reduce traffic delay slightly at University and Bay Road but increases delays slightly at several existing intersections along Pulgas and at two new intersections.

With Loop Road: The average delay at University and Bay Road intersection would be lower with the Loop Road than without the Loop Road. Conversely, our analysis shows that the following intersections would operate at an acceptable level of service but would experience consistently higher delay with the Loop Road than without the Loop Road:

- University Avenue and O'Brien Dr
- Pulgas Avenue and O'Connor St
- Clark Avenue and Schembri/Garden, PM peak hour only
- Pulgas Avenue and Garden St
- Pulgas Avenue and Beech St
- Demeter St and E-W Connector St (New)
- Pulgas Avenue and Montage St (New)

The increase in delay at these intersections is the direct result of an increase in traffic volume at the subject intersection due to a change in traffic patterns caused by the Loop Road. However, the additional delay would be moderate and would not result in substantial congestion or the need for any improvements at these intersections.

The only intersection that would require improvements with the Loop Road (that would not be required without the Loop Road) is University Avenue and Loop Road – this intersection would need to be signalized and University Avenue would need to be widened with an additional southbound left turn lane.

Without Loop Road: The following intersections would need improvements with no Loop Road:

- University and Bay Road: Restoring the intersection to an acceptable level of service without the Loop Road requires the addition of an exclusive northbound right-turn lane on University.
- University and Purdue (signalize)
- Pulgas and Weeks (for 3.35msf only, signalize)
- Clarke and Bay (for 3.35msf only, modify SB approach/lane configuration)
- Pulgas and Runnymede (for 3.35msf only, modify NB approach/lane configuration)

- b. Could the Loop Road or a connection along the same location support alternative transportation modes (such as LEVs)

No reason to think that it could not, with a 15-20' wide multiuse paved path planned for the top of the levee.

- c. Can PW staff look at the dimensions for levee and Loop Road? Internally, can city staff determine whether it is worth to spend \$30m on the Loop Road?

*Due to the lack of currently available analysis, it is not possible for staff and the consultants to provide an answer to the Council question regarding the need for the Loop Road. At this time, staff is keeping the Loop Road in the plan as an option, however we are proceeding with the assumption that it will not be built. The corresponding set of mobility improvements that are needed under a No Loop condition will be the default/required infrastructure improvements contained in the Specific Plan.*

*Staff proposes to include a policy or implementation trigger in the Specific Plan that will ask Council to take future action and make a final decision on the Loop Road once the requisite analysis is available. This action could be triggered by the JPA releasing construction design at a sufficient level of detail OR if the City conducts its own engineering study. Staff will continue working with the JPA to see if the levee can be integrated with a potential Loop Road.*

*We note that certain impacts of the Loop Road are being studied in CEQA including noise, air quality, and GHG emissions (but not the construction or engineering feasibility). The upcoming nexus study will help determine specific cost sharing expectations and the updated developer impact fee contributions, and whether the Loop Road should be included in the these fee calculations.*

*The latest update from JPA is as follows: north of Bay Road, the proposed SAFER Bay alignment must be moved eastward due to constraints related to the SFPUC pipeline- it is too shallow to cross in the proposed Loop Road area and it is being shifted to where the Hetch Hetchy tunnel is 100 feet deep. This alignment would not preclude a Loop Road since the levee would protect the area at the bend/along the railroad track. However, the bend and the tight dimension along the railroad track would likely still present an obstacle for any potential loop road. The City will still need to evaluate the Loop Road's viability.*

**3. Storm Drainage modeling.** Was on-site mitigation accounted for in the modeling?

*Yes, it was assumed in the modeling that projects would be required (per Plan policy) to install on-site retention and mitigation such that there is no increase in the total stormwater run-off volume compared to pre-project conditions. However, the*

**4. West Access Road design.** For the section that goes through Harvest is it open to cars? Is this open to cars at a slow pace?

*Yes, the West Access Road (new connection between Bay Road and Weeks Street) this is designed to accommodate public vehicle traffic at slow speeds. It also includes a 10'-wide multi-use path on one side of the street for use by pedestrians and bicyclists. It is also planned for the West Access Road to be connected to the rail spur trail across Pulgas Street.*

**5. Climate Resilient Districts, or CRDs.** Can only be used for environmental mitigation, not for public infrastructure? Does a CRD work for utilities (as well as a levee)?

*CRDs are similar to EIFDs or CFDs in their tax increment financing (TIF) capacity, however CRDs are a more focused tool for "climate resilience" infrastructure. They cannot be used as widely as CFDs which can cover virtually any type of roadway or utility improvements. CRDs can only be formed to provide for infrastructure projects that address:*

- River, bay, or sea level rise, rising groundwater, wetlands or marsh restoration, living shorelines, erosion control, or levees;
- Extreme heat or the urban heat island effect (e.g., increasing shade, cool building and surface materials, cool pavements, access to cooling opportunities);
- Risk of flooding (e.g., structure elevation or relocation, wetlands restoration, flood easements or bypasses, levees).

6. **OneShoreline policy document integration.** How does it integrate with the Specific Plan?

*Project consultants will reach out to OneShoreline to discuss the draft Specific Plan policies. In general, this (voluntary) guidance is aligned with the planning efforts undertaken by the City, the JPA, and the project consultant team to date. In particular, the expectation is that the key policies of the OneShoreline would be respected, including: FEMA-certified shoreline infrastructure (the levee top is expected to be at +16.5' NAVD88 after allowing for settlement, or BFE+5.5'), building raising (the three private landowners would set their finish floor elevations at least BFE+2.5' and up to BFE+4.5'), a 100' buffer zone with no buildings, an enhanced storm drainage system (designed for future conditions), and maximum feasible public access (via multiuse paved trails).*

CM Abrica:

1. **EPASD Status.** We need some financial analyses of the sewer situation, to the degree that we can get more information about EPASD.

*The RBD Utilities Impact Study is the City's best available information regarding the costs and specific improvements needed to serve the future development with adequate sanitary sewer service. The UIS contains a list of needed capital improvement projects and estimated costs.*

*The City's sanitary sewer system in the Plan area has a number of existing deficiencies that need to be addressed, before accounting for additional demand generated by future development scenarios. To address these pre-existing deficiencies, three CIPs are recommended:*

- *Bay Road CIP, includes upsizing 2,310 feet of 14-inch to 16-inch and 15-inch to 18-inch*
- *Eastern Main Trunk CIP, includes upsizing 4,300 feet of 18-inch and 24-inch pipes to 24-inch and 28-inch*
- *Dual Trunk to RWQCP CIP includes upsizing 5,935 feet of 18-inch to 21-inch of the parallel line to the existing trunk*

*Several additional CIPs are recommended to serve the two future development scenarios:*

- *One additional CIP, In-Tract Piping (the pipes located within development projects), is required to serve the development scenarios.*
- *For Scenario 1, an additional 3,650 feet of piping is required to be upgraded.*
- *For Scenario 2, seventeen of the previously outlined pipe segments need to be larger and an additional 4,050 feet of piping is required to be upgraded.*

*Table 5-6 identifies the costs for the needed sewer CIPs.*

**Table 5-6: Estimated Cost of Capital Improvement Projects**

Project Description	EX Pre-Project	FCC		
		2013 SP & GP Pre-Project	Scenario 1	Scenario 2
Bay Road	\$550,560	\$2,405,980	\$2,405,980	\$2,926,090
Eastern Main Trunk	\$2,892,240	\$7,211,700	\$7,211,700	\$7,366,800
Dual Trunk	\$6,526,300	\$7,060,270	\$7,060,270	\$9,255,480
In Tract	\$0	\$0	\$1,678,080	\$1,678,080
<b>Total</b>	<b>\$9,969,100</b>	<b>\$16,677,950</b>	<b>\$18,356,030</b>	<b>\$21,226,450</b>

Staff will provide an update to Council on May 16 regarding the LAFCO process (and a decision will be made on June 20). If the decision is made to adopt EPASD as a subsidiary district, then the sanitary district will come under the City's control by October.

2. **Economic feasibility.** Looking for additional information about the market and feasibility.

Staff is discussing whether the planned nexus study would include a generic feasibility component for life science building prototypes, using updated market conditions/assumptions. This could be contrasted with residual land value analysis conducted at the beginning of the Plan update (during a more robust market for commercial real estate). It is not the intent of the City to entitle projects with significantly reduced benefits due to the timing of the market cycle.

3. **Map of property ownership.** Can we have a map of property in the Plan Area and who owns them?

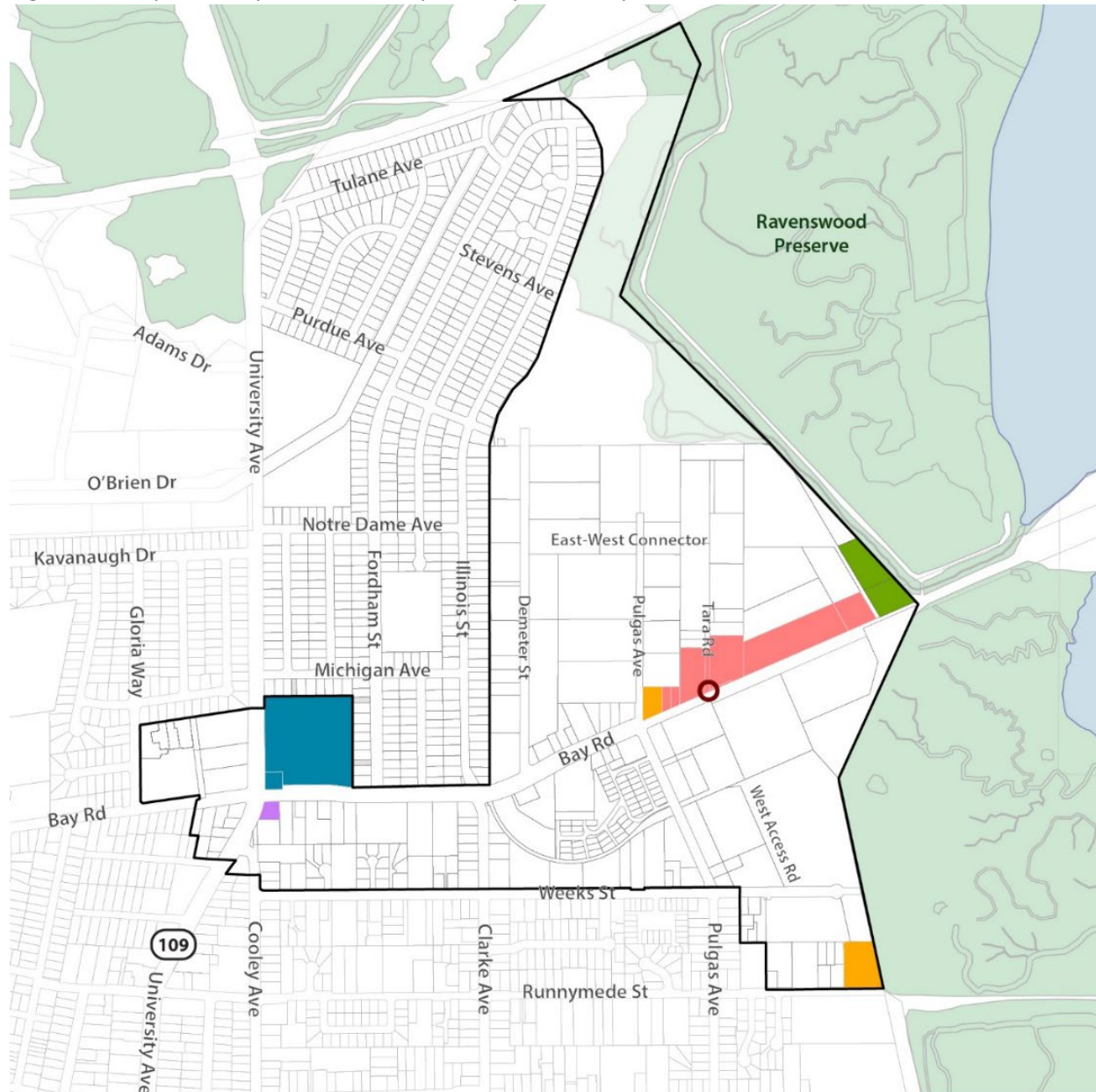
See Appendix for the owners of all public, commercial, industrial, and multifamily property in the Plan Area.

#### CM Gaultier & Barragan

1. **Properties Impacted on Bay Road.** Which properties are we talking about widening on Bay Road? Where are the pump stations going and how much property is impacted?

Response: Figure 1 below indicates properties that are expected to be impacted by proposed transportation or utilities improvements in the Plan Area. It is the expectation of the City that the major project applicants will negotiate with other landowners who own the properties needed to widen Bay Road, in order to acquire portions (or all) of these parcels.

Figure 1 – Properties Expected to be Impacted by ROW Acquisition



- Portion needed for widening Bay/University intersection
- Portion needed if No Loop Road is built
- Portions needed for Bay Road widening
- Proposed locations for future pump stations
- Needed for levee/flood retention/park



ID	OWNER NAME
1	1001 1003 WEEKS LLC
2	2370 COOLEY LLC
3	ACTION ASSOCIATES INC
4	BAKER MICHAEL ALDEN
5	BARNES JACK H TR
6	BAY BUSINESS PARK LLC (RFHC)
7	BAY ROAD HOUSING LP
8	BAYSHORE DEMETER RESORT LLC
9	BERTHIAUME MICHAEL C & J S TRS
10	CAMPOS JAIME A
11	CHAMBERLAIN NOEL L
12	CITY & CO OF S F WATER DEPT
13	CITY OF PALO ALTO
14	CLARUM 1620 BAY ROAD LLC
15	CLARUM CORPORATION
16	CLARUM FOUR CORNERS LLC
17	CLEMONS LEE V TR
18	COMMUNITY LEGAL SERVICES
19	CORNELIO HECTOR J TR
20	COUNTY OF SAN MATEO
21	CURTACCIO MELVIN R
22	D & C LEE SECOND L P
23	DAUGHTERS OF CHARITY MINISTRY
24	DEMETER MICHAEL J
25	DEMETER PROPERTIES LLC
26	DETRO RICHARD G TR
27	EAST PALO ALTO CITY
28	EAST PALO ALTO CITY (Mid Pen)
29	EAST PALO ALTO SANITARY DIST
30	ECUMENICAL HUNGER PROGRAM
31	FREE AT LAST
31	Emerson / Sycamore Collective
32	GARCIA JOHN TR
33	GHEITH YOUSEF N & YAMINEH
34	Harvest Properties
34	Harvest Properties
35	HEATON DAVID A TR
36	IWASAKI PHYLLIS TR
37	John & Marcia Goldman Foundation
38	KHANO JANETTE
39	L & D INVESTMENT PROPERTY LLC
40	MCDONALDS USA LLC
41	MIDPENINSULA REGIONAL OPEN
42	MO NGOC UAN TR
43	OGREN CHARLES E TR
44	PG&E Cooley Landing Substation

45 PRADO JOSE TR  
46 PRICE DALLAS & BERTHA TRS  
47 PULGAS AVENUE INVESTORS  
48 R E BORRMANN STEEL CO INC  
49 RABAH ABEDALSALAM M & ROBIN J  
50 RAVENSWOOD ELEM SCHOOL DIST  
51 RAVENSWOOD INVESTMENT LLC  
52 RAVENSWOOD PARK RECREATION &  
53 REDEVEL AGENCY EAST PALO ALTO  
54 ROGGE RONALD G  
55 RUSSELL RICHARD L & B L TRS  
56 SAN MATEO COUNTY  
57 Sand Hill Property Corp  
58 SEVY CHRISTOPHER  
59 SHUMAN PROPERTIES LLC  
60 SINGH HERMANT  
61 SOBRATO  
62 SOUTH COUNTY COMMUNITY HEALTH CTR INC  
63 ST MARK A M E ZION CHURCH  
64 Three Cities Research Inc  
65 TONGAN WESLEYAN CHURCH OF AMERICA  
66 UPRR  
67 VYSOTA ENTERPRISES INC  
68 WANG PHILIP & LOUISE LP  
69 WEEKS PROP CO LLC  
70 WILSON THOMASYNE L  
71 WONG HENRY TR



# Parcel Ownership in Specific Plan Area

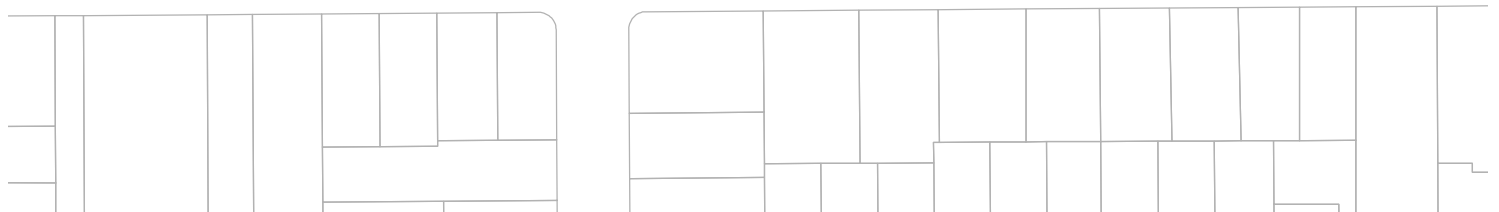
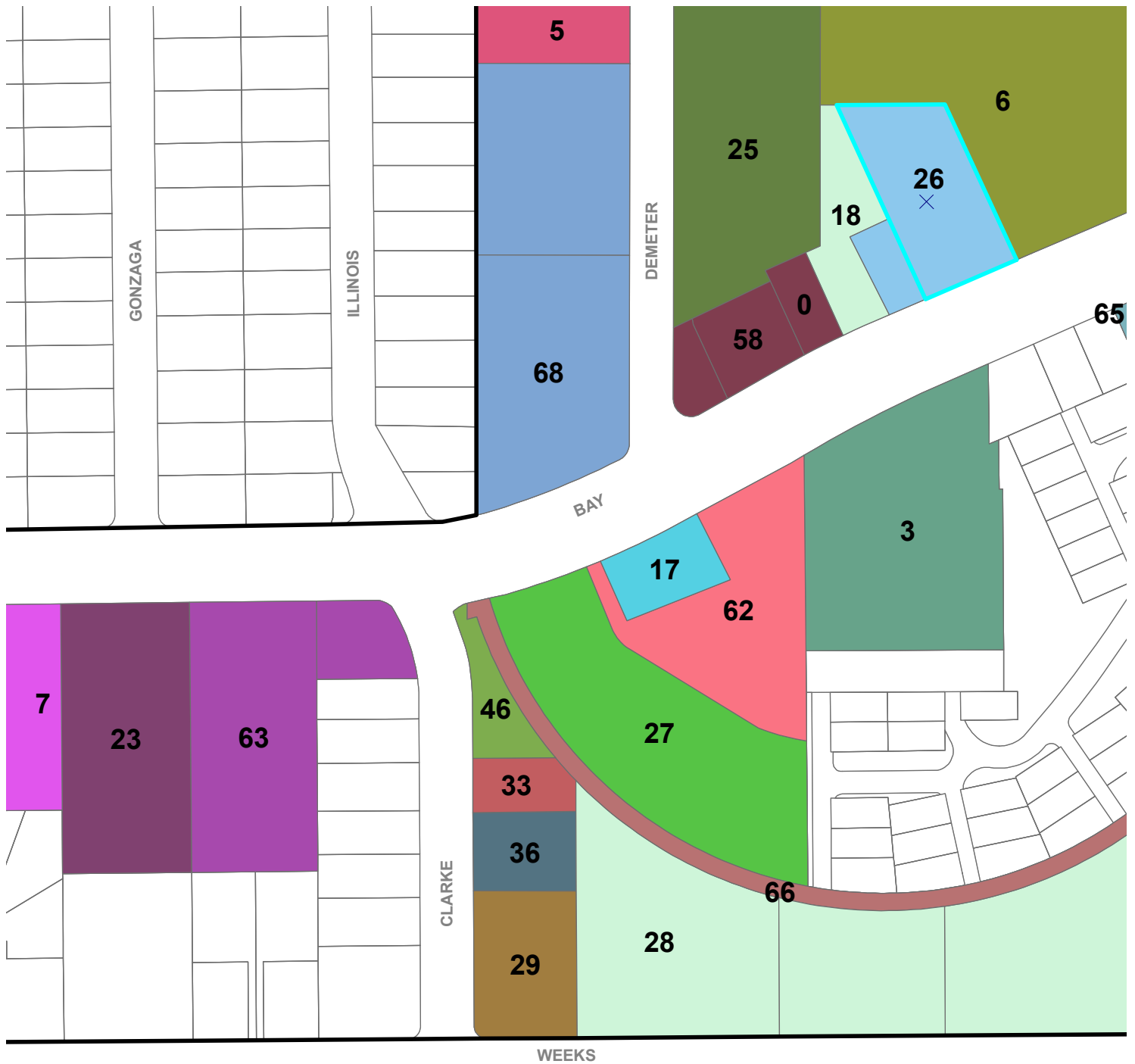




 Specific Plan Boundary (Updated)  
 City Boundary

City of East Palo Alto  
May 8, 2023



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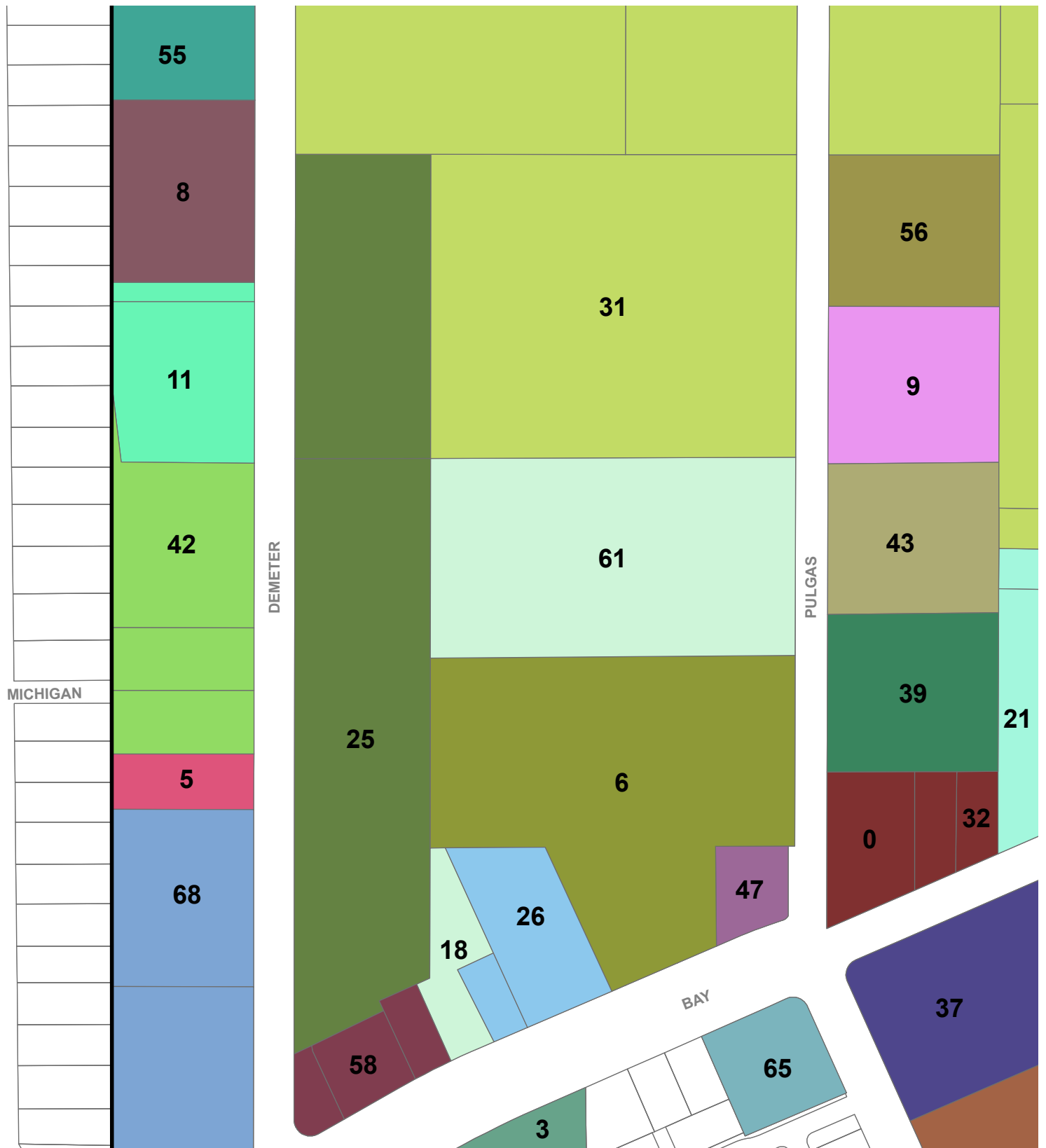


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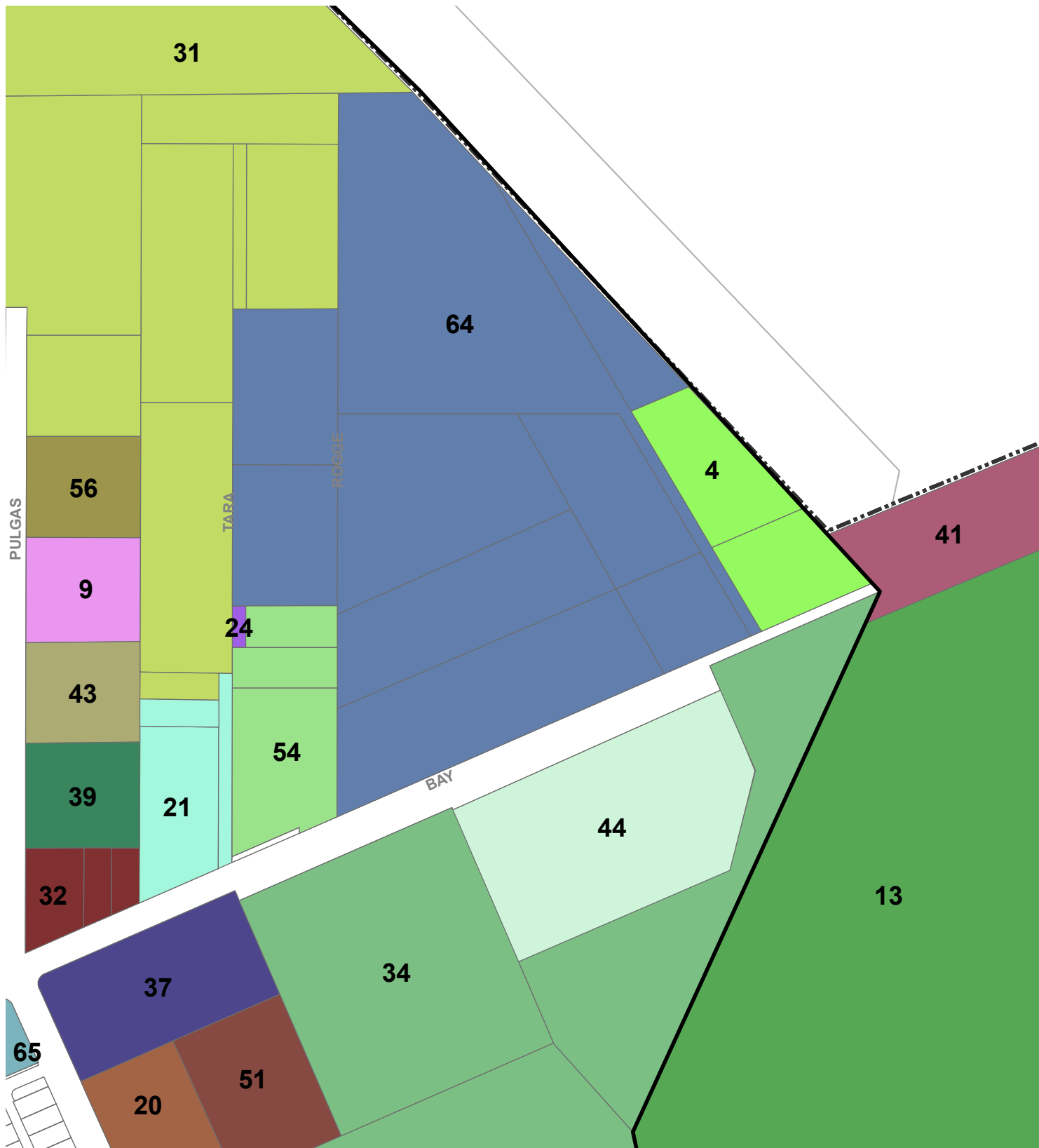




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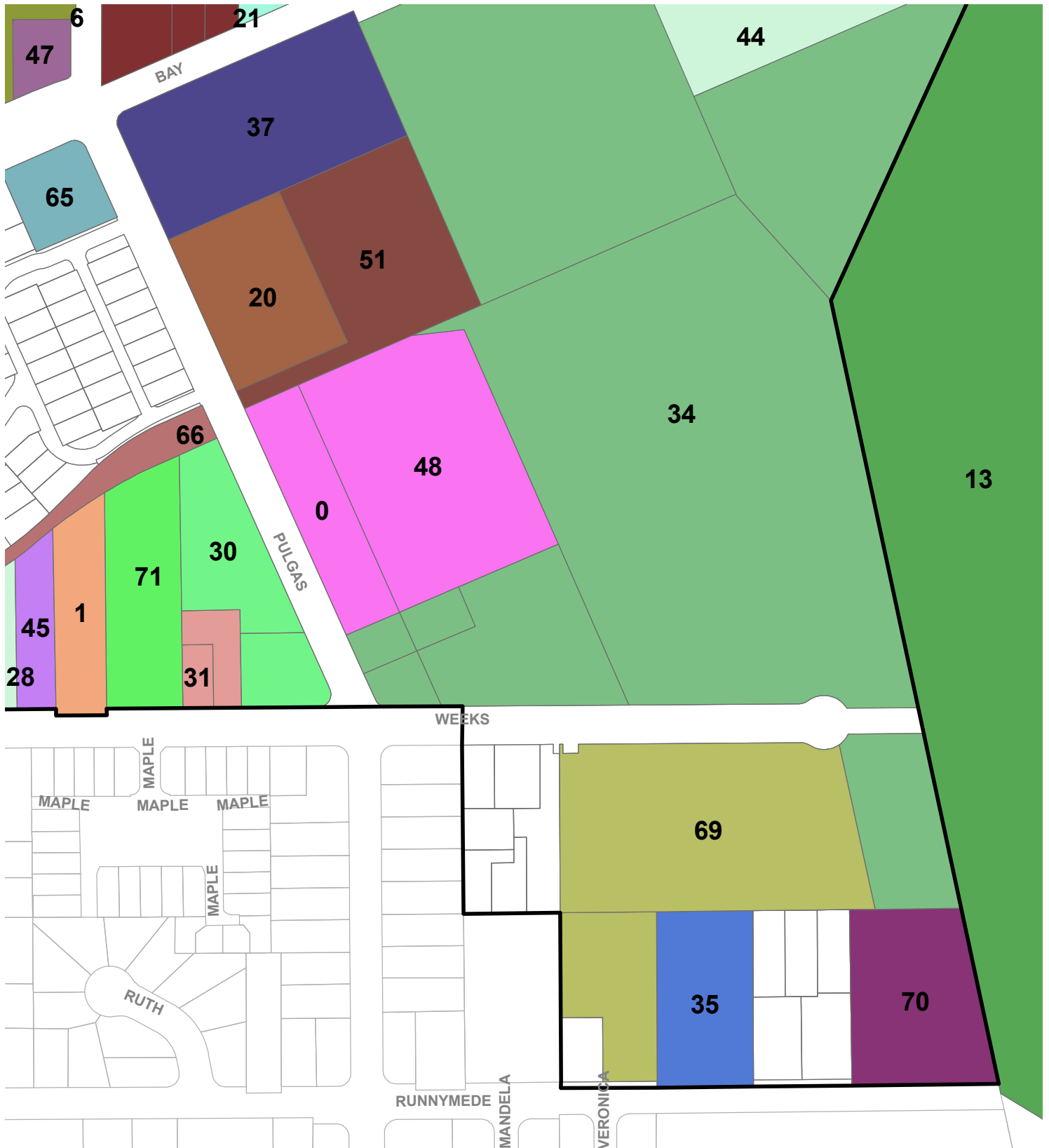




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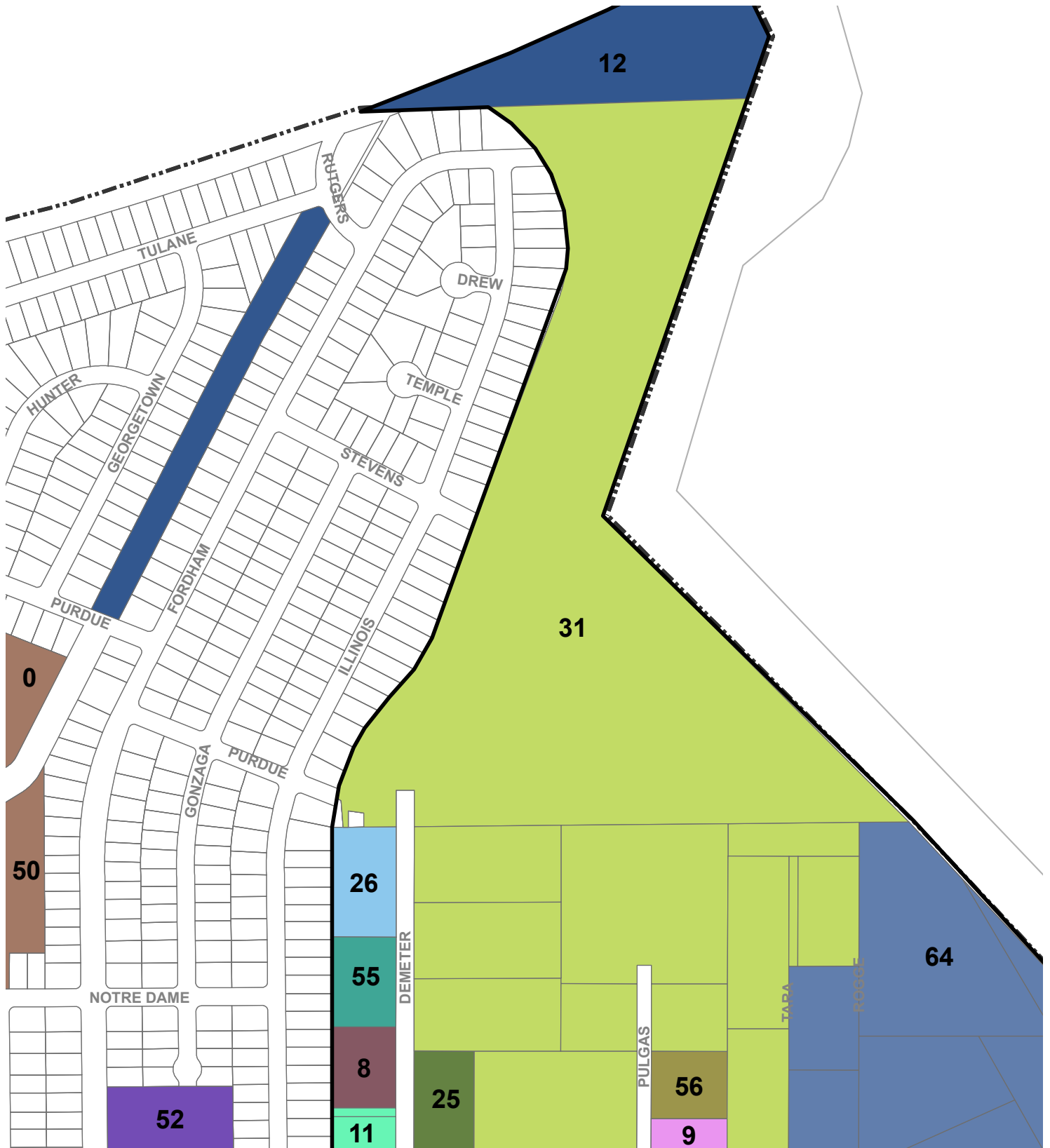




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