

Project Description

1990 Bay Road, 1175 Weeks Street, 1250 Weeks Street Pre-Application

PROJECT INFORMATION

PROJECT APPLICANT

HPI ASVRF EPA Land, LLC
180 Grand Avenue, Suite 1400
Oakland, CA

Harvest purchased the site in May 2019

PROJECT LOCATION

1990 Bay Road, 1175 Weeks Street, 1250 Weeks Street - East Palo Alto, California

The location of the project site is shown on Exhibit A

ASSESSOR'S PARCEL NUMBER

063122040 – 1990 Bay Road
063122030 – Part of 1990 Bay Road (Bowtie or Non-Tidal Marsh)
063240420 – 1175 Weeks Street
063271480 – 1250 Weeks Street

SQUARE FOOTAGE

Existing: 15,000 (Vacant Warehouse)

Proposed: 918,000

Office / R&D / Life-Science / Lab: 870,979

Tenant Amenity: 23,500

Civic / Retail: 23,521

1990 Bay Road: 561,000 (1.5 FAR)

Building A: 268,000

Building B: 268,000

Amenities Building: 25,000

1175 Weeks Street: 357,000 (0.97 FAR)

Building C: 242,000

Building D: 115,000

1250 Weeks Street: Public Park (no buildings proposed)

GENERAL PLAN & SPECIFIC PLAN DESIGNATION AND ZONING DISTRICT

We appreciate the years of community engagement that went into both the Ravenswood Specific and General Plan and have used that as our guiding principles for this project. We hope to build upon these plans and the feedback received during that process.

Project Objectives:

1. Redevelop vacant, underutilized sites
2. Create an enlivened, thriving district that East Palo Alto can be proud of and supports local EPA businesses, philanthropies and artists
3. More active street fronts and “downtown” feeling for pedestrians. Create a “Main Street” along Bay Road
4. Attractive, well-designed buildings and landscaping
5. Create community gathering spaces with new parks, retail and plazas
6. Enhance access to the Baylands in order to complete the trail network
7. Provide an appropriate buffer to existing residential
8. Have uses that foster activity, safety, visual interest and a sense of community

General Plan Land Use Designation:

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

General Plan Height & FAR:

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

Specific Plan Land Use Designation:

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

Specific Plan Height & FAR:

- 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

PROJECT-RELATED APPROVALS, AGREEMENTS, AND PERMITS

City Approvals

- Site Plan and Administrative Design Review Permit
- Conditional Use Permit to allow Research Laboratory @ 1990 Bay Road (Waterfront Office)
 - Why:
 - More optionality for the tenant base. Use is less dense with lower traffic count and offers a wider breadth of job opportunities
- Planned Development Permit
 - Why:
 - Provides for a more robust 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
- Additional clarification and questions have been included as a separate attachment

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

PROJECT DESCRIPTION

We recognize this site is a major piece in the overall activation of the Bay Road corridor as a vibrant and walkable community destination and also its significance as one of the largest bayfront properties in East Palo Alto. The Project was designed with this 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 believe the Project will benefit by being part of the community, not secluded.

To best meet the needs of the community and incorporate all of the features proposed, we are seeking a Planned Development Permit to increase the height permitted on 1175 Weeks to accommodate podium parking and provide ground-floor retail and civic uses. We are also requesting a Conditional Use Permit to allow Research Laboratory use at 1990 Bay Road.

CONDITIONAL USE PERMIT AND PLANNED DEVELOPMENT PERMIT

Conditional Use Permit

The 1990 Bay Road parcel is designated Waterfront Office in the Ravenswood Four Corners Specific Plan, and a Conditional Use Permit is required to allow the Project's proposed Research Laboratory use. While the Project is also seeking a Planned Development Permit, the Conditional Use Permit is still required for 1990 Bay Road, as specified in East Palo Alto Development Code Chapter 18.92, Planned Development Permit.

Planned Development Permit

While we recognize that the proposed heights on 1175 Weeks Street are not in strict conformance with the zoning of the property, we felt it was more aesthetically appealing to hide the parking under the buildings rather than have large, monolithic structures acting as a barrier to the rest of the city. We also situated the density in the middle of the site, away from the neighborhoods to ensure consistency with General Plan and Specific Plan goals of protecting surrounding residential uses, have tiered the structure along Weeks to visibly appear less invasive, and activated the ground plane with community uses. The Project also provides substantial and voluntary community benefits to further offset the technical inconsistency with height restrictions and create an inviting, community-serving mixture of uses.

Pursuant to the East Palo Alto Development Code, Chapter 18.92 Planned Development Permit, we are seeking a Planned Development Permit to accommodate the above-described modifications to development standards. As specified in Section 18.92.030, this document sets forth the reasons we are seeking the modifications and provides details regarding community benefits that far exceed City requirements.

Pursuant to Section 18.92.070 and as demonstrated in this document, the Project's site plans, and the Project Fact Sheets and Community Benefits document, the Project has been designed to allow the City to make the findings for a Planned Development Permit, including:

1. The Planned Development Permit will:
 - Accommodate only uses allowed within the subject base zone;
 - Be consistent with the purpose, intent, goals, policies, actions, and land use designations of the General Plan and any applicable specific plan;
 - Be generally in compliance with all of the applicable provisions of the Development Code relating to both on- and off-site improvements necessary to accommodate flexibility in site planning and property development and to carry out the purpose, intent, and requirements of this chapter and the subject base zone(s), including prescribed development standards and applicable design guidelines, except for those provisions adjusted/modified in compliance with this chapter; and
 - Ensure compatibility of property uses in the surrounding neighborhood, consistent with the General Plan and any applicable Specific Plan.
2. The proposed project will produce 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;
3. Appropriate standards and conditions have been imposed to ensure modification of standards will not be detrimental to the public health, safety, or general welfare;
4. Appropriate on-site pedestrian and vehicular circulation and traffic control is designed into the development to ensure facilities equal to or better than what would normally be created by compliance with the minimum setback and parcel width standards
5. The site is adequate in terms of size, shape, topography, and circumstances to accommodate the proposed development;
6. Adequate public services and facilities exist, or will be provided, in compliance with the conditions of approval, to serve the proposed development and the approval of the proposed development will not result in a reduction of public services to properties in the vicinity;
7. The proposed development, as conditioned, will not have a substantial adverse effect on surrounding property or their allowed uses;
8. If the development proposes to mix residential and commercial uses whether in a vertical or horizontal manner, the residential use is appropriately buffered from the commercial use and is provided sufficiently enhanced amenities to create a comfortable and healthy residential environment and to provide a positive quality of life for the residents;
9. The design, location, operating characteristics, and size of the proposed development will be compatible with the existing and future land uses in the vicinity in terms of aesthetic values, character, and scale; and
10. The project has provided direct and tangible community benefit(s), as approved by the Council.

LOCAL HIRING

The Applicant entity (tenant or owner) agrees to make an earnest effort to coordinate with the City of East Palo Alto (or Designee):

- 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.

BUILDING DESIGN

The site is comprised of three lots – 1990 Bay Road fronting on Bay Road (including land around the PG&E substation), 1175 Weeks Street adjacent to 1990 fronting on Weeks Street, and 1250 Weeks Street adjacent to the primary school and fronting along the opposite side of Weeks Street, all situated along the bayfront. The only existing building is a 15,000 square foot, vacant warehouse, which will be demolished. The rest of the site is covered by asphalt or low brush and is fenced off. We plan to build two buildings containing a mixture of office/R&D/lab, retail, civic space and parking. At the center of the site, in between buildings, will be a grand central plaza with views onto the San Francisco Bay and beyond. The entire ground plane, including the plaza and half mile stretch of Bay frontage, will be accessible to both office tenants and the general public, including the development of a community park on 1250 Weeks, as contemplated in the Ravenswood Four Corners Specific Plan, to be privately owned and maintained but made permanently open to the public with the execution of a public access agreement. These parks, the trail, and the central plaza total over 6.5 acres and will be programmed with public amenities as described below. Adjacent to the PG&E substation and integrated into the landscape will be an Amenities Building with its natural amphitheater and café open to the public along the ground floor.

The two 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 with more detailed finishes along the ground plane to provide a neighborhood feel.

The proposed 1990 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 a neighborhood restaurant, coffee shop, bakery, proposed EPA incubator/co-working space, and/or additional small businesses. Coupled with shaded, outdoor seating, this retail will offer residents and workers a vibrant destination to gather and enjoy.

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. Coupled with shaded, outdoor seating and the adjacent park, this retail will offer residents, workers, and families another vibrant location to come together.

While we recognize that the proposed heights on 1175 Weeks Street are not in strict conformance with the zoning of the property, we felt it was more aesthetically appealing to hide the parking under the buildings rather than have large, monolithic structures acting as a barrier to the neighborhoods. We also situated the density in the middle of the site, away from the neighborhoods to ensure consistency with General Plan and Specific Plan goals of protecting surrounding residential uses, have tiered the structure along Weeks to visibly appear less invasive, and activated the ground plane with community uses. The Project also provides substantial and voluntary community benefits to further offset the technical inconsistency with height restrictions and create an inviting, community-serving mixture of uses.

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 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, 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 concerts, movie nights, or other performances.

As discussed in more detail below, the project proposes 2,998 on-site parking spaces and 154 bicycle parking spaces for tenants and visitors, a parking ratio of 3.3 per 1,000 square feet. Harvest will work with local transit experts to implement robust bikeshare, carshare, and other emerging mobility options and TDM solutions. Ownership will have a robust TDM plan compliant with the city's updated 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. More details are provided in the Project Overview, but some examples 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 not only mitigate the impacts of the project, but to improve traffic solutions across East Palo Alto.

EXTERIOR – SITE / LANDSCAPING AND PUBLIC OPEN SPACE

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-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 and residents.

Currently, there are only a few existing trees on site, two 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. None of these trees appear to be heritage trees. The majority of the site is currently covered by an asphalt cap and walled in on each side with a limited amount of 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, which is still in progress. An estimated 314,00 square feet (525% increase) of green space will be added to the site, improving overall air quality. In addition, we will be installing six CityTrees, the equivalent of 275 trees each, and dedicating six CityTrees, to the City of East Palo Alto to be placed at their choosing.

As contemplated in the Ravenswood Four Corners 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 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 replaced 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, viewing platforms, 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. 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 amphitheater. We envision this as a wonderful place to take in the sun and views, as well as a prime spot for 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 buildings, 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, and benching.

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 approved and Harvest will consult with State and Federal Authorities on necessary protections for the adjacent marsh land.

Resilient by design.

COMMUNITY ART PROGRAM

We look forward to collaborating with the community to decide on a public art program. We view the site as a canvass for creativity, and given its adjacency, hope EPA Arts plays an important role in this dialogue.

We envision 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 locations include:

- Panels along the garage
- Central monument in the Plaza
- Statues/tributes along Bay Road and Weeks
- Murals along walls
- Sustainable installations along Bay Trail (Ex-Land Art Generator)
- Unique art pieces such as illustrated benches, 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 their discretion, for additional art installations around the city, 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. This includes efficiently distributing traffic, as well as dedicated loading and drop-off areas.

The project provides a total of 2,998 on-site vehicular parking spaces within two parking structures. The 1990 Bay Rd parking structure accommodates 1,644 vehicular parking spaces and 70 bicycle parking spaces. The 1175 Weeks St parking garage accommodates 1,354 vehicular parking spaces and 45 bicycle parking spaces. A total of 38 additional short-term bicycle stalls on racks are planned for various points around the site for public / private use. This meets off-street parking requirements as better described in the pre-application package. 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.

The project will provide multiple points of access from Bay Road and Weeks Street. The project would also include Emergency Vehicle Access (EVA) along the east side of the project site.

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.

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 world. While this is not guaranteed, the Project will exceed all city requirements.

We anticipate the Project including the following:

- Installation of purple pipe system for recycled water
- Onsite black/brown water reuse and treatment
- Onsite renewable energy (i.e. photovoltaics on the roof)
- Battery storage for carbon reductions and back-up resiliency
- All-electric building design (no fossil fuel use)
- Efficient energy (MEP) systems alongside passive design strategies
- Designing for resiliency (against sea level rise, power outages, earthquakes, major weather events, etc.) – CERT Ready Site
- Using healthy building materials where possible (in order to address embodied carbon in building materials and construction)
- Biophilic design elements
- Heat island reductions
- 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 actively involved in 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, 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 Sanitation District for the existing onsite sewer main, sewer easements, and possible main relocation.

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.

Electrical

Onsite electrical will tie into existing PGE primaries and will incorporate onsite transformers for electrical distribution. The project will coordinate with PG&E for the existing overhead power line easements and relocation of select, existing power poles.

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 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 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 constructed 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.

Environmental Considerations – “Responsible Redevelopment”

The site was 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 with a total of \$40,000,000 spent to date on investigation and remediation. From 1987 to 1991, the Site was under the jurisdiction of the Department of Toxic Substances Control (DTSC) pursuant to a consent order between DTSC, the Regional Water Board, and Rhône-Poulenc. The U.S. EPA oversaw the remediation of impacts to the waterfront and tidal marshes pursuant to an additional order. The work on the tidal marsh was successfully completed in 2005 to the satisfaction of the USEPA. In 2016 the Regional Water Board adopted a consolidated Order No. R2-2016-0037, which, along with the 2014 Comprehensive Site Management Plan (SMP), governs the environmental management of the Site today. Harvest purchased the sites in 2019.

All components of the remedies required by the Regional Water Board have been successfully implemented on the Properties. The Regional Water Board expects that no further active remediation will be required at the Properties, other than the ongoing phytoremediation to control groundwater flow, which the development will enhance.

Once developed, the Site will no longer rely on a 4'-9" asphalt cap to protect the community from exposure to residual contamination. Rather, the Site will be elevated an average of five feet, creating a far more significant barrier to residual impacts and will be covered with buildings, walking paths, parks and amenities.

The long history of investigation, remediation and agency oversight of the environmental conditions at the Site is important because it provides 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.

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.

In order to minimize impacts associated with any disturbance of the residual contamination during construction activities, the site will be surrounded by screening fences limiting the movement of any excavated or clean material at the Site. Further, misting of soils will address any risk of migration of dust, thereby keeping the dust and any risk of airborne particles within the confines of the Site.

Pursuant to the Site Management Plan (SMP), which will be made available to the city, a community air monitoring program will be implemented continuously during construction activities that will include dust monitoring.

In addition, hay bales and silt screens will be installed to capture any dirt or debris that may be mobilized on the ground, preventing such materials from being washed off of the site during construction activities. Further, before leaving the Site, the tires and exteriors of all trucks and other earth-moving equipment will be washed to prevent soil from being tracked through neighboring streets.

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

PROJECT BENEFIT SUMMARY

PROJECT BENEFITS - REQUIRED

- ✓ Impact Fees
 - Affordable Housing
 - Schools
 - Traffic
 - Water
 - Sewer
- ✓ Ongoing Revenue Generation
 - Affordable Housing / Job Training (Measure HH)
 - Property Taxes
 - Retail Sales Tax
- ✓ 525% more green space & 325 new trees
- ✓ Improved pedestrian/bike paths
- ✓ Levee Development – Dedicating Land
- ✓ Traffic Mitigation Measures

PROJECT BENEFITS - VOLUNTARY

- ✓ Subsidized Community Retail
 - Restaurant
 - Coffee / Bakery
 - Marketplace / Pop-Up Venue / Commercial Kitchen
 - Café / Juice / Wine Bar
 - Kiosks
- ✓ Civic Space
 - Local Co-Working / Incubator
 - Flex Space
- ✓ Grants to civic / local small businesses and organizations within the project
- ✓ Grants to organizations within RWBD
- ✓ Community Driven Art Program
- ✓ Development of 1250 Weeks as public park
 - Playground
 - Picnic Area w/ BBQs
 - Fitness Station
 - ½ court basketball
- ✓ 5-acre public park along ½ mile of Bay front open space
 - Bike / Walking Paths
 - Natural Amphitheater
 - Dog Park
 - Community Garden
 - Seating Areas
 - Retail Kiosks
- ✓ 1.5 Acre Public Plaza
- ✓ Screen PG&E Substation
- ✓ Donate 6 CityTrees to City of EPA
- ✓ Public Wifi
- ✓ Carbon Neutral Sustainability Goal

PROJECT BENEFIT SUMMARY

PROJECT BENEFITS - REQUIRED

Impact Fees = ~\$28,000,000

- Affordable Housing: ~\$10,225,000
- Transportation Infrastructure: ~\$6,725,000
- Water: ~\$5,050,000
- Public Facilities: ~\$1,850,000
- Storm Drainage: ~\$1,700,000
- Schools: ~\$1,300,000
- Parks & Trails: ~\$1,050,000

Ongoing Revenue Generation (Annual) = ~\$8,550,000

- Affordable Housing / Job Training (Measure HH): ~\$2,250,000
- Property Taxes: ~\$6,300,000 (~\$2,500,000 net to EPA)
- Retail Sales Tax: TBD

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-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.

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.

Traffic Mitigation Measures

Harvest plans to take a multi-pronged approach ranging from thoughtful site design, to Ravenswood Infrastructure Improvements, to the formation of an East Palo Alto Traffic Management Agency.

Harvest will work with local transit experts to implement robust bikeshare, carshare, and other emerging mobility options and TDM solutions. Ownership will have a robust TDM plan compliant with the city's updated 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. More details are provided in the Project Overview, but some examples 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 not only mitigate the impacts of the project, but to improve traffic solutions across East Palo Alto.

PROJECT BENEFITS - VOLUNTARY

Restaurant

Local restaurant run by a member of the community in order to serve the community. This could be one larger restaurant or broken into a couple smaller spaces. It 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. This vibrant eatery will add to the activation of Bay Road as a destination for all members of EPA.

The space will be provided free of charge for 20 years, other than NNN expenses. A \$100psf improvement allowance, over and above a warm shell delivery condition, will be provided for this space.

Coffee / Bakery

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

The space will be provided free of charge for 20 years, other than NNN expenses. A \$100psf improvement allowance, over and above a warm shell delivery condition, will be provided for this space.

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. Come have coffee, bring your children, get a run in, shop for local goods, or just relax and socialize. This is where the community comes together.

The space will be provided free of charge for 20 years, other than NNN expenses. A \$100psf improvement allowance, over and above a warm shell delivery condition, will be provided for this space. The commercial kitchen will be fully built out for community use.

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 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.

The space will be provided free of charge for 20 years, other than NNN expenses. A \$100psf improvement allowance, over and above a warm shell delivery condition, will be provided for this space.

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, blue collar professionals, 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.

The space will be provided free of charge for 20 years, other than NNN expenses. A \$100psf improvement allowance, over and above a warm shell delivery condition, will be provided for this space.

Flex Space

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

The space will be provided free of charge for 20 years, other than NNN expenses. A \$100psf improvement allowance, over and above a warm shell delivery condition, will be provided for this space.

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 be 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 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 their discretion, for additional art installations around the city 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, 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-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, viewing platforms, 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 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.

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 will donate and install six CityTrees at locations decided by the city, as well as six on-site.

Public Wifi

Free Wifi access will be provided to the public at the Project.

Carbon Neutral Sustainability Goal – CERT Ready & Designed for Resiliency

Our goal is to create one of the most sustainable projects not only in the Bay Area, but the world, proving East Palo Alto as a leader in sustainability. This could include the installation of a purple pipe system, water re-use and treatment, onsite renewable energy through solar panels, battery storage for carbon reductions and back-up resiliency, all electric building design, efficient energy systems, healthy building materials, biophilic design elements, and environmental / bird-safe measures. We believe this is what East Palo Alto deserves after the site's prior contamination, but also want to do our part to offset our development footprint and provide East Palo Alto a Project it can be proud of.