



# East Palo Alto Bay Access Master Plan

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City of East Palo Alto Redevelopment  
Agency



Chronicle / Lance Iversen

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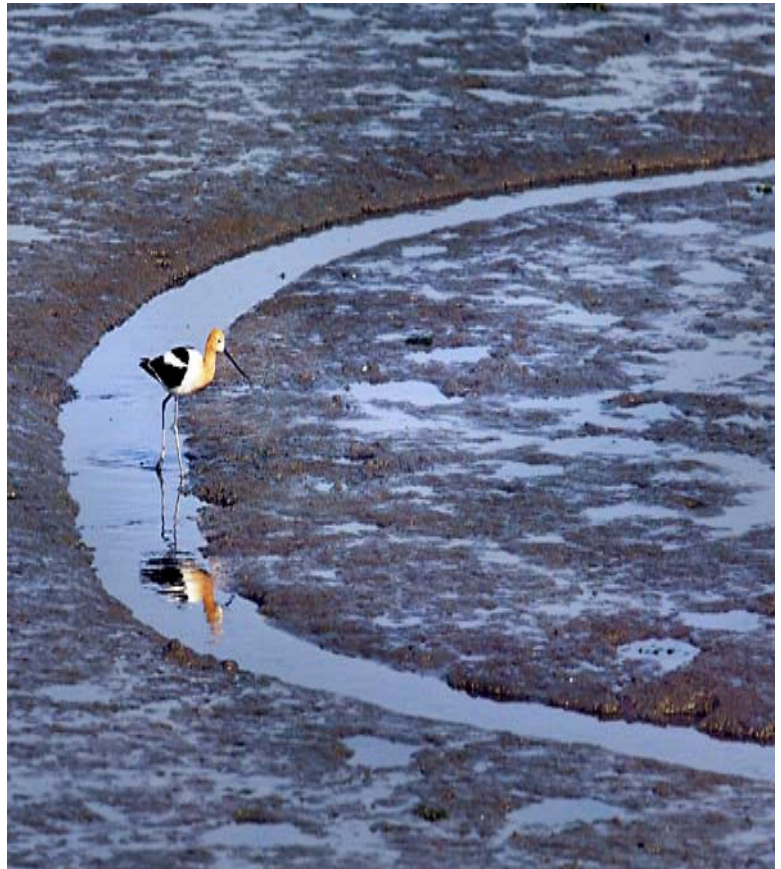
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# CHAPTER 1: INTRODUCTION

Proximity to the San Francisco Bay (Bay) is one of the defining characteristics of the City of East Palo Alto. The Bay forms the eastern edge of East Palo Alto and provides a unique open space and recreational resource for the residents of East Palo Alto. The vistas and open spaces of the Bay offer a tranquil escape from the fast pace of life in East Palo Alto and Silicon Valley.

The Ravenswood Business District (RBD) borders the Bay. Over the next 20 years, significant changes in the RBD will occur as it transitions from a heavy industrial area into a community with office, R&D, retail, live-work, and residential uses. As development occurs in the RBD, it is critical for East Palo Alto to improve and expand its residents' access to the Bay. Also, as the RBD is developed, the Bay Conservation and Development Commission (BCDC), a State Regulatory Agency charged with protecting the Bay, will require the development projects along the Bay to provide the maximum feasible public access to the Bay. The purpose of the East Palo Alto Bay Access Master Plan (BAMP) is to create a vision for Bay access that will guide East Palo Alto policy makers and the BCDC. The vision created by the BAMP consists of a series of pocket parks along the Bay that are connected by



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pedestrian trails. In addition, the BAMP includes opportunities to connect the Woodland neighborhood to the Bay along the San Francisquito Creek corridor. The BAMP ensures that the BCDC's maximum feasible public access requirement maximizes the benefits for East Palo Alto residents, employers, and employees working in East Palo Alto. The BAMP has three major goals.

**First**, it assists BCDC's regulatory process by prioritizing the Bay access projects that best reflect the needs of the existing and future residents of East Palo Alto. To the extent possible, BCDC incorporates local plans into its requirements for maximum feasible public access to the Bay.

**Second**, it provides guidance to the East Palo Alto City Council and other relevant advisory and policy bodies as they analyze projects and plans in the RBD. Current and

future policy makers will use the BAMP to help shape plans and projects along the Bay to provide the maximum feasible public access. Some flexibility will be necessary given the timing and nature of development.

**Third**, it creates a vision of an “emerald necklace” of open space that will increase the attractiveness of the new office parks and communities planned for the RBD. Access to the Bay is an important amenity that can enhance the commercial and residential desirability of the RBD. Proximity to open space is a major amenity that encourages economic development and helps firms attract and retain qualified employees. Access to hiking trails and vista points provide employees with an opportunity to enjoy nature and exercise before or after work. Several cities around the Bay have used access to the Bay to enhance their economic development strategies. The landowners and the development community will also benefit from understanding East Palo Alto’s vision for Bay access.

The East Palo Alto Redevelopment Agency (Agency) has undertaken this study so that BCDC’s maximum feasible public access requirements are designed to maximize the benefit for East Palo Alto residents, and also to leverage the amenities to encourage appropriate private sector development and eliminate blight. The BAMP ensures that EPA residents benefit from the BCDC maximum feasible public access, increases recreational opportunities for existing and future residents, and improves amenities for commercial owners and users.

### Scope of the BAMP

The BAMP is a conceptual vision of how East Palo Alto should access the Bay in the RBD. The BAMP will guide the efforts of developers, the City, and BCDC to develop the RBD and provide public access to the Bay. Given the uncertainty of the development process, the BAMP is not intended to designate specific properties as open space, but rather to express a conceptual desire to provide Bay access in the general areas indicated. All properties identified in name or on the maps, with the exception of those in **Chapter 8: Implementation**, are potential sites for open space and access to the Bay. The timing and type of development, specific site characteristics, and the other resources available for open space, will determine the timing, location or alignment, and scope of the proposed parks and trails.

The RBD is the primary focus of the BAMP because it is where development along the Bay is likely to occur, and where BCDC will require new developments to provide the maximum feasible public access to the Bay. A connection to the Woodland neighborhood is included because the San Francisquito Creek is a natural recreation corridor that should play a major role in ensuring that all East Palo Alto residents have access to the Bay.

The BAMP is not a Master Park and Recreation Plan for the entire city. However, to the extent possible, it reflects the park needs of the residents of East Palo Alto. It is not a design document, maintenance and operations study, site plan, or feasibility study.

The BAMP is designed to provide guidance. However, flexibility will be necessary because the actual open space improvements will depend on the timing and scope of development in the RBD. In addition, the successful implementation of this plan will require strategically leveraging BCDC's maximum feasible public access requirement with other Federal, State, regional, and local open space funds. Also, regional transportation projects such as the proposed Dumbarton rail connection might require a realignment of recommended improvements.

The timing of the BAMP is important. Development in the RBD is gaining momentum through a variety of public and private efforts. At this time, there are 5 projects with approximately 190,000 square feet of office/R&D, 100 housing units, and 85 live work units in the development pipeline. See **Table 1**. Over the long term, this trend will continue as East Palo Alto completes the RBD Environmental Impact Report (EIR), creates an assessment district for infrastructure, and completes Phase I of the Bay Road Project.

The BAMP will benefit the entire City of East Palo Alto by adding pocket parks and pedestrian trails and increasing access to the regional San Francisco Bay Trail. East Palo Alto residents will be able to connect to trails leading to the Palo Alto Baylands, the Menlo Park Baylands, the Dumbarton Bridge, and the Newark Shoreline. Exposure to the Bay should improve the stewardship of the Bay because people will realize the importance of protecting the Bay. Thus, the health of the Bay will be improved.

## **CHAPTER 2: BACKGROUND**

This chapter provides background information on BCDC and the RBD. East Palo Alto must be strategic and comprehensive about maximizing the opportunities for open space to benefit residents and businesses. This plan is designed to direct BCDC's maximum feasible public access requirement for projects in the RBD and to ensure that all East Palo Alto residents have access to the Bay. Without guidance from East Palo Alto, BCDC will review projects in isolation, and it might approve public access projects that do not reflect the needs of the East Palo Alto residents.

### **Bay Conservation and Development Commission (BCDC)**

The Bay Conservation and Development Commission (BCDC) is the regulatory agency created by the State of California to protect the San Francisco Bay. BCDC's mission is to ensure that development projects along the San Francisco Bay protect the Bay and provide the "maximum feasible public access." BCDC has jurisdiction over lands that are within 100 feet of tidal activity.

Within East Palo Alto, BCDC has jurisdiction over the parcels that are within 100 feet of tidal activity along the Bay. Although the delineation of BCDC's jurisdiction for the RBD is currently not available, it is reasonable to assume that BCDC will have jurisdiction over all the properties in the RBD that are immediately adjacent to the Bay. The East Palo Alto General Plan identifies all properties east of the RBD as either a salt pond or as a wetland. These include the properties that form the eastern edge of the RBD, such as the Facciola property, Tara Road Industrial Condos, Romic properties, PGE, Catalytica, Torres property, and parcels along the Bay at the end of Weeks Street.

The BCDC has a three step process for analyzing projects.

- First, it determines if a project is within its jurisdiction.
- Second, it determines the appropriate "maximum feasible public access." In general, the maximum feasible public access should be consistent with local plans, close to the project requiring the public access, consistent with BCDC's guidelines, and be an appropriate size and use for a location next to the Bay.
- Third, it issues a permit that describes how the "maximum feasible public access" will be provided. More information on BCDC can be accessed at: [www.bcdc.ca.gov](http://www.bcdc.ca.gov)

### **Ravenswood Business District (RBD)**

The Ravenswood Business District (RBD) is composed of approximately 140 acres in the northeastern portion of East Palo Alto along the Bay. Currently, it is used primarily for a mixture of heavy and light industrial and distribution activities. Significant conditions of blight still exist in the RBD, and the Agency is working with the property owners to redevelop the RBD to reduce blight, create jobs, create revenue, and improve the quality of life for residents in East Palo Alto. Development in the RBD is being driven by proposed private and public sector projects and initiatives, including private development

projects, the RBD EIR and the accompanying General Plan and zoning amendments, an assessment district for infrastructure, Phase I of the Bay Road Project, and the Cooley Landing project.

### RBD EIR



The City is working to update the General Plan for the RBD. East Palo Alto's vision for the Ravenswood/Four Corners Project Area consists of creating a thriving community with high quality jobs, affordable and market rate homes, local retail, and attractive public spaces. The design will create a walkable, transit-friendly community and workplace. The vision includes approximately 2,600 new permanent jobs, 600,000 square feet of office/industrial space, and 1,200 new residential units. The City is working with

the local landowners to create an assessment district to fund necessary infrastructure improvements.

### Assessment District

The city and landowners are working to create an assessment district to fund an estimated \$58 million in needed backbone infrastructure improvements in the RBD. Potential infrastructure improvements include the sanitary sewer system, the storm drain system, roadway improvements, and undergrounding the utilities. The city is working with a civil engineering firm to update the Engineers Report and facilitate the formation of an assessment district.

### RBD Infrastructure Capital Projects- Bay Road

The Bay Road project will establish Bay Road as the Main Street for the RBD. The project will turn Bay Road into a signature streetscape that improves vehicular circulation, encourages pedestrian activity, and creates a distinctive sense of place that will serve as a gateway to the RBD. Specific improvements include street widening, sidewalks, traffic calming devices, bike lanes, landscaped medians, parallel parking, and street lights. The total project will cost approximately \$12 million, and it will be completed in several phases. Phase I, from University to Clarke Ave., consists of streetscape, drainage, and roadway improvements along Bay Road. It will go to bid in 2007 and is expected to be completed in 2007/2008. Phase II will improve Bay Road from Clarke Ave. to Cooley Landing. Phase II will consist of safety, roadway, and pedestrian improvements. Funding sources for both Phases include Caltrans, Metropolitan Transportation Commission (MTC), HUD, and other sources.

Cooley Landing

Cooley Landing is an approximately 9-acre vacant piece of land at the end of Bay Road that juts out into the Bay. The City plans to redevelop this former county landfill into a park and nature center that provides East Palo Alto residents with recreational opportunities, views of the adjacent wetlands, and a place to observe and learn about wildlife along the Bay. Conceptual drawings prepared for the site depict trails, viewing areas, fishing piers, open spaces, picnic areas, a nature center, and parking areas. Trails at Cooley Landing will be designed to connect to the existing segment of the Bay Trail north of the site, and the future segment of the Bay Trail south of the site. The City is currently conducting environmental sampling, geotechnical work, and other preliminary studies that will enable the development of more specific conceptual and final site plans and designs. Construction at Cooley Landing is expected to begin in approximately three years.

Current Private Projects RBD

Currently, there are 5 projects with approximately 100 residential units, 85 live work units, and 190,000 square feet of office/R&D space in the pipeline. **Table 1** provides details for these projects.

**Table 1: Current Private Pipeline Projects in the RBD**

Project Name	HOUSING UNITS			COMMERCIAL SQFT	
	Ownership	Live Work	Total	Office/R&D sqft	Status
Tara Road	0	0	0	50,000	Entitled
BB-DKB	44	7	51	49,000	Entitled
Olson	55		55	0	Entitled
J&R Land Inc.	0	0	0	90,000	RDA approved OPA. Preparing to seek entitlements.
2555 Pulgas	0	78	78	0	RDA approved OPA. Currently seeking entitlements.
<b>Total Pipeline</b>	<b>99</b>	<b>85</b>	<b>184</b>	<b>189,000</b>	

In addition to the projects listed above, there are at least 3 properties on the market, including a 29 acre vacant parcel, and two parcels totaling 2 acres with 2 industrial buildings totaling 30,000 square feet.



## **CHAPTER 3: East Palo Alto Demographic Profile & Parkland Deficit**

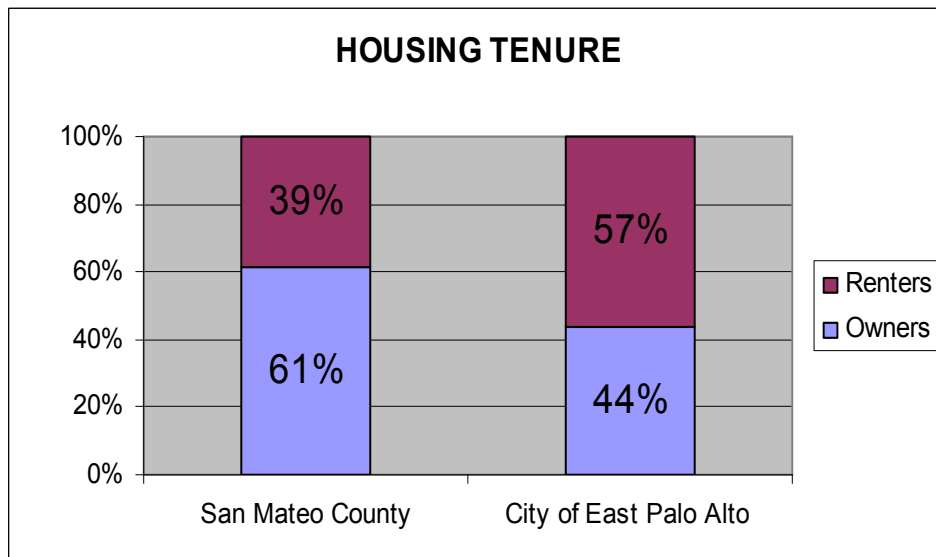
This Chapter analyzes the demographics to determine what type of open space amenities are appropriate for the existing population and analyzes the existing portfolio of open space amenities to determine the magnitude of the need for open space and parks. To summarize, the City of East Palo Alto has significantly larger households than San Mateo County as a whole and a significant shortfall of open space and parkland.

### Demographics

In order to determine the types of open space and recreational amenities a community needs, it is necessary to analyze the demographics because they influence both the type and demand for open space and recreation amenities.

The demographics of a city influence the type of open space amenities demanded. There are several key variables. The first is the tenure of households. For example, renter households often have less access to usable private or public open space than do single family homeowners with a backyard. The second is the size of households. For example, large households need more open space. The third is the presence of children. For example, areas with many children need tot lots and playgrounds, while areas with few children might need public places to exercise or play board games.

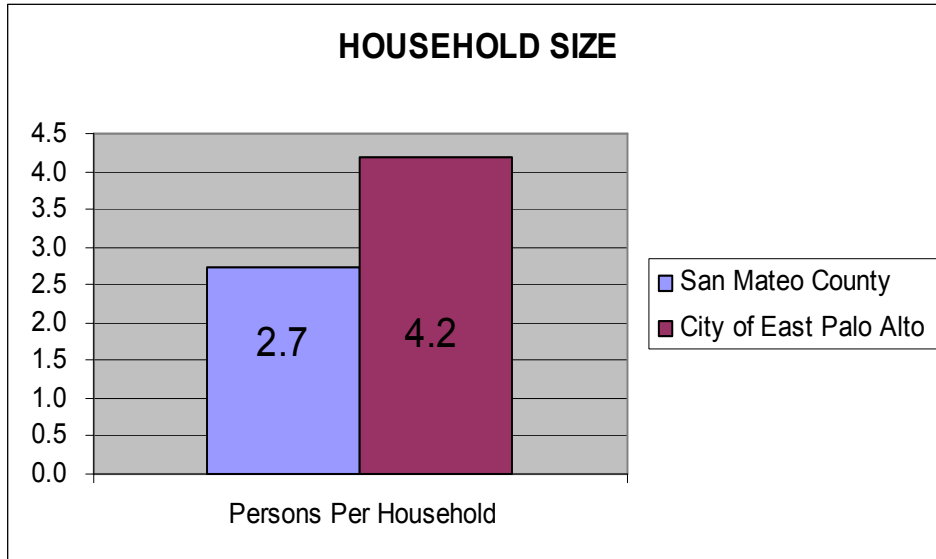
**Chart 1: 57% of East Palo Alto Households are renters**



Source: 2000 Census

East Palo Alto has a higher percentage of renter households than does the County as a whole. Approximately 57% of the households in East Palo Alto rent their homes, while only 39% of the households in San Mateo County rent their homes.

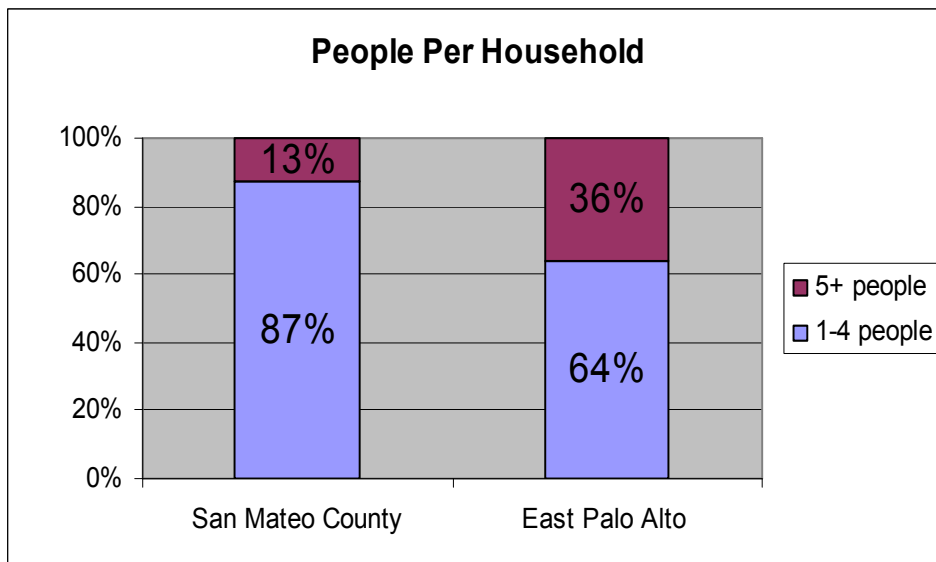
**Chart 2: East Palo Alto households are significantly larger than San Mateo County households.**



Source: 2000 Census

With 4.2 people per household, East Palo Alto households are significantly larger than those in San Mateo County as a whole.

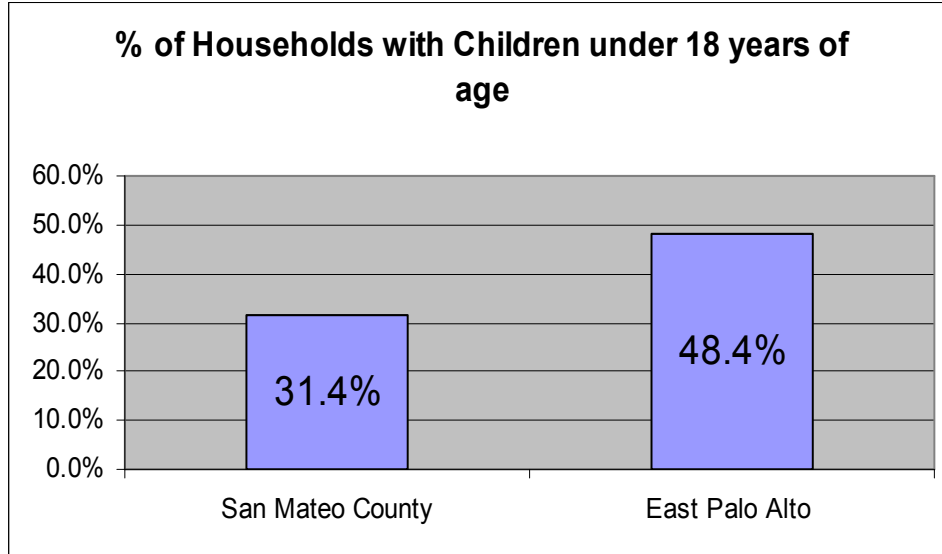
**Chart 3: 36% of East Palo Alto households have 5 or more members.**



Source: 2000 Census

Over a one-third of the East Palo Alto households have more than 5 people. Large households often indicate the need for more open space with amenities that families can use, such as benches, tables, and BBQs.

**Chart 4: Almost 50% of EPA households have children under 18 years of age.**



Source: 2000 Census

One reason for the larger household size in East Palo Alto is the presence of children. Almost 50% of EPA households have children younger than 18 years of age. In San Mateo County as a whole, 31% of the households have children younger than 18 years of age. The presence of children often indicates a need for more public open space and open space features that are usable by children, such as playgrounds.

The demographic profile indicates that East Palo Alto needs public usable open space with an emphasis on features for children and families.

Existing Conditions: Park Shortfall

East Palo Alto has a severe shortage of park and recreation land. The Quimby Act (California Government Code 66477 (a)(4)) standard is 3 acres of parkland per 1,000 residents. Using this standard, East Palo Alto will need 88 acres of parkland. East Palo Alto has 16 acres total, or approximately 18% of the total needed. See **Table 2** for a calculation of the Park Deficit.

**Table 2: Parkland Shortfall**

<b>EPA Parks (1)</b>	
Joel Davis	2
Jack Farrell	3.8
Bell Street Park	4.8
Martin Luther King	5.4
Other	
<b>Total</b>	<b>16.0</b>
East Palo Alto Population (2)	29,506
Desired Park Acres per 1,000 residents	3
Desired Park Acres total	88.5
EPA Park Acres Per 1,000 residents	0.54
Desired Park Acres per 1,000 residents	3
<b>EPA Surplus/(Deficit) Acres per 1,000 residents</b>	<b>(2.5)</b>
<b>EPA Surplus/(Deficit) Acres total</b>	<b>72.5</b>
Recommended EPA Park Acres	88.5
Actual Park Acres	16.0
<b>EPA Surplus/(Deficit)</b>	<b>(72.5)</b>

(1) Community Service Dept.

(2) 2000 Census

East Palo Alto has a parkland shortfall of approximately 72.5 acres. East Palo Alto would need to add approximately 72.5 acres of parkland to meet the goal of 3 acres per 1,000 residents. The parkland shortfall indicates a need for more parks, open space, and recreational opportunities.

## **CHAPTER 4: East Palo Alto Planning Consistency**

East Palo Alto's existing planning context supports increasing access to the Bay and expanding pedestrian and bicycle routes to the Bay. There are three planning documents that provide guidance, the 1999 East Palo Alto General Plan; the 1995 East Palo Alto Parks, Recreation, and Open Space Recommendations; and the 2003 East Palo Alto Recreation/Community Services Strategic Plan. Please see the Planning Consistency Matrix in **Appendix 1** for detailed information by proposed project.

### EPA General Plan Consistency

The East Palo Alto General Plan is the vision for balanced growth and the foundation for all planning efforts in the city. There are 7 elements within East Palo Alto's General Plan, and the BAMP is consistent with two of them, the Conservation and Open Space Element and the Circulation Element. The General Plan provides a strong foundation for the BAMP by encouraging access to the Bay, recommending that recreational opportunities protect the natural environments, and encouraging the use of pedestrian and bicycle travel. The General Plan includes four policies that provide guidance for the BAMP.

- **Policy 8.2:** Provide physical improvements such as parking lots, sidewalks, trails, access point or other facilities that promote greater use of recreation and open space lands and the bay. (East Palo Alto General Plan, Conservation and Open Space Element, page 8, 1999)
- **Policy 2.4:** Maximize enjoyment and promotion of natural resource areas, such as the baylands, Cooley Landing, San Francisquito Creek, and the shoreline. (East Palo Alto General Plan, Conservation and Open Space Element, page 6, 1999)
- **Policy 2.1:** Conserve, protect and maintain important natural plant and animal communities, such as the baylands, Cooley Landing, San Francisquito Creek, the shoreline, and significant tree stands. (East Palo Alto General Plan, Conservation and Open Space Element, page 5, 1999)
- **Policy 3.3:** Provide and maintain a circulation system that supports bicycle and pedestrian travel. (East Palo Alto General Plan, Circulation Element, page 6, 1999)

In addition to recommending expanding the recreational opportunities and access to the Bay, the General Plan also provides direction for protecting the natural resources along the Bay and encouraging travel by bicycle and walking.

### EPA Parks, Recreation, and Open Space Recommendations, 1995

In 1995, East Palo Alto residents prioritized park and recreation projects and amenities and published the results as the *East Palo Alto Parks, Recreation, and Open Space*

*Recommendations.* The recommendations were a collaborative effort with significant philanthropic and community involvement. This effort and its recommendations were broader in scope than is the scope of the BAMP. Therefore, before incorporating these recommendations into the BAMP, they were ranked based on their consistency with BCDC’s mission and guidelines. In general, large field sports would not be consistent because of use, size, design, and potential impact on the environment. For example, a large playing field might not be appropriate near the Bay because the lights, traffic, and noise might have a negative impact on the wildlife in the area. Also, BCDC’s public access requirements are not the appropriate scale to accommodate the 10 acres necessary for multi-sport playing fields.

The highest priority projects consistent with BCDC’s mission were bicycle and pedestrian trails, playgrounds and tot lots, and access to Cooley Landing. In addition, there was significant support for group picnic areas. Also, safe pedestrian crossings of Highway 101 were given high priority. **Table 3** below shows the consistency review as well as the ranking by residents.

**Table 3: Prioritizing Amenities by Site Characteristics**

<b>Amenity/Project (1)</b>	<b>Prioritization (1)</b>	<b>Consistency with BCDC’s Mission and Guidelines</b>
Bicycle and Pedestrian Trails	HIGH	YES
Access to Cooley Landing	HIGH	YES
Playgrounds and Tot Lots	HIGH	YES
Fishing Access to SF Bay	LOW	YES
Group Picnic Areas	MEDIUM	YES
Environ. Education Center	MEDIUM	YES
Safe crossings of Highway 101	HIGH	NO
Multi-purpose fields	HIGH	NO
Multi-purpose center	HIGH	NO
Gymnasium	HIGH	NO
Town Plaza/Marketplace	HIGH	NO
Soccer Fields	HIGH	NO
Volleyball Courts	HIGH	NO
Basketball Courts	MEDIUM	NO
Tennis Courts	MEDIUM	NO
Community Gardens	MEDIUM	NO
Football Field	MEDIUM	NO
Baseball Field	MEDIUM	NO
Softball Field	MEDIUM	NO
Baseball Field w/lights	LOW	NO
Basketball Courts w/lights	LOW	NO
Tennis Courts w/lights	LOW	NO
Multi-use Court	LOW	NO
1/4 mile Track	LOW	NO
Handball Court	LOW	NO

(1) East Palo Alto Parks, Recreation, and Open Space Recommendations, 1995

### 2003 East Palo Alto Recreation and Community Services Strategic Plan

In 2003, East Palo Alto created a recreation and community services strategic plan titled “Community Choices Shaping Recreation Choices” (Plan). The Plan called for building a healthy, creative and diverse community and creating community gathering places. The Plan guides the BAMP by recommending that East Palo Alto provide almost 5 miles of multi-purpose paved trails, support the Bay Trail expansion, provide more trail connections, provide pocket parks along the San Francisquito corridor, and provide several mini parks with an open grass area, small children’s playground, and picnic table. (East Palo Alto Recreation and Community Services Strategic Plan, April 2003)

## **CHAPTER 5: San Francisco Bay Trail**

The San Francisco Bay Trail (Bay Trail) is a partially developed 400 mile regional trail that will circle the entire Bay. It is being implemented and developed throughout the Bay Area. Its development depends on resources and local support. Approximately 260 miles are developed. The Bay Trail is important because there are 8 connections to it in East Palo Alto, it provides East Palo Alto residents access to miles of trails and open space, and because there are two critical gaps in East Palo Alto.

There are two existing segments of the Bay Trail along the Bay in East Palo Alto that provide 8 existing connections to East Palo Alto. The 8 connections provide access to the existing Bay Trail and possible regional connections. See **Map 1** below. First, the Bay Trail is developed from O'Connor Street along San Francisquito Creek to the eastern terminus of Weeks Street in East Palo Alto. There is developed pedestrian access to the Bay Trail and an existing unimproved trail along San Francisquito Creek at Verbena Drive, Daphne Way, O'Connor Street, MLK Jr. Park, Runnymede Street, Weeks Street, and Bay Road. There is informal access at Garden Street. Second, there is a 1.2 mile segment along the western and northern portions of the Ravenswood Open Space Preserve, which is just north of Cooley Landing. **Map 1** below shows the existing developed portions of the Bay Trail, and the access points from East Palo Alto.



**Map 1: Existing Bay Trail Connections in East Palo Alto**



DESCRIPTION	LEGEND
Existing Trail Access Points	
Existing Bay Trail	
Unimproved/Proposed Trail	

To the south, the Bay Trail is developed between Weeks Street in East Palo Alto and the Shoreline Park in Mountain View. To the north, the Bay Trail is developed from the Dumbarton Bridge to the Bayfront Park in Menlo Park. To the east, the Bay Trail extends across the Dumbarton Bridge and provides access to Coyote Hills and the Baylands in Newark.

There are two gaps in the Bay Trail in East Palo Alto that significantly reduce the ability of East Palo Alto residents to access the Bay and access other open spaces along the Bay.

**Map 2** below displays the gaps in the Bay Trail in East Palo Alto and the regional context. Caption boxes have been added to identify the gaps in East Palo Alto.

**Map 2: Bay Trail Regional Context and Gaps in East Palo Alto.**



SOURCE: Bay Trail Feasibility Study, City of Menlo Park, 2004

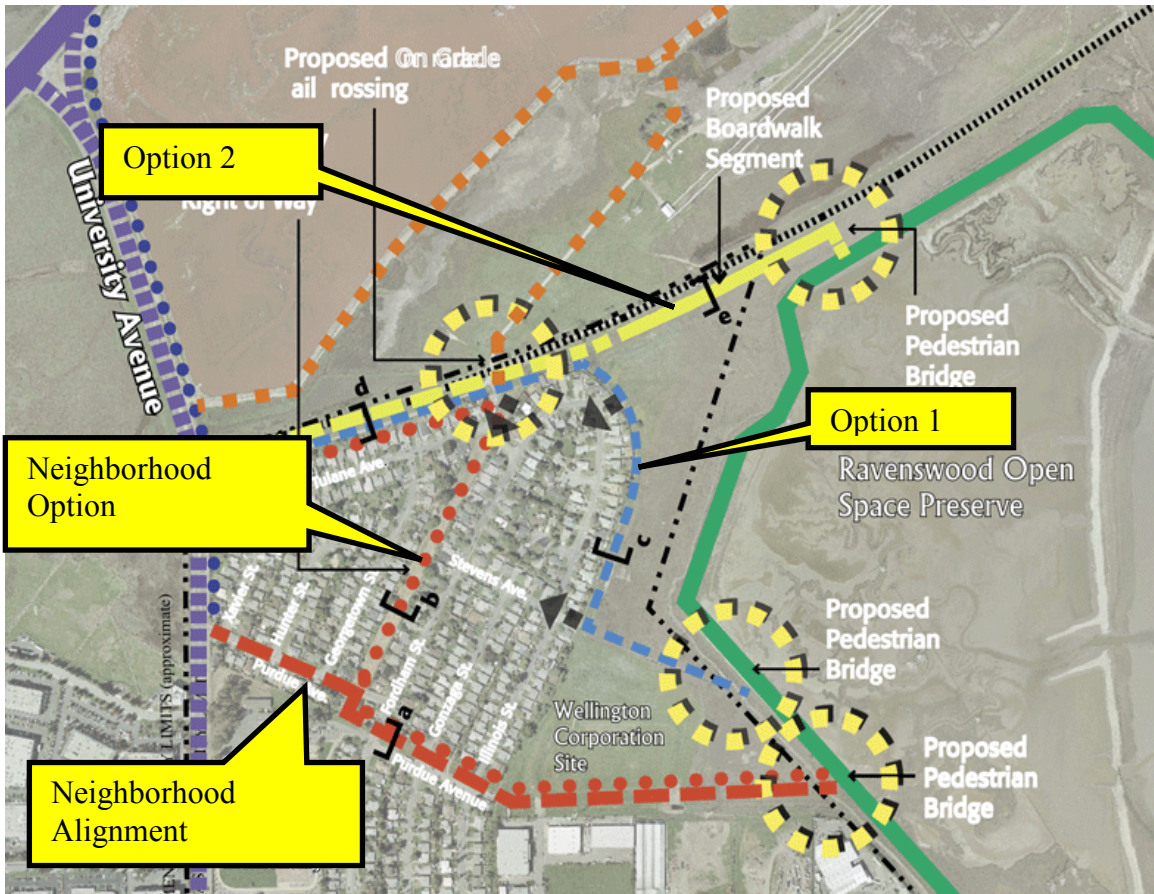
**Gap #1** is between the northern edge of the Ravenswood Open Space Preserve trail and University Avenue. It is 0.4 of a mile.

**Gap #2** consists of the third of a mile (0.3) between Weeks Street and Bay Road.

The existing gaps reduce the connectivity for both East Palo Alto residents and for regional recreational users. There are two planning documents that address the gaps: The Bay Trail Feasibility Study, City of Menlo Park, 2004; and The San Francisco Bay Trail Project, Gap Analysis Study, 2005.

In 2004, the City of Menlo Park commissioned a feasibility study for the Bay Trail section between the existing Ravenswood segment (north of Bay Road) and Highway 84. The study analyzed 4 alignments. See **Map 3**.

**Map 3: Possible Alignments for connection to University Ave.**



Source: Bay Trail Feasibility Study, City of Menlo Park, 2004

1. Option 1 would connect University Avenue to the existing Ravenswood trail with an alignment along the northern edge of the Facciola property, the UP easement east of University Village neighborhood, along UP right way to University Avenue.
2. Option 2 would connect University Avenue to the northern section of the existing Ravenswood trail with an alignment along the UP right of way north of the University Village neighborhood.
3. The Neighborhood Alignment would connect to University Avenue with an alignment along the southern edge of the Facciola property, and then along Purdue Avenue to University Ave.
4. The Neighborhood Option would connect to University Avenue with an alignment along the southern edge of the Facciola property, along the existing Hetch Hetchy right of way, and then along the UP right of way/service road.

On October 19, 2004, the East Palo Alto City Council unanimously voted to support the Bay Trail Option 2 and to oppose the Bay Trail Option 1, Neighborhood Alignment, and Neighborhood Option. The East Palo Alto City Council supported Option 2 because it offered the maximum exposure to the natural areas along the Bay.

The San Francisco Bay Trail Project, Gap Analysis Study, 2005

ABAG conducted a regional gap analysis study for the Bay Trail in 2005. The analysis described and prioritized the existing gaps. The report prioritized the gap between Weeks St. and Bay Rd. as a “Short Term project.” (The San Francisco Bay Trail Project, Gap Analysis Study, 2005) The report also prioritized the gap between the Ravenswood Wildlife Preserve and University Avenue as a “Long Term project.” (The San Francisco Bay Trail Project, Gap Analysis Study, 2005)

The Bay Trail provides critical open space, recreational opportunities, and linkages to other parks. The BAMP should encourage East Palo Alto residents to access the Bay Trail and use it to visit other parks and recreational opportunities.

## **CHAPTER 6: BAMP: Key Themes & Improvements**

The BAMP is designed to improve the amenities and quality of life of existing and future East Palo Alto residents, employers, and employees working in East Palo Alto. The guiding concept for the BAMP is to create a comprehensive system of pocket parks connected by a network of trails. Also, the parks and trails would be planned to increase connectivity to Cooley Landing. Based on the demographics, the parkland shortfall, the existing planning framework, and BCDC's mission and guidelines, the BAMP incorporates several major themes.



- Public Bay Access- The BAMP will provide public access to the Bay in East Palo Alto. The Bay is an underutilized treasure for all the residents of East Palo Alto. Improved public access will allow all East Palo Alto residents to spend time along the Bay. The BAMP is an opportunity to maximize the access to the Bay and to ensure that development in the RBD creates open space and recreational opportunities. This includes establishing Cooley Landing as the future centerpiece.
- Open Space for Families-The BAMP will ensure that the public access is designed to meet the needs of the large family and renter households in East Palo Alto. The larger households and the shortage of open space indicate that the best use would be usable open space connected by a network of trails.
- Environmental Protection-The BAMP will ensure that the public access to the Bay is designed, developed, and maintained to protect the existing natural resources and habitats. Increasing access to the Bay will improve the stewardship of the Bay by exposing people to the importance of the Bay. The public access improvements must be designed and sited to both provide access and protect the wildlife. Potential considerations include designing the open space to reduce predation of endangered Bay animals, shielding site lighting from the Bay, using animal proof garbage cans, using elevated platforms to view the Bay, and maintaining the parks. To the extent possible, improvements should adhere to BCDC's *Shoreline Spaces, Public Access Design Guidelines for the San Francisco Bay*; and BCDC's *Public Access and Wildlife Compatibility*.
- Connectivity- The BAMP will ensure that all East Palo Alto residents can use pedestrian trails to connect to the Bay and to existing and future parks such as Cooley Landing, Palo Alto Baylands, Menlo Park Baylands, the Dumbarton Bridge, Coyote Hills, and the Mountain View Baylands. Connecting East Palo



Alto residents to local and regional parks and open space will expand and improve their recreational opportunities and the quality of life.

- Economic Development- The BAMP will increase the market desirability of the RBD. Well designed recreational amenities increase the market value of office and R&D buildings. Employees prefer workplaces where they can exercise outside, walk trails during lunch, or enjoy a lunch outside by the Bay.

The BAMP consists of two types of improvements, pocket parks and a network of trails.

### **BAMP: Trail Network**

The BAMP envisions the development of a network of trails designed to connect East Palo Alto neighborhoods to the Bay, the proposed pocket parks, the Bay Trail, Cooley Landing, and other local and regional recreational opportunities. The trails will improve the quality of life of East Palo Alto residents by offering recreational opportunities and connecting them to the Bay from Menlo Park to Newark to Mountain View. Also, trails are a major amenity for commercial users, as they provide employees the opportunity to exercise before and after work and to stretch their legs during the lunch hour.

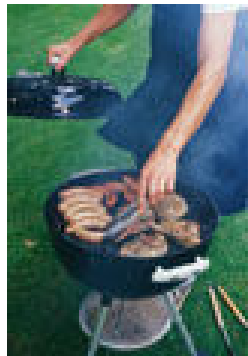


There are a total of 8 proposed trail segments in the RBD and the Woodland Neighborhood described in **Chapter 7**.

Trails should minimize the impact on the environment and maximize the exposure to the Bay. Also, to the extent possible, the trails should be consistent with Bikeway Classification Descriptions in the East Palo Alto General Plan, the BCDC's Public Access Design Standards, the standard Bay Trail design standards such as those found in the San Francisco Bay Trail Project Gap Analysis 2005, and relevant San Mateo County trail design standards.

### **BAMP: Pocket Parks**

The BAMP envisions the development of a chain of pocket parks along the trails and the development of Cooley Landing. Pocket parks are important for existing and future East Palo Alto residents because of the high percentage of large renter households that have less access to usable private or public open space and because there is a severe deficit of parklands. Pocket parks will provide East Palo Alto residents with the opportunity to have picnics and other passive recreational activities near the Bay. The



pocket parks are proposed at sites where there is good access to the Bay, excellent views, and an intersection of trails.

The parks will range in size from a wide spot at a trail intersection to ½ of an acre, and will be designed to facilitate the enjoyment of the Bay by East Palo Alto residents, RBD employers and employees, and Bay Trail users. A careful balance must be created between the recreational activities at the parks and the need to protect, preserve, and promote the natural resources of the Bay. Some parks can also include an elevated platform for viewing wildlife.

There will be two types of pocket parks: pocket parks accessible by autos (PA) and pocket parks accessible by pedestrians (PP). The pocket parks accessible by auto (PA) will have parking spaces. The pocket parks accessible by pedestrians (PP) will not have parking spaces. The PA will be accessible by pedestrians and bicyclists.

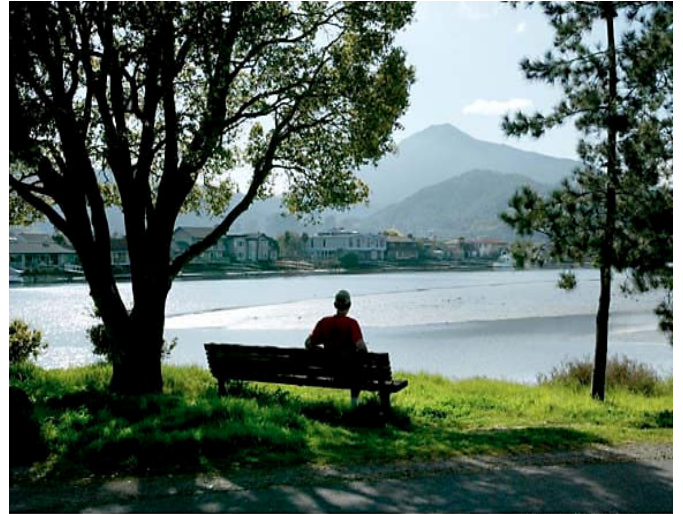


### **Pocket Parks accessible by Auto (PA)**

A goal of the BAMP is provide access to the Bay for all East Palo Alto residents, in particular those who live far from the Bay. There is a need for parks with parking to serve all the residents of the East Palo Alto. It is not always feasible for families with children, residents who live in the western portions of East Palo Alto, and senior citizens to ride a bike or walk to the Bay. The parks should include features such as picnic tables, BBQ fixtures, small play structures, and other low impact recreational elements such as horseshoe pits or exercise stations. The PA will be located at areas where it is feasible and desirable to have vehicular access. Including Cooley Landing, there are a total of 4 parks accessible by automobile proposed in the RBD.

### **Pocket Parks accessible by Pedestrian (PP)**

The pocket parks accessible by pedestrian only (PP) will be smaller in scale and will be designed to enhance the experience of the pedestrian or bicyclist. They will be located at the intersections of trails or where there is an excellent viewscape. The improvements might consist of trail or interpretative signs, benches, tables, and exercise stations. There are a total of 6 pedestrian parks proposed in the RBD and the Woodland neighborhood. There are a total of 10 parks in the RBD and the Woodland Neighborhood described in **Chapter 7**.



### **Priority Use for BCDC Public Access Requirements**

Priority should be given to the pocket parks accessible by auto as a part of BCDC's maximum feasible public access process. The pocket parks accessible by automobile offer the most benefit to the most people. The residents of East Palo Alto and their families need open space that they can access and use. Also, pocket parks are difficult to develop because of the high cost of land acquisition and the scarcity of funding sources. The other projects are of critical importance and should be aggressively pursued as well. It is recognized that the priority is a general guidance and not a strict requirement and that flexibility is necessary given the timing and nature of development. See **Chapter 8** for more information on the implementation of the BAMP.

The trail and park recommendations in both the RBD and the Woodland neighborhood will be described in greater detail in **Chapter 7**.



## **CHAPTER 7: BAMP Trails and Parks**

The BAMP focuses on the RBD because the RBD is where development is going to occur and where BCDC has jurisdiction. The BAMP includes the San Francisquito Creek corridor because it is a natural corridor to connect to the Bay, and the Woodland and Gardens neighborhoods have little open space and few existing connections to the Bay. There are a total of 8 proposed trail segments and 10 proposed parks in both the RBD and the Woodland Neighborhood.

### **RBD BAMP Trails and Parks**

The RBD is where most of the development in East Palo Alto will occur over the next 20-25 years. The RBD is also where the BCDC has jurisdiction and will require the maximum feasible public access for projects along the Bay. **Map 4** describes the 5 proposed trails and **Map 5** describes the 7 proposed parks.

**Map 4: RBD Conceptual Trail Network**



DESCRIPTION	LEGEND
Existing Bay Trail	
Proposed Trail	
Bay Trail Alignment approved in 2004 by East Palo Alto City Council	

1. T1= Bay Trail South: This trail section completes the Bay Trail gap between Weeks Street and Bay Road. It will provide significant connectivity between East Palo Alto neighborhoods and Cooley Landing, the Palo Alto Baylands, and the Mountain View Baylands. Please see **Chapter 8: Implementation** for more information.

2. T2 = UP Spur Trail: This proposed trail section would connect the RBD proposed town center with the Bay along the existing abandoned UP railroad spur between Bay Road and the Bay. The East Palo Alto Redevelopment Agency owns a section of the railroad spur. The trail does not include or address the UP railroad spur segment north of Bay Road. The UP Spur Trail would allow East Palo Alto residents to travel from the center of the RBD to the Bay on a dedicated pedestrian path. It offers direct pedestrian access to the proposed Pocket Park #2. Please see **Chapter 8: Implementation** for more information.
  
3. T3 = North RBD Bay Access Trail: This proposed trail would connect the University neighborhood near Purdue Avenue to the Bay by running between the southern edge of the Facciola property and the properties to the south. It will connect to the existing Bay Trail along the Ravenswood Wildlife preserve. This will ensure connectivity with Bay Trail and Cooley Landing and connect proposed Pocket Parks #5 and #6. Please see **Chapter 8: Implementation** for more information.
  
4. T4 = University Bay Access Trail: This proposed trail would provide the northern half of the University neighborhood with public access to the Bay. As shown on **Map 4**, this trail runs along the northeastern section of the Facciola property. The actual alignment will depend on the site plan and circulation element of the future development on the Facciola property. It will connect Stevens Ave. to the North RBD Bay Access Trail, Cooley Landing, the Bay Trail, and Pocket Parks #7, #6, and #5.
  
5. T5 = Bay Trail Northern connection: This trail segment will connect the existing Bay Trail at the Ravenswood Wildlife preserve with University Avenue. This Bay Trail alignment was approved by the East Palo Alto City Council in 2004. This trail will provide access to the Menlo Park Baylands, the Dumbarton Bridge, and the Coyote Hills.

Trail Segments **T2**, **T3**, and **T4**, will connect East Palo Alto residents to the Bay. Trail segments **T1** and **T5** will provide East Palo Alto residents the opportunity to connect to other regional recreational amenities along the Bay.

The RBD includes 7 proposed Pocket Parks designed to provide East Palo Alto residents with usable open space and provide trail users with a place to rest and enjoy the view. As noted above, there are two types of pocket parks, pocket parks accessible by automobile (**PA**) and pocket parks accessible by pedestrians (**PP**).

**Map 5: RBD Conceptual Network of Pocket Parks**



DESCRIPTION	LEGEND
Existing Bay Trail	
Proposed Trail	
Bay Trail Alignment approved in 2004 by East Palo Alto City Council	
Proposed Pocket Park Accessible by Auto	
Proposed Pocket Parks accessible by Pedestrians	

Pocket Park #1(PA1): This is a proposed auto accessible pocket park located at the terminus of Weeks St. It will provide a major access point to the Bay Trail. It should have BBQ and picnic facilities and perhaps a children’s play structure or sporting structures such as horseshoes. Access for existing residents is good, and there is excellent connectivity to the Bay Trail system and Cooley Landing.

Pocket Park #2 (PP2): This is a proposed pedestrian pocket park located at the junction of the UP Spur Trail and the Bay Trail South. The scope should be limited to fixtures that allow the enjoyment the viewscape. It will provide excellent connectivity to the Bay Trail, Cooley Landing, and the UP Spur Trail.



Pocket Park #3 (PA3): This is a proposed auto accessible pocket park located at the terminus of Bay Rd. It should be designed to complement, not duplicate, the future facilities at Cooley Landing. Depending on the design of Cooley Landing, this park could be developed to provide extra parking for Cooley Landing or as a park. This park offers excellent connectivity to the Bay Trail.

Park #4 Cooley Landing (PA4): Cooley Landing is a 9 acre parcel that will be developed into a park and nature center. It is significantly larger than a pocket park, and it will have auto access. Preliminary community visioning activities have indicated the desire to maximize the open space and limit the use of land for parking and vehicles to what is necessary for senior citizens, large families, and disabled visitors. To protect the environment, encourage pedestrian use, and preserve land, the analysis of Cooley Landing should explore ways to further restrict personal automobile access and parking. The City is currently conducting environmental sampling, geotechnical work, and other preliminary studies that will enable the development of more specific site plans. Construction at Cooley Landing is expected to begin in approximately three years.

Pocket Park #5 (PP5): This is a proposed pedestrian pocket park located at the intersection of the Northern RBD Bay Access Trail and the existing Bay Trail. This park would be an excellent site for an elevated viewing platform to observe the Ravenswood marsh.

Pocket Park #6 (PA6): This is a proposed auto accessible pocket park located near the southeast corner of the Facciola property, the northern terminus of Pulgas Ave., and the

Northern RBD Bay Access Trail. It should have BBQ and picnic facilities and perhaps a children's play structure or sporting structures such as horseshoes. It will provide East Palo Alto residents with excellent connectivity to Cooley Landing and the Bay Trail.

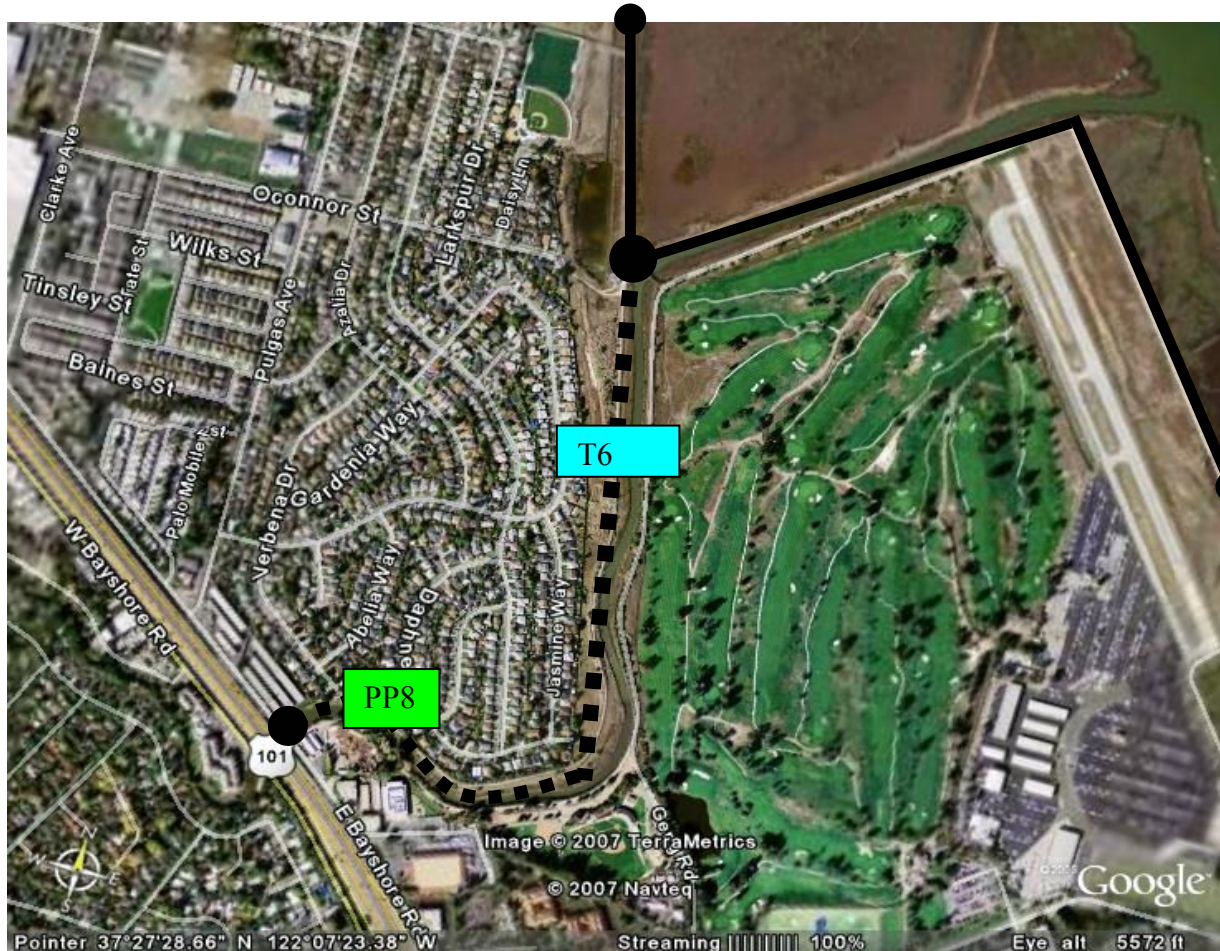
Pocket Park #7 (PP7): This is a proposed pedestrian pocket park located near the University neighborhood and the Facciola property. The location will depend on the development of the Facciola site. It will be located at the starting point of the University Bay Access Trail. The park is designed to provide the residents the opportunity to experience the Bay. This park would be an excellent location for an elevated viewing platform to observe the Ravenswood marsh.






### **Woodland Neighborhood Trails and Parks**

In addition to the trails and parks proposed above, the BAMP includes six recommendations along the San Francisquito Creek Corridor that connect the Woodland neighborhood with the rest of East Palo Alto and provide East Palo Alto residents in the Woodland neighborhood with recreational opportunities. The Woodland neighborhood does not have a single park. The San Francisquito Creek corridor is a natural recreation corridor that should play a major role in ensuring that all East Palo Alto residents have access to the Bay. To the extent possible, the improvements in the San Francisquito Creek corridor should preserve and expand the existing riparian corridor tree canopy. The proposed improvements along the San Francisquito Creek corridor and in the Woodland neighborhood are indicated in **Map 6 and Map 7**.

**Map 6: Proposed Trails and Parks Along San Francisquito Creek between Highway 101 and O'Connor Street.**



DESCRIPTION	LEGEND
Existing Bay Trail	
Proposed Trail	
Proposed Pocket Parks accessible by Pedestrians	

T6 = San Francisquito Creek Trail: This proposed trail section would connect the Highway 101 with the existing Bay Trail at O'Connor and the bridge to the Palo Alto Baylands. It will greatly improve access to the Bay for residents of the Garden neighborhood and the Woodland neighborhood. It currently exists as an unimproved

trail. The improvements would construct standard trail sections and provide better signage.

Pocket Park #8 (PP8): This is a proposed pedestrian pocket park located in the vicinity of Highway 101 and the San Francisquito Creek trail. The park should consist of pedestrian amenities and interpretative signs.

**Map 7: Proposed Trails and Parks in Woodland Neighborhood.**



DESCRIPTION	LEGEND
Existing Bay Trail	
Proposed Trail	
Proposed Pocket Parks accessible by Pedestrians	



Trail Segment T7 = Highway 101 Pedestrian Crossing: This proposed segment will provide a pedestrian crossing at Highway 101. As of this time, it is not known if the connection will be over or under Highway 101. More analysis is necessary to determine the feasibility and alignment. The Woodland neighborhood does not have a single park. A pedestrian crossing of Highway 101 will significantly improve the quality of life by providing pedestrian access to the Bay Trail, Palo Alto Baylands, MLK park, Cooley Landing, and the pocket parks proposed as part of the BAMP.

Trail Segment T8= Woodland Bay Access Trail: This proposed trail will continue along San Francisquito Creek between Hwy 101 and the East Palo Alto City boundary north of University Ave. Much like the Bay, the San Francisquito Creek corridor is an underutilized resource in the City of East Palo Alto. This trail will follow the creek corridor. More analysis is necessary to determine the feasibility and alignment. It will provide a crucial connection to open space for the Woodland neighborhood. Also, this segment will connect the University Circle office complex to the Bay.



Pocket Park #9 (PP9): This is a proposed pedestrian pocket park located at a wide section along the San Francisquito Creek. It can provide an opportunity to enjoy and learn more about the riparian corridor while accessing the Bay.

Pocket Park #10 (PP10): This is a proposed pedestrian pocket park located at a wide section along the San Francisquito Creek near Manhattan Avenue and Woodland St. It will serve as the gateway to the trail system and the Bay and will have appropriate trailhead and gateway amenities.

### **Comprehensive System of Trails and Parks**

The combination of the proposed trails in the RBD and in the Woodland Neighborhood will significantly increase access to the Bay for existing and future East Palo Alto residents. **Map 8 Illustrates** how the comprehensive trail network increases access to the Bay, the proposed pocket parks, and to Cooley Landing.

**Map 8: Comprehensive Trail and Park Network**



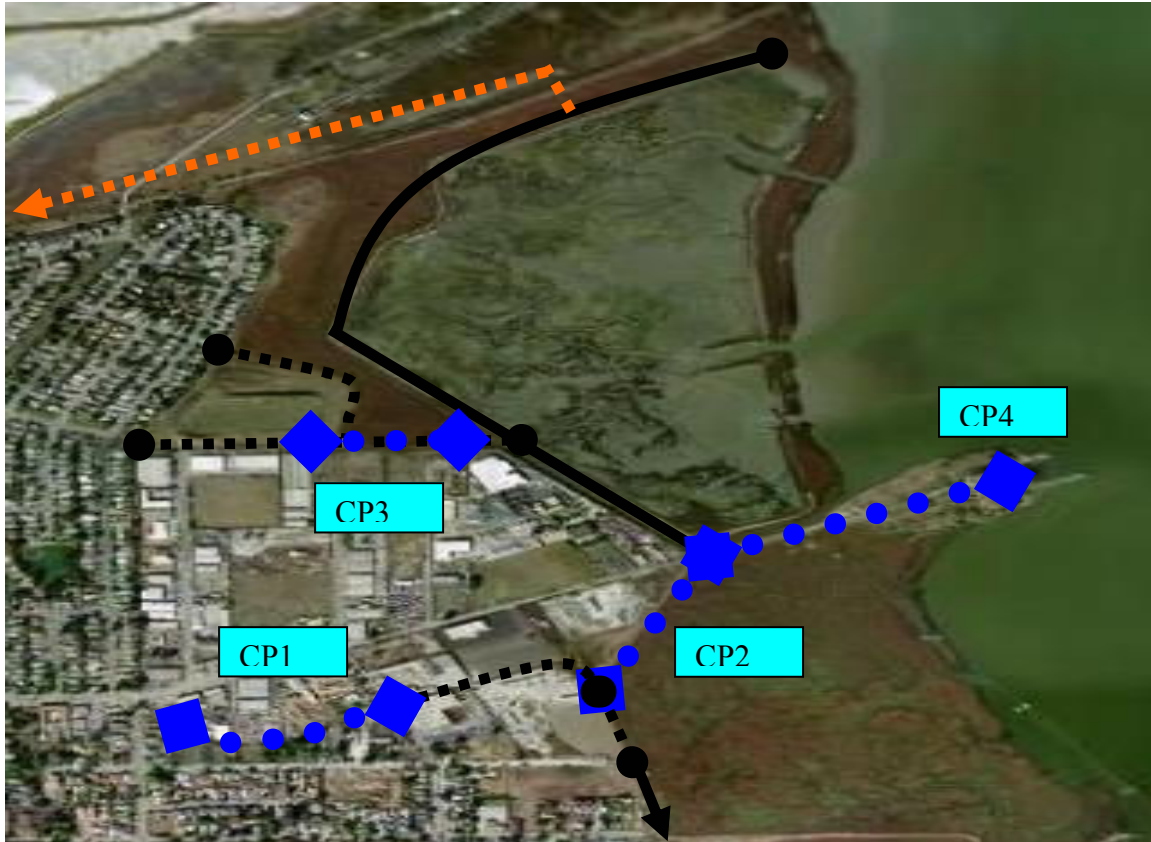
DESCRIPTION	LEGEND
Existing Bay Trail	
Proposed Trail	
Bay Trail Alignment approved in 2004 by East Palo Alto City Council	
Proposed Parks	

## **CHAPTER 8: IMPLEMENTATION**

This chapter provides an overview of the implementation of the BAMP and addresses issues such as the implementation processes, the timing, the remediation of contaminated properties, community acceptance, and the potential funding sources. The timing of the implementation of the BAMP will be determined in a large part by the timing and scale of development in the RBD.

Assuming that the BAMP is adopted by the City Council and incorporated into the General Plan, the BAMP will be implemented by three processes. The **first** is by private sector real estate developers. The **second** is a public process by the City of East Palo Alto (City) or another public agency. The third is a public/private partnership. There are 4 projects that are currently being implemented by one of the three possible implementation approaches. **Map 9** shows the location of the current projects.

**Map 9: Current Projects**



DESCRIPTION	LEGEND
Existing Bay Trail	
Proposed Trail	
Bay Trail Alignment approved in 2004 by East Palo Alto City Council	
Pipeline Projects	

**Private Sector Process**

Developers will submit development proposals and site plans that to the extent feasible incorporate the vision and intent of the BAMP. Assuming that the proposed project is in the RBD and within BCDC’s jurisdiction (within 100 feet of tidal flow), the 5 steps below illustrate the general process that would be used to implement the BAMP through private sector real estate development. The private sector process will probably implement much of the BAMP in the RBD.

1. The developer and the Redevelopment Agency Board of Directors will approve an Owners Participation Agreement (OPA) that specifies adherence to the entitlement process, including the BAMP. **The OPA does not confer entitlements.**
2. The developer will submit an application for entitlements to the Planning Division. The application will be reviewed by the Planning Staff and the Planning Commission to determine its consistency with the East Palo Alto General Plan, zoning code, Redevelopment Plan, and BAMP. The application will provide specific site plans and details for the proposed project and the proposed public access to the Bay. The Planning Commission will review the specific details of the development and the site plan to ensure that it reflects the intent of the BAMP. The level of detail regarding the public access to the Bay will vary depending on the stage of the design process.
3. The developer will submit an application to the BCDC. The application will be reviewed by the BCDC staff to determine the consistency with BCDC's goal of providing the maximum feasible public access to the Bay as well as local plans such as the BAMP. The developer cannot begin construction until BCDC has issued a permit.
4. The City Council might choose to review a developer's project. The City Council will review the project for consistency with the BAMP.

The process for each project will vary slightly, but the general process and steps are described above.

The Tara Road Industrial Condos are an excellent example of the private sector process. The project consists of approximately 50,000 square feet of industrial condos at the northern terminus of Tara Road. See **CP3** on **Map 9** for the location. The northern boundary of the project includes a trail that is the first section of the Northern RBD Bay Access Trail. The project currently has its entitlements. In general, the project followed the steps outlined above. Please see **Appendix 4** for a detailed site plan of the proposed trail and signage.

Another potential example of the private sector process is the 2555 Pulgas project. 2555 Pulgas proposes 78 live-work units at the northern terminus of Pulgas Ave. It is adjacent to the Tara Road Industrial project. See **CP3** in **Map 9** for its location. The Agency approved an OPA (Step one above) for 2555 Pulgas in 2005, and the developer is currently applying for entitlements. The OPA, which was approved by both the Agency and the developer, stated that "a one hundred foot setback from the wetlands adjacent to the Property along the northernly border of the Property shall be irrevocably dedicated as open space." The open space setback will connect to the trail being developed as part of the Tara Road Industrial Condos.

## **Public Sector Process**

The second implementation strategy will be by a public agency such as the City of East Palo Alto. (Adjacent cities might play a role, in particular as it relates to completing the gaps in the Bay Trail.) The City can play a major role in implementing sections of the BAMP that are not within BCDC's jurisdiction and are not part of major real estate projects. As resources permit, the City will pursue the appropriate local, regional, State, and Federal funding to implement the BAMP, in particular the portions of the BAMP that are of critical importance and are the least likely to be developed by private real estate developers. The City will have to work closely with surrounding jurisdictions and public agencies such as the San Francisquito Creek Joint Powers Authority. In addition, the park and trail projects will have to be implemented in coordination with the relevant surrounding jurisdictions and landowners, including the MidPeninsula Regional Open Space District, the City of Palo Alto, the City of Menlo Park, the California Department of Fish and Game, the California Department of Transportation, and Federal regulatory agencies.

The Bay Trail South is an example of the Public Sector process. See project **CP2** on **Map 9**. The City of Palo Alto is in the process of improving and widening the Bay Trail gap between Bay Road and Weeks Street. The Bay Trail Commission awarded the funding, and it is anticipated that the improvements will be constructed in the fall of 2007.

Another current project that is an example of the public sector process is Cooley Landing. See **CP4** on **Map 9**. The City of East Palo Alto is studying the development of Cooley Landing. The City is currently conducting environmental sampling, geotechnical work, and other preliminary studies that will enable the development of more specific site plans. Construction at Cooley Landing is expected to begin in approximately three years.

## **Public/Private Partnership Process**

The third implementation process is a public/private partnership. An example of this approach is the development of a trail on a portion of the UP Spur that is located in the block bounded by Bay-Clarke-Weeks-Pulgas. See **CP1** on **Map 9**. The eastern two-thirds of the UP Spur lies between two entitled projects. The Byrd Brock DKB project has entitlements for 51 housing units adjacent to the UP Spur, along with 49,000 square feet of office/industrial space. The Olson project has entitlements for 55 housing units. The Agency and the developers are working together to develop a public trail and open space along the portion of the Spur Trail that is adjacent to the projects. The Agency secured ownership of the UP spur section between Bay Road and Pulgas Road, and the developers will remediate it and develop a public trail with open space. See **Appendix 5** for a draft site plan of the UP Spur trail. **The trail does not include or address the UP railroad spur segment north of Bay Road.**

In addition to the processes of implementing the BAMP, there are several other key considerations that must be part of the implementation of the BAMP. These considerations include environmental remediation, community acceptance, and the availability of funding sources.

### **Environmental Remediation**

Over time, the existing low density (in terms of land use) industrial uses in the RBD might transition out and be replaced with higher density office and R&D uses that will generate more employment and create an attractive commercial district. It is anticipated that many of the BAMP trails and parks will be built as part of this transition of the RBD. Many of the proposed improvements are in the RBD, which has some contaminated parcels. In addition to contamination, there are existing heavy industrial uses that might not be compatible with the proposed open space improvements, including the proposed improvements PA3 and PP5.

All new projects, including park and trail projects, in the RBD and elsewhere must undergo a rigorous environmental process before receiving their entitlements and permits. The parks and trails will be remediated to the appropriate safety level by the developer or the lead agency that is implementing the project.

Future construction on properties known or suspected to be impacted with hazardous materials shall be required to minimize the potential hazards associated with impacted soil and groundwater underlying these sites. New development, including new parks and trails, must comply with the San Mateo County Health Services Agency, the Environmental Health Department, the Regional Water Quality Board, the Occupational Safety and Health Administration, the Department of Toxic Substances Control, the US EPA, and other local, State, and Federal policies and regulations that govern the exposure of workers, the public, and the environment to hazardous materials.

Prior to development, individual project applicants may be required to undertake remedial excavation of impacted soils, develop a health-based risk assessment, develop a construction environmental health and safety plan, sample and appropriately store, transport, and dispose of impacted soil and groundwater generated from the project site, and control erosion and potential sedimentation and pollution of storm water runoff.

### **Community Acceptance**

Many of the proposed trails and parks are near existing neighborhoods, in particular PP7 and the improvements along the San Francisquito Creek corridor. Parks increase the recreational opportunities, but they may also create concerns about vandalism, security, and maintenance. Many of the proposed trails and parks are already accessible as informal open space. The development of trails and parks may actually increase the security as it increases the number of legitimate users and increases the “eyes on the street.” It is critical that the adjacent neighborhoods are involved in the planning, design,

and operations of the proposed parks and trails. The adjacent neighborhoods must have meaningful opportunities to be involved and provide input.

### **Resources and Funding Sources**

There are several resources and funding sources that can be used to implement the BAMP. The BAMP provides guidance for how East Palo Alto would like to access the Bay and how development projects along the Bay should provide public Bay access. The core of the delivery of the BAMP is BCDC's requirement for projects along the Bay to provide the "maximum feasible public access." It is anticipated that most of the parks and trails in the RBD will be developed as part of BCDC's maximum feasible public access process.

The BAMP is an ambitious plan that will require strategically leveraging local, regional, State, and Federal funds and resources. Potential Federal sources include funding from transportation funding sources and collaborative projects such as the San Francisquito Creek Joint Powers Authority. Potential State funds include Clean Water Act funds, park bond funding, and other park and recreation funding. Potential Regional funds include Bay Trail funds and San Mateo County transportation funds.

Local funding might include Redevelopment Agency funds, Assessment Bond funds, and other sources of funding. The Quimby Act and BCDC's maximum feasible public access have different goals. BCDC's public access requirement is intended to provide public access for everyone. Quimby Act (California Government Code 66477, (a)(4)) funds are for the recreational needs of the residents that will be living in the new housing developments. The Quimby Act is designed to provide recreational opportunities to the residents of the project generating the Quimby Act fees. The Quimby Act, California Government Code 66477 (a)(4) states that improvements funded by the Quimby Act fees must "bear a reasonable relationship to the use of the park and recreational facilities by the future inhabitants of the subdivision." It is possible that a park or trail project will serve both the residents of the new housing project and the public at large. In these instances, Quimby Act funds would only be used to pay for the share of the trail or park that would be used by the residents of the new project paying the Quimby Act fees.



## CHAPTER 9: Schedule

A tentative schedule is below.

**Table 4: Tentative Schedule**

DATE	TASK/OUTCOME
August 2006	Request input from EPA City Staff, including Planning Dept., USA EPA Staff, USA Army Corp. Staff, Community Services Dept., and the Engineering Dept.
September 2006	Request input from BCDC and Water Board staff.
September 2006	Present and receive input from RDA Coordination Meeting
October 2006	Update plan.
November 2006	Receive input from U.S. Fish and Wildlife Service
January 2007	Present to East Palo Alto Management Team
January 2007	Request input from the San Francisquito Creek JPA staff
January 17, 2007	Present Draft to the Transportation Commission for comment
January 25, 2007	Present Draft to the San Francisquito Creek Joint Powers Authority for comment
February 7, 2007	Present Draft to Transportation Commission for comment
February 21, 2007	Present to the Ravenswood LLC
February 26, 2007	Present Draft to Planning Commission for Approval
March 15, 2007	Present to Mayor of Menlo Park
April 23, 2007	Present Draft version to Planning Commission for recommendation to City Council
June 5, 2007	Present Final Copy to City Council for Approval
Next Public General Plan Amendment	Update General Plan by cross referencing the BAMP.

### Questions and Comments

If you have comments or questions, or if you would like to be notified of public meetings regarding the BAMP, please contact:

Sean Charpentier, Redevelopment Project Coordinator II  
 Redevelopment Agency, City of East Palo Alto  
 1960 Tate Street  
 East Palo Alto, CA 94303  
 (650) 853-5906  
[scharpentier@cityofepa.org](mailto:scharpentier@cityofepa.org)



Chronicle / Lance Iversen

## **Appendices:**

Appendix 1 Matrix of Consistency with General Plan and Other Plans & C-5 Bikeway Plan

Appendix 2: Comments

Appendix 3: Responses to Comments

Appendix 4: Site Plan for Tara Rd. Industrial Condo's trail connection.

Appendix 5: Site Plan for Byrd Brock DKB and Olson projects' portion of the UP Spur trail.