
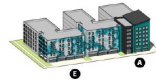


# Experience + Project References

Raimi + Associates

Project Information	Project Description
<p><b>MOFFETT PARK SPECIFIC PLAN UPDATE (R+A)</b></p> <p>Sunnyvale, CA 2019-2023</p> <p><b>Key Staff:</b></p> <p>Eric Yurkovich, PIC Chris Sensenig, PM</p> <p><b>Awards</b></p> <p>Comp Plan Award – Large Jurisdiction, NorCal APA</p>	<p>Moffett Park represents a vital part of the City of Sunnyvale’s economic and social identity, having for decades served as a pivotal business center for the region’s high-tech demographic, while also providing recreational access to the San Francisco Bay and crucial conservation areas along the city’s northern-most border. The Plan covers approximately 1,300 acres, including 20 million square feet of office and industrial space that is part of the lively mixed-use district. R+A, along with <b>CMG, DJP&amp;A, Hexagon, and BKF</b>, approached the area with a critical lens that balanced the preservation and continuity of existing infrastructure. The vision of creating an eco-innovation district is integrated into the Plan to steward the natural environment, enhance climate resilience, and supporting biodiverse native ecosystems and local community health. By collaborating with stakeholders, community members, and City Council members over the course of six interactive City Council study sessions, the Specific Plan centers community voices, establishes community benefits, and identifies infrastructure needs for redevelopment to maximize utilization and long-term growth.</p> 
<p><b>LINDENVILLE SPECIFIC PLAN (R+A)</b></p> <p>South San Francisco, CA 2022-2023</p> <p><b>Key Staff:</b></p> <p>Eric Yurkovich, PIC Chris Sensenig, Urban Designer</p>	<p><b>R+A with DJP&amp;A</b> supported the City of South San Francisco in developing a specific plan for the Lindenville district to realize the General Plan’s vision for the area as a mixed-use neighborhood, employment hub, and cultural center of South San Francisco. The Specific Plan aims to preserve the city’s industrial heritage but also provide new opportunities for people to live in the district. A revitalized Colma Creek is reimagined as a community-serving linear park with restored ecology that benefits the health and wellbeing of people and wildlife.</p>  <div> <p><b>South Spruce Avenue Corridor</b></p>   </div> <div> <p><b>Mixed Use Neighborhood</b></p>   </div> <div> <p><b>South Linden Avenue Arts and Makers District</b></p>   </div>

## Project Information

### EAST WHISMAN PRECISE PLAN (R+A)

Mountain View, CA  
2016-2019

#### Key Staff:

Eric Yurkovich, PM

#### Awards

Comp Plan Award – Small  
Jurisdiction, California and  
NorCal APA

East Whisman is a 370-acre Priority Development Area in the City of Mountain View. It is characterized by large office and R&D uses and is home to Linked In, Symantec, Samsung, Google, and more. East Whisman is served by VTA light rail and numerous public and private shuttle services. The City's 2030 General Plan identified the area as a growth/change location, calling for increased sustainability, better transit-orientation, and a greater diversity of land uses. Building off a grant from VTA, the City, **R+A with DJP&A** embarked on a planning process with the goals of increasing employment near transit, improving ridership and accessibility to transit, and providing a better integration of jobs and housing.

Working closely with staff at the City of Mountain View, R+A led a public process to produce a Precise Plan that includes land use development regulations, affordable housing requirements, parking standards, complete streets planning, streetscape design standards, multi-modal transportation planning, and TDM requirements. The Plan was adopted in 2019.



### NORTH BAYSHORE PRECISE PLAN (R+A)

Mountain View, CA  
2013-2017

#### Key Staff:

Matt Raimi, PIC  
Eric Yurkovich, PM  
Chris Sensenig, *Urban  
Designer (while at VMWP)*

#### Awards

Comp Plan Award – Small  
Jurisdiction, California and  
NorCal APA

Raimi + Associates served as the lead consultant for the North Bayshore Precise Plan. Covering 650 acres, and home to high-tech businesses such as Google, Microsoft, and LinkedIn, the North Bayshore area is located in the northernmost portion of the City of Mountain View, bordering Shoreline at Mountain View Regional Park and the San Francisco Bay. The Precise Plan for North Bayshore presents a bold vision for a mixed-use district that emerges as a model of innovative and sustainable development while also protecting natural habitat. The character of the area will evolve over time from an auto-oriented, suburban office district into multiple complete mixed-use neighborhoods with new residential uses, walkable blocks, ground-floor retail, parks and open space, and high-frequency transit service. To achieve this vision, the Precise Plan provides detailed development standards, requirements and incentives to meet a 20% affordable housing goal, green building requirements, guidelines to protect sensitive habitat and species adjacent to the plan area, and policies and programs to reduce single-occupancy vehicle trips to 45% of the total mode share in North Bayshore.



## Project Information

### RAVENSWOOD BUSINESS DISTRICT / FOUR CORNERS SPECIFIC PLAN UPDATE (R+A)

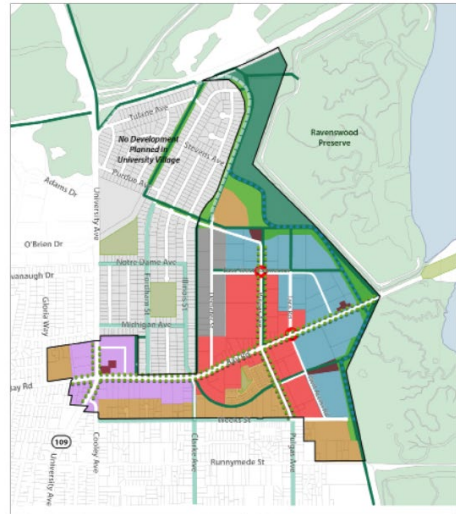
East Palo Alto, CA  
2020-Present

#### Key Staff:

Matt Raimi, PIC

## Project Description

The Ravenswood Business District lies in the northeastern edge of East Palo Alto, bordering the Ravenswood Open Space Preserve and the City of Menlo Park. R+A led an update to the Specific Plan that engaged East Palo Alto residents and workers in creating a sustainable and connected district that has positive impacts for the current and future residents and workers of the district. The updated Specific Plan contains a community benefits framework, development standards, transportation and connectivity improvements to create a high-quality public realm, and infrastructure improvements to serve the district's needs, and to improve resilience to flooding and sea level rise. **DJP&A** provided environmental planning support and prepared the CEQA report for the Specific Plan, while **Hexagon** led the mobility planning and transportation impacts analysis.



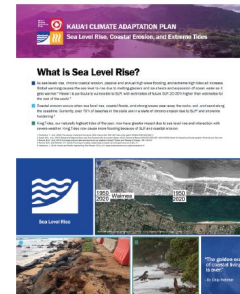
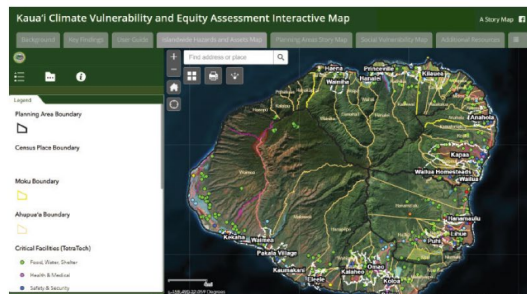
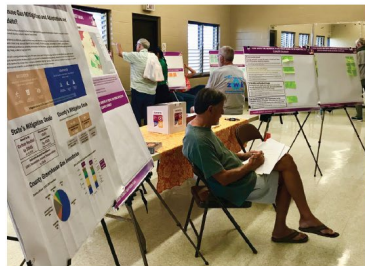
### KAUA'I CLIMATE ADAPTATION AND ACTION PLANS (R+A)

County of Kaua'i, HI  
2021-2025

#### Key Staff:

Ron Whitmore  
Robyn Wong  
Sami Taylor  
Eric Yurkovich

As an island community susceptible to a broad range of hazards, Kaua'i is particularly vulnerable to climate change impacts. The Kaua'i Climate Adaptation Plan identifies actions that ensure people, places, and natural and built systems are able to adapt to climate change. The State and County also have ambitious greenhouse gas (GHG) reduction goals, and R+A also conducted a quantitative GHG reduction analysis and prepared GHG action plans for the County.



## Project Information

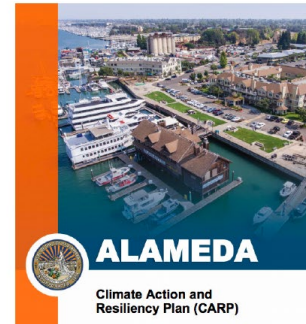
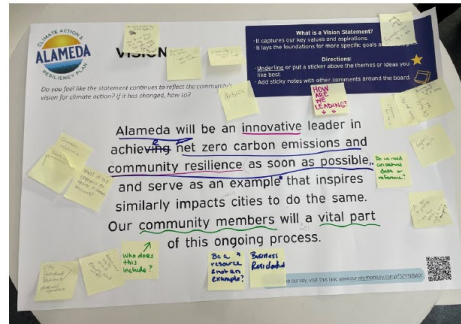
### ALAMEDA CLIMATE ACTION AND RESILIENCE PLAN UPDATE (R+A)

Alameda, CA  
2023-2025

#### Key Staff:

Eric Yurkovich  
Sami Taylor

Raimi + Associates (R+A) is conducting a mid-cycle evaluation and update of the City of Alameda's Climate Action and Resilience Plan (CARP). This update includes evaluating the progress and efficacy of the CARP's current mitigation and adaptation measures, conducting a current GHG inventory, and suggesting a more streamlined approach with the addition of new strategies to fill gaps, address challenges to implementation and align with the City's Local Hazard Mitigation Plan update. This update includes targeted internal staff engagement and community outreach to strengthen support for the Plan and promote implementation.



### SOUTH SAN FRANCISCO GENERAL PLAN UPDATE (R+A)

City of South San Francisco  
2019-2022

#### Key Staff:

Eric Yurkovich, PIC Chris Sensenig, PM

#### Awards

Comp Plan Award – Small Jurisdiction, California and NorCal APA

The City of South San Francisco is home to over 65,000 people with many family-friendly neighborhoods and beautiful parks. It is also the hub of the region's biotech industry and home to many other large employers. While the biotech industry thrives, many residents suffer from higher rates of poverty and lower health care access than the County as a whole. Coupled with an anticipated increased in flooding and sea level rise, these intersecting issues present complex challenges that require dedication and planning. Raimi + Associates led a multi-disciplinary team of consultants to prepare comprehensive updates for the City's General Plan, Environmental Impact Report, and Zoning Code. Through a robust and inclusive community engagement process, the City and its partners aimed to engage residents in a meaningful discussion about balancing economic development, sustainability, and quality of life. The General Plan Update covers a broad range of topics, including Land use + Community Design, Mobility + Circulation, Housing, Economic Development, Social Equity, Parks + Recreation, Conservation + Open Space, Public Facilities, Services + Infrastructure, Noise, Sustainability + Climate Change Adaptation, and Community Safety + Public Health.



## Project Information

### REDWOOD LIFE PRECISE PLAN (R+A)

Redwood City, CA  
2023-Present

#### Key Staff:

Eric Yurkovich, PIC  
George Karam

## Project Description


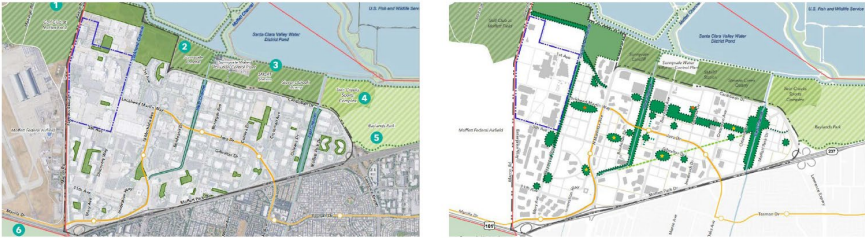
Raimi + Associates is working with Redwood City, **DJP&A**, and **Hexagon** to prepare a Precise Plan and Environmental Impact Report (EIR) for the approximately 84-acre Redwood Life campus. The campus, located in the Redwood Shores neighborhood, currently houses 968,000 square feet of development space across 20 buildings on a former landfill site. The proposed Redwood Life project is a redevelopment of the existing campus owned by Longfellow Real Estate Partners. A total of 2.86 million square feet of Research & Development (R&D) office and life sciences space has been proposed within 12 new buildings, including a 104-key hotel, a 20,000 square foot community amenity center, a significant increase in public open space, sea level rise protection, and other public-serving amenities.

Given the site's location adjacent to the San Francisco Bay, sensitive biological resources, and existing homes, the City and project team worked with the property owner to increase Belmont Slough and neighborhood setbacks, reconfigure internal circulation, and reduce the overall project size, amongst other plan changes. The project team is analyzing the environmental effects of the project and establishing policy and development standards for the Precise Plan.

The R+A team continues to engage with community members and other stakeholders through online surveys, innovative community workshops, virtual informational forums, and City Council/Planning Commission study sessions.



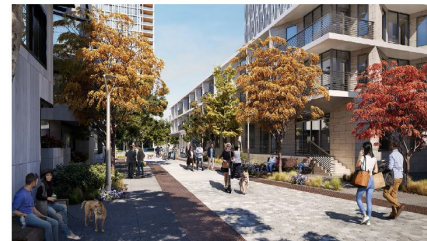
## CMG Landscape Architecture

Project Information	Project Description
<p><b>MOFFETT PARK SPECIFIC PLAN (CMG)</b></p> <p>Sunnyvale, CA 2019-2023</p> <p><b>Key Staff:</b> Chris Guillard, PIC Kate Lenahan, Designer</p>	<p>CMG's role on the project focused on fostering urban ecology and connecting open space networks. Urban ecology is fundamental to the transformation of Moffett Park into an ecological innovation district. Integrating ecology into urban design in Moffett Park — through ecological infrastructure such as stormwater detention wetlands, healthy urban forests, and well-connected parks — is a multi-benefit approach that moves the area towards a more resilient and sustainable future.</p>  
<p><b>TREASURE ISLAND PARKS + OPEN SPACE (CMG)</b></p> <p>San Francisco, CA 2014-Present</p> <p><b>Key Staff:</b> Chris Guillard, PIC Doug Jones, Designer</p>	<p>A contemporary landscape that is socially active, environmentally progressive, well-crafted, and rooted in its place as an island in the middle of the Bay. CMG has approached the large and complex redevelopment of Treasure Island as an opportunity to pioneer innovation in sustainable infrastructure and socially oriented landscapes.</p> <p>With construction beginning in 2016, the first phase of this 405-acre development includes dramatic waterfront parks, plazas, and streetscapes. It is with pride and excitement that we look forward to the completion of the first phase of this fascinating project, in which we have been a partner since 2002. Throughout the master planning and design phases, a few core values have guided the design: environmental sustainability, parks as a regional destination, and creating an authentic community. As the Lead Landscape Architect, CMG is coordinating all Phase I landscape/streetscape design and coordinating other landscape architects to integrate their work from an urban design and infrastructure standpoint, and ferrying the project through approval processes with BCD, the City Arts Commission, and many other city agencies.</p>

## Project Information

## Project Description

CMG is developing designs for the Waterfront Cityside park, Urban Farm, plazas, and open spaces around historic hangar Buildings 1 and 2, and the Eastside Commons Park. In addition, we are developing the streetscape master plan for the whole island, building on the work done for the Design for Development. The Waterfront Cityside Park is a 300-foot-wide linear park that features a promenade at the water's edge, and a sequence of different park rooms and landscape typologies. The landscape design combines both magnificent natural parks and innovative urban spaces. Promenades and bike paths provide circulation throughout and promote a pedestrian-friendly environment, enhance the urban fabric, and capitalize on the site's spectacular setting.



### PENINSULA CROSSING (CMG)

Burlingame, CA  
2021-Present

Peninsula Crossing is a new open space destination for the Burlingame community and a sustainable workplace along the peninsula bayfront. These 12 acres of underutilized waterfront in the heart of the San Francisco Bay Area are reimagined as a dynamic life sciences campus and thriving public realm that offers local retail, ample outdoor gathering areas, a restored creek and wetland, and new pedestrian and bicycle infrastructure, including a missing piece of the Bay Trail that, once completed, will help connect adjacent communities along the Bay frontage for the first time.

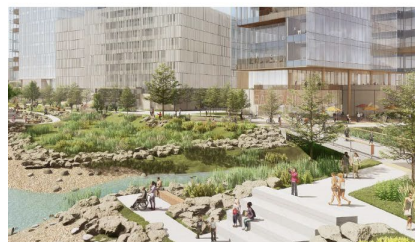
Designed to follow the vision set by the recently adopted Burlingame General Plan, the site will set the bar for resilient development in the area. The design includes investment in long-term sea level rise protection, pursuing robust clean energy standards with primarily electric-powered buildings, and delivering acres of native-based habitat and thoughtfully activated, accessible open space for the enjoyment of generations to come. A defining feature of Peninsula Crossing is the surrounding natural environment. The design aims to celebrate and enhance this by reintroducing vital habitat zones and adding hundreds of new trees and

## Project Information

## Project Description

drought-resistant, native plantings that will flourish along a naturally beautiful and resilient living shoreline.

The redeveloped waterfront will consist of 1,475 feet of new Bay Trail, connecting Burlingame to over 350 miles of trails encircling the Bay, 4.5 acres of publicly accessible, activated green and open space envisioned with direct access to the Bay, and 230 new trees proposed to provide increased shade cover and native habitat. Peninsula Crossing nurtures through nature – 100,000 cubic yards of soil will be imported to raise grade and increase future resiliency – protecting the community from the next 100 years from sea level rise.



### BURLINGAME WATERFRONT (CMG)

Burlingame, CA  
2021-Present

620 Airport Blvd – Burlingame Waterfront Development transforms an existing airport parking lot with a new life science and office development along Anza Lagoon. The adaptable waterfront open space will be a destination for residents, employees, and visitors while providing environmental and ecological benefits. The new public amenity will be accessible to all, offer passive and active recreation with connections to the Bay Trail, and create a variety of gathering spaces with views of the San Francisco Bay. The project will restore and enhance habitat, treat stormwater, sequester carbon, and adapt to sea level rise.

The project area was once water and tidal flats, located near Ssalson, the traditional indigenous homeland of the Ramaytush Ohlone. In the mid-to-late 1960's, it was filled by the Anza-Pacific Corporation out of concrete debris and slabs from the original San Mateo Bridge – this created the perimeter wave break of the 146-acre Anza Peninsula. Burlingame Waterfront proposes to raise approximately 750 linear feet of embankment at the Anza Lagoon and install new riprap-armored shoreline to enhance long-term shoreline sea level rise resiliency. Additionally, this opens an opportunity to create a living shoreline zone at the

## Project Information

## Project Description

northwest corner of the site along Anza Lagoon between the Bay Trail and the shore.

This area will be graded to have areas lower than the raised Bay Trail to accommodate future sea level rise and upland migration of the shoreline. This zone will be planted with native, salt tolerant upland coastal scrub and upland marsh species. Over time, with sea level rise and periodic inundation, it is expected that plant communities will adapt and change with changes to sea level and frequency of inundation. New planting will span throughout the project site, including in the Public Plaza area, along the Bay Trail, and around the perimeters of the proposed buildings and surface parking lot. The proposed planting area would total approximately 105,625 square feet with approximately 70,000 square feet of planting around the shoreline.



## Hexagon Transportation Consultants, Inc.


Project Information	Project Description
<b>MOFFETT PARK SPECIFIC PLAN UPDATE (Hexagon)</b>  Sunnyvale, CA 2019-2023	Hexagon prepared the Transportation Impact Analysis for the Moffett Park Specific Plan update project in Sunnyvale, CA. Hexagon's role on the project included evaluating different project land use categories' VMT impacts for CEQA purposes.
<b>RAVENSWOOD/4 CORNERS TRANSIT ORIENTED DEVELOPMENT SPECIFIC PLAN UPDATE (Hexagon)</b>  East Palo Alto, CA 2020-Present  <b>Key Staff:</b>  Shikha Jain	Hexagon worked with the City to explore a variety of transportation options including, a) new and enhanced roadways including the Loop Road and highway bypass; b) new or enhanced transit, including Dumbarton Rail, Cooley Ferry, circulators/buses, express lanes on Willow or University; c) potential bicycle and pedestrian improvements, and d) TDM strategies. Hexagon's role on the project included evaluation of potential transportation impacts on VMT produced by a range of proposed development scenarios, and non-CEQA intersections operations modeling to assess the Plan's consistency with the level of service standards expressed in the City's General Plan.
<b>REDWOOD LIFE PRECISE PLAN (Hexagon)</b>  Redwood City, CA 2023-Present	Together with Raimi + Associates, Hexagon Transportation Consultants prepared the transportation elements of the Precise Plan and Transportation Impact Study for the Redwood Life Precise Plan. The work also included a sensitivity analysis to evaluate the feasibility and potential impacts associated with a range of alternatives to the proposed project.
<b>BURLINGAME GENERAL PLAN (Hexagon)</b>  Burlingame, CA	Hexagon Transportation Consultants, Inc. was hired as part of the MIG team to update the Burlingame General Plan (Land Use and Circulation). Hexagon updated the citywide travel demand forecast model and used the model to

Project Information	Project Description
2015 – 2018	forecast roadway traffic volumes and vehicle-miles travelled under the proposed General Plan conditions. Hexagon evaluated intersection levels of service and VMT and proposed mitigation measures for impacted locations. Hexagon also conducted a qualitative analysis of the multi-modal facilities under the proposed General Plan scenario.

## Economic & Planning Systems

Project Information	Project Description
<p><b>SANTA CLARA DOWNTOWN PRECISE PLAN (EPS)</b></p> <p>Santa Clara, CA 2019-Present</p> <p><b>Key Staff:</b></p> <p>Benjamin C. Sigman</p>	<p>Up until the mid-20th century, Santa Clara had a quaint small-town main street district, with storefronts and a mix of one- to three-story buildings. The early downtown was home to City Hall, a theater, and local businesses. By the early 1960s, however, downtown was struggling to compete with new regional shopping centers. In 1963, Santa Clara's City Council approved the University Urban Renewal Project, clearing eight blocks of downtown to make way for a modern shopping and business center. Though demolition occurred in 1965, the goals of urban renewal were not achieved. Today, the downtown includes 350,000 square feet of commercial and office space and 190 residential units, along with a historic post office and county courthouse. The City of Santa Clara's Downtown Precise Plan process sought to prepare for redevelopment in downtown, reinvigorating the area with higher density mixed-use development that increases vibrancy and recreates downtown into a culturally rich and economically active center for the City.</p> <p>The City of Santa Clara engaged EPS as part of an urban planning team to provide real estate market and feasibility analysis for the Plan. EPS contributed to the Plan's existing conditions report, providing a robust assessment of market factors. While significant opportunities were identified, EPS also highlighted potential challenges associated with commercial development. Based on the market study findings, EPS advised the planning team on Plan alternatives, using financial analysis of development project "prototypes" to test the economic viability of new development prototypes across a range of densities and parking requirements. The EPS financial analysis also highlighted those downtown sites with greater economic viability.</p> <p>The planning team devised a vision, planning framework (street grid, land uses, urban form), and placemaking strategy for the downtown, all of which has been extensively vetted through public engagement and well received by the City's Downtown Task Force. The working draft Plan envisions a new downtown that builds on its historic context, and leverages potential for civic life and the arts and a unique urban environment. Ongoing EPS work relates to implementation of the Plan, with current efforts focused on preparation of a downtown subarea development impact fee.</p>

**FRANKLIN STREET**

A vibrant, colorful illustration of Franklin Street in Santa Clara. The scene depicts a lively urban environment with a mix of modern and historic architecture. On the left, there are multi-story buildings with balconies and awnings. The street is lined with mature trees and outdoor seating areas with umbrellas. People are shown walking, cycling, and driving, creating a sense of movement and community. The overall atmosphere is bright and inviting, showcasing the planned redevelopment of the downtown area.

## Project Information

## Project Description

### **THE VALLCO TOWN CENTER SPECIFIC PLAN (EPS)**

Cupertino, CA  
2017-2018

The Vallco Town Center Specific plan encompassed approximately 58 acres proximate to I-280 in Cupertino. The Plan area was the site of the Vallco Fashion Mall, a 1.2-million-square-foot shopping center that had become almost entirely vacant by 2017. Though the City of Cupertino had included the "Vallco Special Area" as a Housing Element site and had allocated capacity for residential and commercial uses, the General Plan required preparation of a Specific Plan. The City retained EPS to provide real estate market analysis, financial feasibility analysis, and fiscal impact analysis to support the preparation of the Plan, Environmental Impact Report, and Development Agreement.

EPS worked closely with City staff, the urban planning team, and the EIR team on multiple facets of the Specific Plan and project negotiations. With a strong desire from the City Council for the Plan to bring significant community benefits, the City created two potential density envelopes for development. EPS conducted extensive financial feasibility analysis to ensure that the "Tier 1" program would be buildable and that the "Tier 2" bonus-density program could support community benefit contributions to the City. EPS financial analysis considered the revenue potential and costs of the project alternatives, including detailed analysis of potential developer contributions to public facilities, affordable housing, transportation improvements, and open space. EPS served as a trusted advisor to City staff and elected officials and actively participated in Development Agreement deliberations, public outreach, study sessions, and over 14 hours of Council hearings leading up to the City's adoption of the Plan.



Photo Credit: Opticos Design

### **CONCAR PASSAGE (EPS)**

San Mateo, CA  
2020

The City of San Mateo was negotiating a Development Agreement (DA) with the Passage at San Mateo, a significant mixed-use transit-oriented development. The project proposal was consistent with the City's Rail Corridor Plan, but the applicant sought vested entitlement rights for 15 years. The City engaged EPS to provide economic analysis in support of DA negotiations, specifically to develop quantitative metrics to value additional community benefits that might be offered by the project in exchange for the vested rights conferred by the DA.

The EPS analysis presented three analytical approaches to inform the magnitude of community benefit value that should be provided by the Passage project in return for vested rights. The three approaches considered were (1) the project's fair share of transportation improvement costs, (2) public benefit burden benchmarking, and (3) the value of risk reduction from vested rights. EPS documented each analytical approach and associated technical findings. Quantitative estimates of benefit reflected data and analytical inputs from the Passage project applicant and the City. EPS also relied on third party data, in-house data, and professional experience with local and regional real estate

## Project Information

## Project Description

development to establish revenue and cost factors. The City Council approved the project with significant community benefits in 2020, with EPS analysis validating key conditions of approval.



*Photo Credit: California Coastal Properties*


### **BAYHILL BUSINESS CENTER SPECIFIC PLAN / YOUTUBE HEADQUARTERS (EPS)**

San Bruno, CA  
2017-2022

The Bayhill Business Center in the predominantly residential community of San Bruno was pushing the limits of its success capacity as a conventional, an auto-oriented, 1980s style office park. The current tenants, which included notable tech companies such as YouTube, and Walmart Labs, and Oracle, sought updated zoning and land use policies to support expansion plans and development formats more conducive to the preferences of a modern workforce. The City initiated a Specific Plan process in 2017 to address YouTube's plan for a 3 million square foot expansion of its global headquarters as well as the needs of other tenants and the community at large.

EPS served as the economist on a multidisciplinary team retained by the City to design and implement a Specific Plan for Bayhill that seeks to accommodate property owner / tenant needs while also addressing community concerns related to traffic, parking, view sheds, housing and fiscal impacts, and the desire for community amenities (e.g. parks, library). EPS provided market and financial feasibility analysis to support a mixed-use land use program that is economically achievable and consistent with City policy objectives. EPS also established a comprehensive financing plan to pay for public infrastructure and service requirements.

EPS simultaneously represented the City as it sought to complete a Development Agreement (DA) with YouTube that will govern its expansion plans over the next 20 years. In particular, EPS helped craft business terms and conditions that addressed critical issues related to infrastructure financing and Community Benefit contributions. The San Bruno City Council approved the Bayhill Specific Plan and a Development Agreement for YouTube's campus expansion in late 2021. With this approval, the Bayhill Specific Plan will guide future development within the Plan Area for the next 20 years.

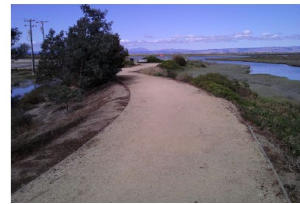
Project Information	Project Description
<p><b>OLD BAYSHORE CORRIDOR STUDY (BKF)</b></p> <p>Burlingame, CA 2022</p> <p><b>Key Staff:</b></p> <p>Jason Mansfield, PM</p>	<p>The City of Burlingame's (City) latest General Plan effort has identified Old Bayshore Highway from Airport Boulevard to the northern City Limits as an area primed for redevelopment. The City would like to create more convenient and comfortable vehicular, bicycle, and pedestrian connections along this corridor. Along with this effort, the City would like to further explore enhancing the streetscape aesthetics to be more inviting and pleasing for these users, as well as the numerous visitors to the area. This study also includes an analysis and conceptual design of the Bay Trail parallel to the Old Bayshore Corridor and grant application assistance including preparation of graphics and text. Preliminary design also includes considerations for:</p> <ul style="list-style-type: none"> <li>• FEMA requirements. This area is identified to be mostly within the flood zone on the preliminary FIRM's. There is no complete levee system currently constructed along the bay front, therefore we expect the Bay Trail gap closure to be elevated above the flood zone, have a levee wall outboard of the trail, or a combination.</li> <li>• BCDC requirements. Based on typical project conditions we have seen recently, along with standard guidelines, we included elements expected to be required by BCDC for the Bay Trail gap closure. This also includes resiliency for sea level rise.</li> <li>• With the popularity of Uber, Lyft, and other ride sharing services, pick-up and drop off facilities become important. These are especially important with the type of land uses in the area such as hotels and restaurants.</li> <li>• Similarly, with BART, Caltrain, and SFO nearby, a Complete Streets design accommodates mass transit connections and shuttles.</li> <li>• This segment of Old Bayshore services commuters on bicycle. Large groups of bicyclists have been observed commuting along this segment. These types of users are not expected to be the same as the people riding bicycles for recreation along the Bay Trail.</li> <li>• The Specific Plan for the area envisions significant redevelopment along this corridor. Designs should be flexible to accommodate the future redeveloped sites and attractive to developers by identifying specific details that inform expectations.</li> </ul> 

Project Information	Project Description
<p><b>BURLINGAME POINT (BKF)</b></p> <p>Burlingame, CA 2020</p> <p><b>Key Staff:</b></p> <p>Simon North, PIC</p>	<p>BKF assisted the Burlingame Point development team with entitlements for the redevelopment of the 18-acre former Burlingame Drive-In Theater site at Anza Point. This large corporate campus, surrounded on three sides by the San Francisco Bay, was carefully designed to maximize views, efficiency, and connectivity. To facilitate public trail restoration and preserve the shoreline, the buildings were sited a minimum of 100 feet from the water. The building positioning also provided uninterrupted views of the water, increased daylight and energy efficiency, and was sensitive to local microclimates. Outdoor spaces and an amenities building unified the campus.</p> <p>BKF initiated work on the site by assisting the owner with a due diligence-level assessment of utilities serving the site and an estimate of potential mitigation that might have been required to address project utility impacts. BKF also prepared conceptual utility and grading designs for the site in support of the entitlement submittal, which included design review, specific plan amendment, rezoning, CEQA review, and subdivision. BKF also worked closely with the project landscape architect to develop the project's stormwater quality concept.</p> 
<p><b>REDWOOD SHORES LEVEE IMPROVEMENTS (BKF)</b></p> <p>Redwood City, CA 2011</p> <p><b>Key Staff:</b></p> <p>Jason Mansfield, PM</p>	<p>Redwood Shores was a planned community of approximately 1,375 acres located on the east side of Highway 101 in Redwood City. Redwood Shores was built upon reclaimed land and the former Belmont Creek channel. Since the land was at or near San Francisco Bay water levels, levees were built around the community to protect property from flooding due to high tide water levels and storm surge.</p> <p>BKF designed improvements to remove the Redwood Shores area from the 100-year floodplain designation. Key design challenges included designing for future settlement of raised levee sections; levee reconstruction for more than 2.5 miles of levee; allowance for wave run-up, sea level rise, and 100-year high water; and incorporation of the</p> <p>Bay Trail along the reconstructed levee. BKF maintained the existing pathway widths and connections to existing public access, while also accommodating environmental considerations: preserving existing pickleweed areas, accommodating the salt marsh harvest mouse, and scheduling around the California clapper rail nesting season.</p> <p>As part of the improvements, BKF completed the documents required per Section 65.10 of NFIP Regulations. The BKF team completed the full engineering studies for interior drainage, closure analyses, embankment protection, settlement analyses, operations plan, in addition to construction documents.</p>

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BKF conducted an interior flooding investigation that included a review of lagoon hydrology, lagoon operating procedures, and pump station maintenance. The lagoon interior drainage systems associated with levee systems included a combination of storage areas, gravity outlets, and pumping stations. There were two pump stations that served the Shores Lagoon, each capable of pumping 6,000 GPM. Both pump stations were owned and operated by Redwood City. BKF evaluated the pump station operation plan, warning system, backup system, and completed a reliability assessment.



## David J. Powers & Associates

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<p><b>NORTH BAYSHORE PRECISE PLAN (DJP&amp;A)</b></p> <p>Mountain View, CA</p> <p>2021-2023</p> <p><b>Key Staff:</b></p> <p>Kristy L. Weis</p> <p>Tyler Rogers</p> <p><b>Reference Contact:</b></p> <p>Diana Pancholi,</p> <p>Principal Planner, Community Development Department</p> <p>City of Mountain View, (650) 903-6306</p> <p>diana.pancholi@mountainview.gov</p>	<p>DJP&amp;A prepared a Subsequent EIR (SEIR) to the North Bayshore Precise Plan to analyze Google's proposed North Bayshore Master Plan. The SEIR provided project-level clearance. In addition to preparing the SEIR, DJP&amp;A also prepared responses to comments on the Draft EIR, assisted the City with the necessary CEQA notices, and supported staff with answers to questions posed during public meetings and hearings. The SEIR was certified, and the project was approved in June 2023. The SEIR was also recognized by the Association of Environmental Professionals and awarded the Outstanding Environmental Analysis Document in 2024.</p>
<p><b>DOWNTOWN SUNNYVALE SPECIFIC PLAN (DJP&amp;A)</b></p> <p>Sunnyvale, CA</p> <p>2018-Present</p> <p><b>Key Staff:</b></p> <p>Kristy L. Weis</p>	<p>DJP&amp;A prepared an EIR for an update to the Sunnyvale Downtown Specific Plan (DSP), which consisted of two primary components: (1) amendments to the DSP which relate primarily to the commercial core, and (2) specific development proposals for six sites within the DSP. The proposed DSP amendments would allow for the development of a total of 843 residential units, 260,063 square feet of commercial uses, and 860,624 square feet of office uses. The six specific development proposals would construct a total of 793 residential units, 164,906 square feet of commercial uses, and 856,199 square feet of office uses. The EIR provided program-level review for the amendments to the adopted DSP, as well as specific project-level review for the six proposed development projects. The primary environmental concerns addressed in the EIR included preserving a grove of redwood trees, cleanup of hazardous materials, traffic, and improvements to the City's sanitary sewer system.</p> <p>DJP&amp;A worked closely with city staff and the three applicants to ensure consistency between the proposed DSP amendments and six development projects. Our scope of work included overall management of the CEQA process, regular meetings with City staff, coordination with City departments and project applicants, attending and presenting at public meetings and hearings, responding to public comments, and preparing necessary CEQA notices and MMRPs. The DSP project was approved by Sunnyvale City Council in August 2020.</p> <p>DJP&amp;A is currently working on an Addendum to the EIR for the City that would allow modifications to the approved projects.</p>
<p><b>MOFFETT PARK SPECIFIC PLAN (DJP&amp;A)</b></p> <p>Sunnyvale, CA</p> <p>2019-2023</p> <p><b>Key Staff:</b></p>	<p>DJP&amp;A prepared an EIR for the Moffett Park Specific Plan. As part of our work on this project, DJP&amp;A actively coordinated with the City and R+A, prepared an existing conditions and constraints analysis that helped the City locate future land uses in beneficial locations, participated in public meetings and hearings, participated in stakeholder meetings, and regularly met with the City throughout the Specific Plan and EIR process. In addition to preparing the Draft EIR, DJP&amp;A prepared responses to comments/Final EIR, MMRP, and all associated CEQA</p>

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<p>Kristy L. Weis</p>	<p>notices for the City. As an additional task, DJP&amp;A is preparing a 15183-compliance checklist template for the City to use to streamline future development consistent with the Specific Plan and EIR.</p>