

PARKS, OPEN SPACE, AND PUBLIC FACILITIES

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This chapter describes the vision for a network of parks and open spaces throughout the Plan Area that is well connected, accessible to residents and users of all ages and abilities, consists of both passive and active recreation, and preserves natural, undeveloped open spaces where possible. These plazas, lawns, trails, and greenways collectively serve as new public recreational amenities while also supporting greater biodiversity and ecological function. This green network is also a critical part of the integrated flood control system that will protect the City's homes and businesses from future sea level rise and stormwater impacts. This chapter includes standards and guidelines to ensure these concepts are implemented through new development projects.

This chapter is consistent with the City's Parks, Recreation, and Open Space Master Plan; refer to the City Master Plan for additional parks policy guidance and to coordinate connections with surrounding facilities and networks. This chapter is also consistent with the adopted Urban Forest Master Plan; refer to the UFMP for additional detail on tree species selection, tree removal, and tree maintenance.

7.1 Parks and Open Space Goals and Policies

<p>Goal POS-1.1 Interconnected, safe, and welcoming open space network.</p>
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Policy POS-1.1: Implement the parks and open space network, or a functionally similar network, identified in Figure 7.1 in this Specific Plan, by ensuring that all new development within the Plan Area provides public open spaces where identified.

Policy POS-1.2: Establish a robust non-vehicular network of publicly accessible greenways, paseos, multiuse trails, and linear parks that promote safe pedestrian and bicycle use throughout the Plan Area.

Policy POS-1.3: Require development along the Bay to provide contiguous publicly accessible open space in the form of a connected waterfront promenade between Stevens Street (in the north) and Weeks Street (in the south).

Policy POS-1.4: Work with the SFC Joint Powers Authority (JPA) to design and develop a flood control project (known as SAFER Bay) and non-vehicular multiuse path adjacent to the Ravenswood Open Space Preserve consistent with Figure 9.5 in Chapter Nine. Ensure that regular access is provided to all publicly accessible open spaces and pathways.

Policy POS-1.5: Collaborate with property owners, the JPA, Midpeninsula Regional Open Space District, MTC/ABAG, and other regional agencies as relevant on the future design and alignment of the Bay Trail north of Bay Road, as development occurs, and the SAFER Bay flood control project is constructed.

Policy POS-1.6: Continue to coordinate closely with the SFCJPA on the future construction of the SAFER Bay project along the southern reach from Bay Road to O'Connor.

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Policy POS-1.7: Ensure that any future connections made with the ends of Purdue Ave, Stevens Ave, Fordham Street, and Rutgers Street are pedestrian and bicycle-only (not vehicular). Where required, emergency vehicle access should be accommodated with removable bollards, barriers, or gates.

Policy POS-1.8: Provide clearly visible, lit, and signed connections between new paths and trails, paseos and greenways, and adjacent open spaces and residential neighborhoods.

Policy POS-1.9: Support completion of the full Bay to Sea Trail network, including an undercrossing or bridge over University Ave to connect the Plan Area with Willow Village and Menlo Park segments.

Policy POS-1.10: In accordance with BCDC policies, ensure that new developments that are subject to BCDC jurisdiction provide “maximum feasible public use” along the Bayfront, including regular connections to the Bay Trail. See BCDC Public Shoreline Access Guidelines and the Bay Trail Design Guidelines and Toolkit for more information.

Policy POS-1.11: Encourage the use of innovative design and management strategies to improve stormwater drainage and reduce the need to irrigate landscapes.

Goal POS-2	A high level of park service with ample open space and recreational opportunities for community members, employees, and visitors.
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Policy POS-2.1 Distribute parks, plazas, and open spaces throughout the Plan Area such that all new residents live within a 5 to 10-minute walk from one or more of these facilities.

Policy POS-2.2 Ensure that all major development projects include a central public gathering space in the form of a plaza,

multiuse lawn, or mixed hard/softscape space that is connected to non-vehicular networks.

- Policy POS-2.3 Pursue new parks in the following locations:
- Along the San Francisco Public Utilities Commission's (SFPUC's) right-of-way in the University Village neighborhood.
 - Along Purdue Street by converting parcels beneath the power lines into a series of pocket parks leading from Costano Elementary School to Demeter Street.
 - At the end of Weeks Street.
 - On both sides of Bay Road, at the eastern end.
- Policy POS-2.4 Ensure a publicly accessible connection is provided between the end of Purdue Street and the Bay Trail (both current and future alignment).
- Policy POS-2.5 Ensure that future developments provide a new east-west linear connection from Demeter Street to the Bay trail, with a goal of having this greenway and view corridor widen gradually moving from west to east.
- Policy POS-2.6 Improve the quality of sidewalks and street trees along key existing and all new streets in the Plan Area.
- Policy POS-2.7 Prioritize the enhancement of Bay Road and Pulgas Street with wide canopy trees, pedestrian and bicycle facilities, street furniture, signature lighting, and other amenities that create a safe and welcoming place for community members and organizations.
- Policy POS-2.8 Ensure that a wide variety of sport and fitness facilities are provided across the Plan Area.
- Policy POS-2.9 Ensure that community facilities such as parks, trails, spaces for non-profits and youth groups, recreational and fitness amenities, play spaces for children, and community centers are provided as new development comes to the Plan Area.

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Policy POS-2.10 Ensure that privately-owned-publicly accessible parks within the Plan Area are clearly marked as accessible to residents and open from dawn to dusk.

Policy POS-2.11 Co-locate new public parks with other public facilities such as recreational centers, community centers, resource centers, or similar amenities.

Goal POS-3	Preservation and enhancement of natural and biological resources, habitats, and wetlands.
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Policy POS-3.1 Enhance and restore wetland habitat, ecosystem health, and promote adaptation to climate change.

Policy POS-3.2: Ensure that new development does not adversely affect the Ravenswood Open Space Preserve and Palo Alto Baylands Natural Preserve.

Policy POS-3.3 Require that buildings immediately adjacent to the bayfront/levee step back in building height and massing (with an increased setback for upper building floor compared to lower floors) to reduce shadows on the marsh and wetlands.

Policy POS-3.4: Work collaboratively with property owners and the JPA, and the MROSD to maximize the restoration of wetlands on the bay side of the future SAFERBAY flood protection improvement(s). Consider a horizontal or ecotone levee where feasible north of Stevens Avenue.

Policy POS-3.4: Work with Fish & Wildlife to improve habitat and wetlands on the outward side of the levee wherever possible as development occurs.

Policy POS- 3.5: Ensure that public access is compatible with wildlife habitats through siting, design, and management.

Policy POS-3.6: Ensure that buildings near the waterfront follow the Plan’s standards and requirements to minimize the potential for bird strikes on facades, with a special emphasis on the ‘strike zone’ between zero and forty feet high.

Policy POS-3.7: Integrate dark sky policies into site lighting and street light plans. Ensure that the design, temperature, and operation of lighting adjacent to the levee and waterfront edge is appropriate for this sensitive context.

Goal POS-4	An abundant, robust urban forest that contributes to quality of life for residents and visitors of the Plan Area.
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Policy POS-4.1: Set a target of 1,000 new trees for the Plan Area.

Policy POS-4.2: Strive to ensure that major developments meet or exceed the 20% tree canopy cover target identified in the adopted Urban Forest Master Plan. Work with proposed developments to maximize tree canopy cover within their projects along sidewalks, public plazas, greenways, view corridors, cycle tracks, and Class I multiuse paths to reduce heat stress and urban heat island effect. Work with applicants to identify locations for off-site improvements to street trees and canopy cover.

Policy POS-4.3 Ensure that development projects support the goals and policies of the Urban Forest Master Plan, including:

- A significant expansion of the quantity and quality of the urban forest within and adjacent to the Plan Area
- Striving for native habitat diversity ranging from coastal wetlands to oak woodlands.
- Avoiding the use of invasive, non-native plantings.
- Maximizing shade over surface parking areas
- Incorporating tree wells along any new and reconstructed streets
- Planning for trees that improve habitat for wildlife and that reduce the need for future tree removals.

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Policy POS-4.4 Promote and support establishment of a Landscape Maintenance District or Business Improvement District (BID) that will be responsible for maintenance of trees on key streets in the Plan Area, including Bay Road, Pulgas Ave, Tara Road, and the new East-West Connector.

7.2 Conceptual Parks and Open Space Network

Expanded access to high-quality public parks, open space, and trails is a critical outcome of this Specific Plan and key to improving East Palo Alto's quality of life and overall community character. The Plan's vision is anchored in a network of safe and welcoming open spaces, parks, and amenities that are available to all residents, workers, and visitors. These new park spaces will help respond to increased demand created by new residents and workers, provide gathering places for the community, and contribute to the livability of the area and the City broadly.

7.2.1 Vision and Concept

As shown in Figure 7.1, many new parks, greenways, and trails are expected to be provided within the Plan Area. The Concept fulfills the promise of key park opportunities throughout the Plan Area, including the Hetch Hetchy right-of-way; along the length of the Bay Trail and waterfront; south of Weeks Street in the southeast corner of the RBD; at the corner of Pulgas Avenue and Bay Road; as part of a larger redevelopment project near the terminus of Demeter Street and Purdue Avenue. Additionally, it is envisioned that a new public plaza would be included as a focal point of any future 4 Corners development.

The figure below is a conceptual illustration of where these parks and other amenities could potentially be located. The exact location, size, and configuration of new open spaces will be determined as new development occurs, and as the City works to acquire new properties for parks and trails improvements. Neighborhood parks are proposed to primarily serve those in the immediate adjacent area, while community parks draw users from the broader area.

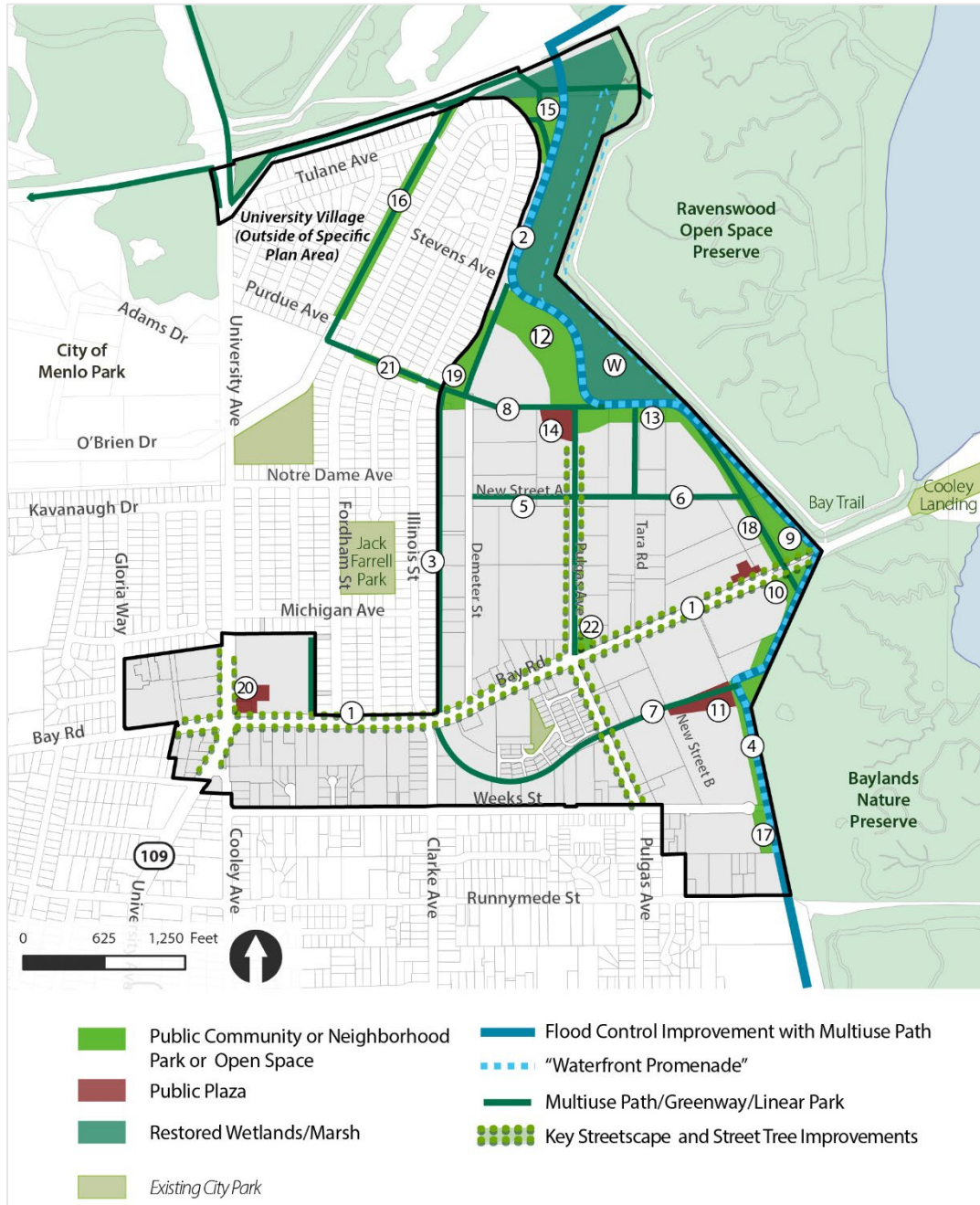
The Plan's parks, open space, and trails concept would add approximately 31 acres of park and trail space in the City, nearly doubling the City's

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current network (acreage estimates for future open space, parks, trails, and streetscape improvements in the Plan Area are shown in Table 7-1). The locations below will form the basis for the City’s efforts to strengthen the area’s park, open space, and trail network. See Table 7-1 below for a description of each of the numbered facilities on this diagram.

Figure 7-1: Parks, Open Space, and Trails Concept



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Table 7-1: Parks, Trails, and Open Space

#	Public Facility/Amenity Name	Acreage		
		Public	POPOS**	Total
	Trails, Multiuse Paths & Greenways*			
1	Areawide Sidewalk Widening and Improvements	1	1	2
2	Bay Trail Along Eastern/MROSD portion		1	1
3	UPRR Spur Linear Greenway (parallel to Demeter St)	0.5		0.5
4	Bay Trail, Southern Reach (Weeks to Bay Rd)		1.25	1.25
5	Greenway/Minor View Corridor (Demeter to Tara Rd)		0.4	0.4
6	Greenway/ Major View Corridor (Tara Rd to Bay Trail)		0.25	0.25
7	UPRR Spur Trail (Pulgas Ave to Bay Trail)		0.5	0.5
8	Greenway/Minor View Corridor (Purdue to Bay Trail)		0.5	0.5
				<u>6 Acres</u>
	Parks	Public	POPOS	Total
	Community Parks and Plazas			
9	2091 Bay Road Park (Infinity Salvage)		1.75	1.75
10	End of Bay Road Park (Dog Park)		1.25	1.25
11	Central Waterfront Plaza/Lawn, South of Bay Road		2.5	2.5
12	North of Bay Road Recreational Fields		4	4
13	North of Bay Road Park and Gardens		2	2
14	Central Waterfront Plaza/Lawn, North of Bay Road		4	4
15	End of Fordham Park		2	2
				<u>17.5 Acres</u>
	Neighborhood Parks	Public	POPOS	Total
16	Hetch Hetchy Park and Linear Greenway	2.5		2.5
17	Weeks Street Park		0.85	0.85
18	Waterfront Park (and Trail), North of Bay		1.55	1.55
19	University Village Park (Purdue @ Demeter)		1	1
				<u>6 Acres</u>
	Pocket Parks and Urban Plazas	Public	POPOS	Total
20	4 Corners Urban Plaza	0.25	0.5	0.75
21	Purdue Greenway & Pocket Parks (East of Fordham)	0.5		0.5
22	Pump Station Pocket Park (NE Pulgas @ Bay Road)		0.25	0.25
				<u>1.5 Acres</u>

#	Public Facility/Amenity Name	Acreage		
	Total, Publicly Accessible Parks and Open Space			31 Acres
	Wetlands	Public	POPOS	Total
(W)	Restored Wetlands, North of Bay Road		16	16 Acres
	TOTAL			47 Acres

**It is assumed that trails and new/improved sidewalks would average 10 feet in width. Actual trail design will vary depending on site-specific opportunities and constraints.*

*** POPOS stands for "Privately Owned, Public Open Space."*

The following section describes improvements from the table above:

Community Parks

Community parks can serve as regional destinations as well as amenities for those working and living within the RBD. Community parks include a variety of open fields, exercise areas, playfields, educational opportunities, playgrounds, and other similar features.

The community parks in the Plan Area include:

- A set of two parks across from each other at the far end of Bay Road, marking the entry to (and forming part of) Cooley Landing, a significant community park being planned by the City. This park location may also accommodate overflow parking for Cooley Landing to reduce the number of motorized vehicles at Cooley Landing.
- A central waterfront park and plaza space north of Bay Road, located approximately at the point where Purdue Street and Pulgas Street would intersect if they both continued in a straight line,
- A central waterfront park and plaza space south of Bay Road
- Recreational fields/facilities near Stevens Ave
- Additional open space and/or community gardens at the north end of Tara Road

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Neighborhood Parks

In contrast, neighborhood parks generally include a smaller selection of amenities that are chosen to meet the needs of the surrounding neighborhood. Neighborhood parks proposed within the Plan Area are:

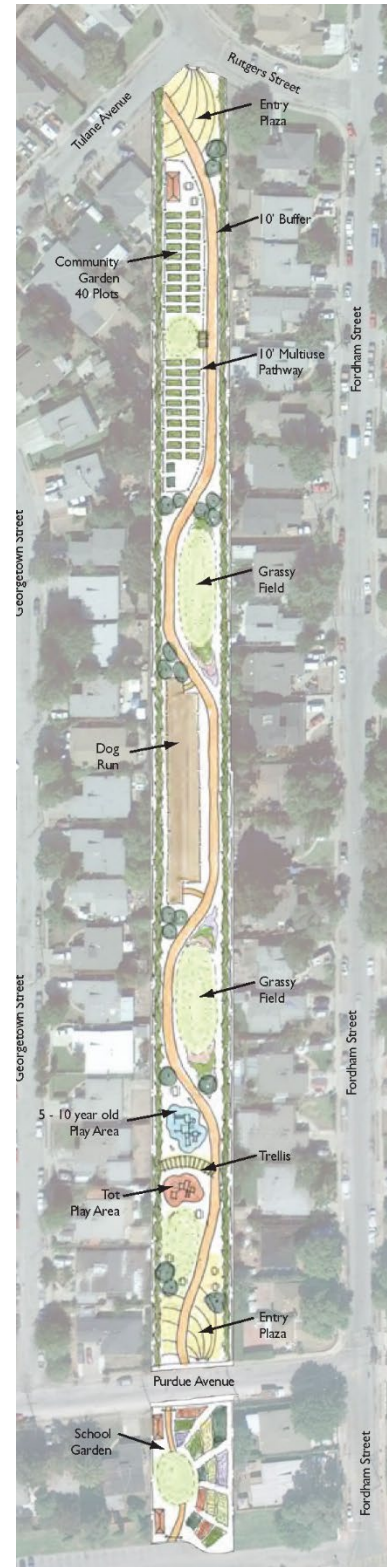
- A new park on San Francisco Public Utilities Commission land in the University Village neighborhood (conceptual plan shown below).
- A new park off Weeks Street next to the Palo Alto Baylands Nature Preserve.
- A linear park stretching north along the waterfront, immediately north of Bay Road.
- A park adjacent to University Village neighborhood at the end of Purdue Street, that may also serve as a detention basin or contain a water storage tank.



Trails & Multiuse Paths

The Vision includes the development of a cohesive system of pedestrian and bicycle trails and paths that would link activity centers, destinations, and open spaces together. Future connections include:

- A pedestrian/bicycle trail and promenade alongside or on top of the SAFER Bay levee, stretching from University Avenue to Weeks Street within the Plan Area (and further outside).
- A greenway that connects University Village neighborhood to the Bay Trail along Purdue Avenue and eastward through a central park and plaza.
- A greenway that connects from a new gate at Rutgers Street, through the SFPUC linear greenway and new pocket parks on Purdue Street, and on to the Bay Trail (see conceptual rendering of SFPUC portion at right).
- A greenway that connects from east to west from Demeter Street out to the Bay Trail.
- A trail connecting from former UPRR rail spur south of Bay Road between Pulgas Avenue and the Bay Trail.
- A trail parallel to Illinois Street along a UPRR easement, from Purdue Street down to Bay Road.



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Public Plazas

Public plazas will be accommodated in the Plan Area, both in private development and as public improvements. Public plazas will serve an important function as a neighborhood-wide amenity and will help to satisfy open space requirements in the Plan. The Parks and Open Space Concept shows four major plazas to be built as part of new development:

- At or near the northeast corner of University and Bay Road (4 Corners)
- At the northern intersection of the Pulgas Avenue and the future waterfront promenade
- Towards the eastern end of Bay Road, on the north side.
- At the eastern extension of the Union Pacific Railroad Spur Trail, at the intersection with the future waterfront promenade.

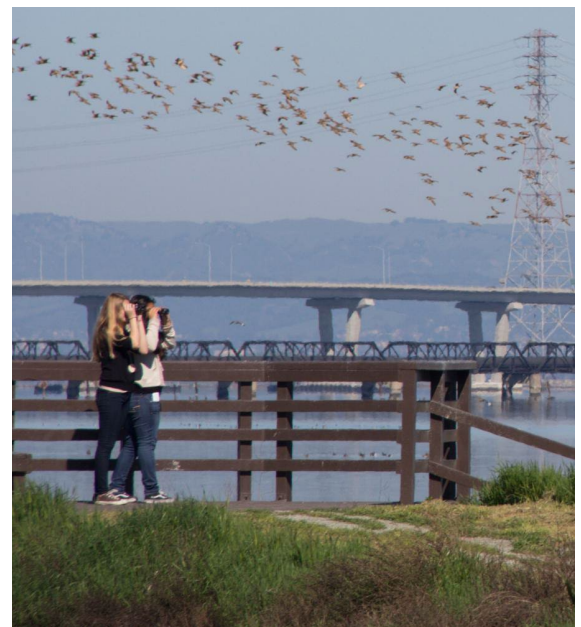
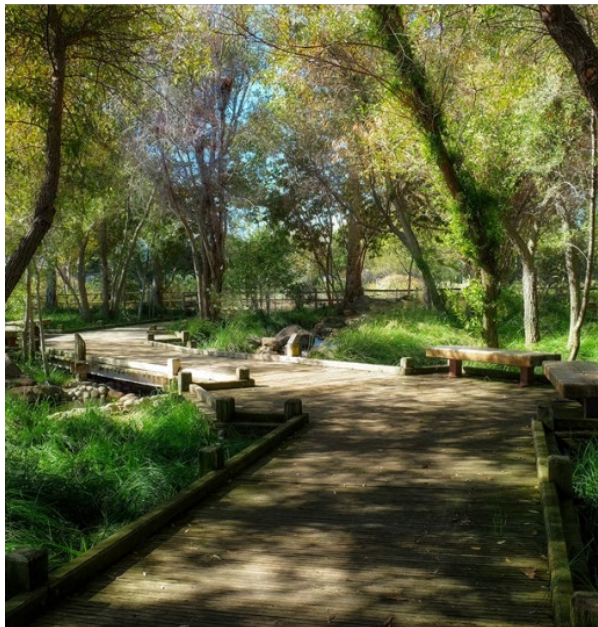
Smaller plazas should also be incorporated into private developments wherever feasible, particularly where they can be made accessible to the public.

Streetscapes

Key roads, such as Bay Road, will continue to be improved and widened with pedestrian-friendly amenities and design improvements. Frequent street trees and other quality landscaping will be added as new development occurs along the length of Bay Road, Pulgas Ave, Weeks St, Tara Street, and other streets in the Plan Area. These enhanced streetscapes will complement the area's expanded parks and open spaces, fostering a seamless urban forest. Additionally, all new streets identified on the Mobility network map will provide sidewalks, and existing streets that are reconstructed will be accompanied by rebuilt (and often widened) sidewalks.

Natural Open Areas/Wetlands/Marsh

The Plan envisions open spaces along the entirety of the San Francisco Bay edge, on the bay-adjacent side of the levee. Existing and future open spaces will be designed and restored with the full participation of City, regional, and State agencies as well as private development. Any buildings would be set back and designed to minimize impact on natural areas and habitats.



7.2.2 Catalytic Open Space and Parks Improvements

As shown in Figure 7.1 Concept, several park and trail improvements are recommended for the area.

San Francisco Bay Trail Access Improvements

Recent projects in EPA, such as the Ravenswood Bay Trail project managed by the Mid-Peninsula Regional Open Space Trust, have helped close critical gaps of the Bay Trail between University Avenue and the Ravenswood Preserve. Ensuring that EPA residents continue to have safe access to the Bay Trail is a priority of this Plan, implemented by:

- Providing pedestrian access on Rutgers St will remove a critical barrier for the community.
- Adding access points at the ends of Purdue Avenue, Stevens Avenue, Fordham Street, Pulgas Avenue, the new East-West greenway, and the UPRR Spur trail will greatly enhance useability.
- Re-aligning the Bay Trail inland to the top of a future SAFERBAY levee.
- Enhancing trail maintenance and lighting through planned development, fostering a safe environment for users.

SFPUC Right-Of-Way Park

The San Francisco Public Utilities Commission (SFPUC) right-of-way for the Hetch Hetchy pipeline, located in the University Village neighborhood, presents a prime opportunity to provide a new active park within the RBD. This plan is only conceptual. The exact program and configuration of the park will be determined in a future process. Due to SFPUC regulations, no permanent structures would be permitted.

The SFPUC site is approximately 80 feet wide and 1,400 feet long, with an area of approximately 2.5 acres. It runs between two stretches of single-family homes on Fordham and Georgetown Streets. Because the site runs between the backyards of homes, access is extremely limited. Access is available from the intersection of Rutgers Street and Tulane Avenue to the north, and from Purdue Avenue to the south. A small piece of the easement is located adjacent to Costaño Elementary School just south of Purdue Avenue.

This area is currently vacant above ground, but there is potential for park uses to be developed on the site. A new park at this location could provide a complementary green space to Jack Farrell Park, creating an improved balance of green spaces within the neighborhood.

Uses for the park could include a multi-use path, a 40-plot community garden, a dog run, and play areas for two different age groups. A school garden could be located in the portion of the easement south of Purdue Avenue. Finally, each neighborhood access point could be articulated by a small entry plaza. Because of the easement's location adjacent to single-family homes, a minimum ten-foot-wide buffer would be located between active park or recreational uses and the property lines along both sides of the easement.

Any improvement or park uses created at this location would need to be undertaken in coordination with homeowners and residents in this neighborhood to ensure that their vision is considered, and their needs are addressed. Opportunities should also be explored to provide additional access to the site in addition to the two endpoints.

Bay to Sea Trail

The Bay to Sea Trail is being spearheaded by the Peninsula Open Space Trust. The project is comprised of a 40-mile multi-use trail that would begin both in Redwood City's Bair Island and the Ravenswood Open Space Preserve in EPA and extend through the foothills and into the ocean reaching Half Moon Bay. The multi-use trail will accommodate a variety of user groups such as hikers, equestrians, and bicyclists. It will have a consistent, continuous experience and aesthetic along the entire corridor. The trail will start in East Palo Alto and extend west all the way to the ridge and Pacific Ocean.

SAFER Bay Project

The Strategy to Advance Flood protection, Ecosystems and Recreation along the San Francisco Bay (SAFER Bay) project aims to reduce the risk of flooding within the cities of East Palo Alto and Menlo Park through continuous flood control protection along the bayfront. The project will promote adaptation to rising sea levels by utilizing tidal marsh areas for flood protection. The northern reach may include the breaching and/or lowering of the current Bay Trail berm to restore tidal connectivity to

existing marsh west of the Bay Trail levee. See Chapter 9, Utilities, for a figure that illustrates the planned alignment (or alignment options) for the SAFERBAY project within the Plan Area.

7.3 Publicly Accessible Parks and Open Spaces

Significant public open space, parks and amenities will be built by private developers. There is a great opportunity to leverage the private sector to create new parks, greenways, trails, and other community assets without direct expense by the City and current residents. The design guidelines below describes best practices for designing new parks in the Plan Area.

7.3.1 Required Public Open Space

STANDARDS

- 1 Fees for Parks and Trails.** Development projects shall account for their impact on local demand for parks and trails. Projects shall either make payments to the City to satisfy Impact Fee or Quimby obligations, build parks and trails of a size that satisfies the obligations, or provide a combination of fees and constructed park facilities. The City's Parks and Trails Development Impact Fee applies to non-residential and residential development; alternatively, Quimby Act fees apply for residential subdivisions where parcels are created per the Subdivision Map Act.
- 2 Fee offsets.** For projects that construct parks, trails, or open spaces, credit can be granted to offset to impact fees and Quimby requirements as applicable.
- 3 Parks/Open Space as Community Benefits.** Parks and open space provided above baseline requirements may be considered a community benefit.
- 4 Conceptual Parks Locations.** Development projects shall provide public parks/open spaces in the approximate locations identified in Figure 7-1. Modifications to the conceptual open space network may be allowed based on project design review.
- 5 Integration.** Development projects with adjoining open spaces shall achieve cohesion with respect paths of travel, amenities, furnishings, tree/landscape configuration, surface materiality, and site grading/elevation.
- 6 Tree Canopy Cover Target.** Per the City's Urban Forest Master Plan, the average tree canopy cover for new development projects in the Plan Area shall exceed 20%.

- 7 Publicly Accessible Parks (Residential).** Spaces may be provided that do not meet the standards below, but they may not be counted toward the required Open Space.
- i. **Parks Requirements.** Residential projects shall provide public park lands or in-lieu fees according to the City’s park land dedication requirements.
 - ii. **Open Space Types.** Publicly Accessible Open Space may include plazas, courtyards, seating areas, parklets, play areas, recreational facilities or equipment, dog parks, and usable green space, among others. Rooftop spaces may be counted towards this requirement only if these spaces are fully available to the public and in compliance with the standards below.
 - iii. **Public Access Hours.** Shall be publicly accessible for a minimum 12 consecutive hours per day.
 - iv. **Public Access.** Shall be accessible from a public right-of-way or from a publicly accessible lobby with signage including open space type, hours of access, and amenities visible from a public right-of-way.
 - v. **Minimum Area.** Shall have a minimum area of 1,000 square feet.
 - vi. **Minimum Dimension.** Shall have a minimum dimension of 25 feet in any direction.
 - vii. **Permanent Seating.** Shall have permanent seating (e.g., seat walls, planter ledges, benches, picnic tables, and seating steps).
 - viii. **Sky Visibility.** A minimum of 50% of the area shall be open to the sky and free of permanent weather protection or encroachments. Trellises and similar open-air features are permitted.
- 8 Non-Residential Publicly Accessible Open Space.** Privately-owned, publicly accessible open spaces shall be provided by projects requesting office/R&D development capacity, at minimum in the locations identified on the Open Space Concept. Spaces may be provided that do not meet the standards below, but they may not be counted toward the required Open Space.
- i. **Publicly Accessible Open Space Requirement.** The total amount of publicly-accessible open space should be scaled

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appropriately to the size of the project. *This standard applies to base tier projects - see Chapter 10 for the higher public open space targets for projects seeking Standard or Exemplary Tier status.*

- a. For projects located within the Waterfront Office and Four Corners zones, publicly Accessible Open Spaces shall be equal to or greater than 5% of lot area.
- b. There is no publicly Accessible Open Space requirement for projects located within the REC and Bay Road Central zones.
- ii. **Common Usable Open Space.** On-site space provided for the exclusive use of employees may count for no more than 25% of the minimum on-site open space requirement (at least 75% must be publicly accessible).
- iii. **Contiguous Open Space.** Publicly Accessible Open Space shall include one contiguous open space that is equal to or greater than 1/3 of the required Publicly Accessible Open Space area.
- iv. **Minimum Dimensions.** Publicly Accessible Open Space shall have one minimum dimension of 30 feet and one minimum dimension of 50 feet.
- v. **Minimum Area.** Shall have a minimum area of 2,500 square feet.
- vi. **Public Open Space Location.** Publicly Accessible Open Spaces shall be located adjacent to a public right-of-way, or visible from a public right-of-way and connected to a public sidewalk with a public access easement with a pedestrian pathway.
- vii. **Public Access Easement.** A public access easement shall be provided for the entire Publicly Accessible Open Space. These spaces will remain privately-owned and maintained.
- viii. **Shared Street/Flex Surface Space.** A maximum of 25% of required public open space may be provided as shared street or flex-space. This is defined as hard-surface, multi-use outdoor space that may simultaneously provide vehicle access and maneuvering, common open space for

residents, and pedestrian access. Spaces used for private or shared surface parking do not count towards public open space requirements.

- ix. **Areas Counted.**
 - a. Required sidewalks shall not be counted as Publicly Accessible Open Space.
 - b. Publicly-accessible paseos, multi-use paths and greenways shall not be used to comply with this requirement if they are provided pursuant to mobility requirements, unless additional width and amenities are provided.
 - c. Required building setback areas shall not be counted as Publicly Accessible Open Space unless the area is at least 30 feet wide on average and is designed as a predominantly hardscaped plaza.

GUIDELINES

- 1 Building Design Along Greenways and Paseos.** The design of buildings facing greenways and paseos should be welcoming and complementary. Ground floors facing greenways, paseos, and open spaces should incorporate elements that reflect a pedestrian scale and interest. Building frontages along greenways or paseos should have windows, residential stoops, entrances, lobbies, and other features of active frontages.
- 2 Greenway Blank Wall Treatments.** Buildings should use techniques to avoid blank walls longer than 50 feet along greenways and paseos. In particular, green walls, window glazing, wall offsets or articulation, vertical landscaping, public art, and/or other screening elements should be added to help integrate blank walls with adjacent landscape areas.
- 3 Active & Passive Recreation.** Waterfront-adjacent projects should provide both active and passive recreation opportunities. Passive recreation opportunities may include seating, picnicking, and nature viewing. Active recreation opportunities may include play areas, outdoor fitness, jogging/walking loops, and sport facilities.

- 4 Flexibility.** Indoor and outdoor spaces should be programmed for multiple functions and should be designed to allow for flexibility of use.
- 5 Unprogrammed and Multi-use Lawns.** Multi-use lawn spaces should be encouraged to allow more spaces for unprogrammed, flexible free play as well as programmed community events.
- 6 Play Areas.** Design play areas to support activities for children of varied ages as well as abilities including tots, young children, and teenagers.
- 7 Unobstructed Play Spaces.** Where possible, passive open play areas should remain unobstructed by trees, to support activities such as throwing a ball, a frisbee, and/or flying kites. Perimeter trees should be provided for shade.
- 8 Play Area Shading.** Provide shaded seating near play areas for adult supervision.
- 9 Play Area Barriers.** Provide play areas at a safe distance from busy streets or provide appropriate barriers to ensure safety.
- 10 Waterfront Parks.** Waterfront parks along all sites should create a cohesive experience with the trail, furnishings, lighting, and signage throughout the area, regardless of ownership.
- 11 Plaza & Usable Open Space Design.** Site plans should support outdoor gathering by providing plazas and open spaces in retail, commercial and mixed-use settings. Plazas should be enhanced with landscaping, and amenities such as water features, public art, shade, and drinking fountains, and seating options that could include seat walls, planter ledges, benches, and seating steps.

7.3.2 Waterfront Parks, Open Space, and Levee

A key component of the Plan is a laying the framework for a contiguous public waterfront amenity space integrated with a future flood control improvement. This space would contain active and passive open spaces, and be designed to maximize community gathering and recreation, while supporting FEMA-accredited flood control infrastructures.

STANDARDS

- 1 Maximum Public Access.** All projects along the waterfront shall increase public access to the Bay to the “maximum extent

feasible”, in accordance with the policies for Public Access to the Bay.

- 2 Waterfront Promenade.** Projects shall provide contiguous publicly accessible open space in the form of a connected waterfront promenade/trail between Weeks Street and Stevens Street. Portions of this promenade may overlap or function as the Bay Trail itself. As part of the promenade, property owners shall design and construct shoreline parks within the 100-foot BCDC band. The proposed shoreline park design and construction shall be approved by the City.
- 3 Bay Trail.** The Bay Trail shall be constructed above or near the levee. Property owners may propose to relocate the Bay Trail as part of a shoreline park. The Bay Trail shall be designed in accordance with Caltrans design standards for a Class I Bikeway. Trail shall be a minimum of ten feet wide, or where requested by the City, a minimum of twenty feet wide.
- 4 Public access easements.** Whenever public access to the Bay is provided as a condition of development, on fill or on the shoreline, the access shall be permanently guaranteed through easements (or dedication). Any public access provided as a condition of development should either be required to remain viable in the event of future sea level rise or equivalent access should be provided nearby.
- 5 Public Access Signage.** Public access to the Bay shall be clearly indicated with a standard “Public Shore” sign. For larger developments, a comprehensive sign program should be implemented.
- 6 Environmental Sensitivity Signage.** Management signs shall be provided in wildlife areas that describe environmental sensitivity and/ or any rules and restrictions associated with the management of the wildlife area.
- 7 Public restrooms.** Major waterfront-adjacent development projects shall provide access to at least one public restroom facility within 200 feet of the Bay Trail.
- 8 Waterfront Public Parking.** Projects adjacent to the Bayfront shall provide no less than five publicly-accessible parking spaces per 250 feet of linear project frontage along the bayfront. These spaces shall be signed and marked clearly for public access and

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shall be located no more than 350 feet from the nearest access point to the waterfront promenade.

- 9 SAFER Bay Project.** Projects shall coordinate design and construction of their projects with the planned SAFER Bay shoreline protection project.
- 10 Levee Trail Access.** Where the elevation of the levee top is substantially higher than the elevation of an adjoining development (greater than three feet of grade difference), projects shall provide public, ADA-accessible access to the levee recreational path at least every 300 feet.
- 11 Waterfront Lighting.** Proposed park lighting shall not compromise the levee integrity and must be appropriate for the adjacent marshland and shoreline habitats. See Chapter 6 for additional lighting standards.
- 12 Permitted Bay Fill.** Minimal fill may be permitted if the fill is “necessary and is the minimum absolutely required to develop the project” in accordance with BCDC requirements.
- 13 Groundwater Contamination.** All contamination remediation projects in the Bay or along the Bay shoreline shall integrate the best available science on sea level rise, storm surge, and associated groundwater level changes into the project design in order to protect human and ecological health by preventing the mobilization of contaminants into the environment and preventing harm to the surrounding communities. Shoreline protection infrastructure shall be designed to minimize disturbance of contaminated soils.

GUIDELINES

- 1 Shoreline protection planning.** Ongoing community outreach and engagement should be conducted to meaningfully involve nearby communities for all shoreline protection project planning and design processes.
- 2 Shoreline protection impacts.** Adverse impacts to natural resources and public access from new shoreline protection should be avoided. Avoid adverse effect on wildlife by using design elements such as varying trail widths, paving materials and site amenities to encourage or discourage specific types of human activities.

- 3 Plant Hierarchy.** Provide a hierarchy of plant types and sizes within a project that relates to the shoreline, public spaces and adjacent developments.
- 4 Waterfront Interest.** Use landscaping with native and drought tolerant plants that provide texture and interest to the waterfront.
- 5 Waterfront Reveal.** Design towers, bridges, or other structures as landmarks that suggest the location of the waterfront, even when the Bay itself is not visible.
- 6 Elevated Viewing.** Provide elevated places for viewing the Bay.
- 7 Access.** Access to vista points should be provided by walkways, trails, or other appropriate means and connect to the nearest public thoroughfare where parking or public transportation is available. In some cases, exhibits, museums, or markers would be desirable at vista points to explain the value or importance of the areas being viewed.
- 8 Waterfront Views.** Control landscaping to preserve and dramatize Bay views, especially in side yards, at street ends, in parking lots and along public thoroughfares.
- 9 Guardrails and Retaining Walls.** Design guardrails and retaining walls to relate to the architectural and landscape style of the public access area while allowing for maximum views, especially on bridges.
- 10 Seating Variety.** Provide plenty of seating choices. Although the Bay shoreline setting is often cool and windy, some shaded seating should be provided. In addition to fixed benches and chairs, some seating should be in the form of picnic tables, retaining walls, planter seats, grass berms, steps and moveable chairs.

7.3.3 Urban Forest and Landscaping

An enhanced urban forest is an essential element for a resilient and comfortable district. Trees should be provided along roadways and in public open spaces to provide shade for pedestrians, assist in stormwater management, buffer pedestrians from traffic, and provide visual interest.

STANDARDS

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- 1 Landscaping Ordinance.** Projects shall comply with the provisions of the City's Water Conservation in Landscaping Ordinance, Municipal Code Chapter 17.06.
- 2 Tree Ordinance.** Projects shall comply with the requirements of the tree permit code and tree ordinance, as amended per the Urban Forest Master Plan.
- 3 Urban Forest Master Plan.** Ensure that development projects adhere to the requirements of the Urban Forest Master Plan and the Municipal Code, including:
 - i. Utilizing species of trees and plantings that are appropriate to the site's habitat zones (some sites may have multiple zones) as indicated on Figure 6.2 of the UFMP. For Four Corners and Central Bay Road, the Oak woodland zone primarily applies. For the Innovation and Arts District, the "Tolerant of High Water Table" and "Salt Tolerant" zones apply.
 - ii. Submitting a tree removal permit application for trees proposed to be removed (at least 1-to-1 replacement)
 - iii. Street trees installed every thirty-five (35) feet of property frontage on average, and in tree wells of sufficient width, length, and volume.
- 4 Tree Wells/Planting Strips.** Tree wells and planting strips shall have the following dimensions:
 - i. For sidewalks with a total width of 7 to 12 feet, the minimum width of the tree well is 3 feet. The minimum width for pedestrian access shall be 4 feet. Tree grates (less than 3 feet wide) may be used in specific locations where width is constrained.
 - ii. For sidewalks with a total width of 12 to 15 feet, the minimum width of the tree well is 4 feet.
 - iii. For sidewalks with a total width greater than 15 feet, the minimum width of the tree well is 5 feet.
 - iv. The minimum tree well length is 6 feet. The minimum tree well length may be reduced to 4 feet when necessary to accommodate existing or planned infrastructure.
- 5 Arborist Review.** Development applications shall include a review by a certified arborist stating that tree protections during construction are sufficient and the site has been designed to support healthy trees.

- 6 Maintenance.** All new street trees shall be owned and maintained by property owners (or a future BID/Landscaping District) with required irrigation.
- 7 Tree Diversity.** As a percentage of total project trees, projects shall plant no more than one-third of any one family of trees.
- 8 Native Trees.** Projects shall plant native species, especially oaks.



GUIDELINES

- 1 Tree Canopy Cover.** Major development projects should strive to exceed the 20% tree canopy cover target identified in the adopted Urban Forest Master Plan.
- 2 Street Trees.** Plantings on major streets (Bay Road and Pulgas Road) should match the existing tree species unless this is being phased out in favor of more desirable species as identified in the “habitat zones recommended native species” list in the UFMP.
- 3 Urban Adapted Trees.** Encourage the planting of street trees that thrive in urban conditions, meaning they do not require large amounts of water and do not have root growth patterns that disturb sidewalks.
- 4 Tree Wells.** Tree wells should be used in higher-intensity areas with high levels of pedestrian activity, particularly where there is cross-traffic between on-street parking and adjoining buildings. Throughout the Specific Plan Area, consider use of longer/continuous planting strips to help manage and treat stormwater.
- 5 Tree Spacing.** Street trees should be spaced on center as follows:

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1. Large canopy trees: 20 to 35 feet
2. Medium canopy trees: 15 to 30 feet
3. Small canopy trees: 12 to 20 feet

- 6 Tree Maintenance.** Existing mature trees should be maintained and protected wherever possible, including by notching or stepping back buildings where trees are deemed to be of significance.
- 7 Tree Variety.** Across larger developments, street trees of varying species should be provided to increase visual interest and avoid monotony.
- 8 Tree Growing Environment.** Street trees should be provided with the best possible growing environment, including ample soil planting depth, subsurface preparation, aeration, root protection, irrigation, and drainage.
- 9 Native and Drought Tolerant Species.** California native and drought-tolerant species should be used where possible to minimize maintenance and water consumption. For planting recommendations along the shoreline, refer to BCDC's "Shoreline Plants: A Landscape Guide for the San Francisco Bay."
- 10 Plant Hierarchy.** Strive to provide a hierarchy of plant types and sizes within a project that relates to the shoreline, public spaces and adjacent developments.
- 11 View Preservation.** Landscaping should be trimmed or controlled to preserve and dramatize Bay views, especially in side yards, at street ends, in parking lots and along public thoroughfares.

12 Landscaping Variety & Visual Interest. In order to provide added variety and visual interest, landscaping in commercial areas may include permanent above-grade planters, movable pots and planters, and hanging planters, in addition to tree wells and planting strips.



7.3.4 Tidal Marshes

STANDARDS

1 Marshland restoration. Major development projects north of 391 Demeter shall include restoration of significant areas of tidal marsh along the perimeter of the Bay.

GUIDELINES

- 1 Habitat function.** Shorebird and waterfowl habitat functions should be optimized. Natural transitions from tidal flat to tidal marsh and into adjacent transition zones and upland habitats should be restored wherever possible.
- 2 Impacts on Marsh.** Tidal marshes and tidal flats should be conserved to the fullest possible extent. Any proposed fill, diking, or dredging project should be thoroughly evaluated to determine the effect of the project on tidal marshes and tidal flats, and designed to minimize, and if feasible, avoid any harmful effects.
- 3 Transition Zones.** Projects should be sited and designed to avoid, or if avoidance is infeasible, minimize adverse impacts on any transition zone present between tidal and upland habitats. Where a transition zone does not exist and it is feasible and

ecologically appropriate, shoreline projects should be designed to provide a transition zone between tidal and upland habitats.

- 4 Diked marches.** Where feasible, former tidal marshes and tidal flats that have been diked from the Bay should be restored to tidal action in order to replace lost historic wetlands or should be managed to provide important Bay habitat functions.
- 5 Habitat Management Plan.** Any habitat project should include clear and specific long-term and short-term biological and physical goals, success criteria, a monitoring program, and as appropriate, an adaptive management plan.
- 6 Bay Fill.** Based on scientific ecological analysis, project need, and consultation with the relevant federal and state resource agencies, fill may be authorized for habitat enhancement, restoration, or sea level rise adaptation of habitat.

7.4 Public Placemaking

The standards and guidelines below are focused on creating pleasant and attractive spaces along existing and new streets within the Plan Area.

7.4.1 Streetscape and Public Realm

STANDARDS

- 1 Pedestrian Scaled Lighting.** Pedestrian-scaled lighting shall be placed to illuminate all public spaces and pathways, especially along Bay Road and Pulgas Street and in other areas with high pedestrian activity such as along major pedestrian routes. When feasible, pedestrian light fixtures shall be installed onto existing light poles for additional illumination of sidewalks.
- 2 Shared and Slow Streets.** Projects that are designed with shared or slow street designs (where the roadway is at the same grade as the sidewalk) shall provide planters, bollards, or other measures to protect pedestrians from moving vehicles. This also applies to plazas or pedestrian pathways adjacent to vehicular roadways without an intervening parking lane, planting strip, or bicycle lane/cycle track.

GUIDELINES

- 1 Street Furniture.** Street furniture, including benches, trash and recycling receptacles, should be placed along publicly accessible streets to encourage pedestrian activity.
- 2 Furnishing Orientation.** Seating should be oriented toward Bay views or vistas of opposite shores or landmarks such as bridges.
- 3 Furnishing Durability.** Provide durable site furnishings to minimize maintenance requirements.
- 4 Furnishing Palette.** At an area-wide scale, street furniture should be coordinated in type, color, and material to contribute to a sense of identity in the area. Projects should seek to provide benches, planters, bike racks, trash receptacles, bollards, and tree grates in a coordinated palette. If a Wayfinding and Signage Master Plan has been created, projects should adhere to this guidance. Alternatively, subsequent projects should emulate the style and character established by initial development projects.
- 5 Lighting Spacing.** Spacing for light pedestrian-scaled fixtures should be approximately 80-90 feet and 14-18 feet tall.
- 6 Lighting Control.** Provide enough lighting to create a sense of safety, but design to control intensity, glare and spillover. Shield or confine light spread to targeted areas by appropriately selecting, retrofitting, and locating lighting to limit glare, sky glow, and light intrusion. Locate lighting away from sensitive habitat areas.
- 7 Smart Lighting.** Smart lighting systems and strategies should be used to improve energy efficiencies, safety, time of day use, and illumination levels.
- 8 Illuminating Points of Interest.** Employ uplighting and ornamental lighting to highlight and draw attention to points of interest, public spaces, entries, paths, and urban design and architectural details.
- 9 Wayfinding.** Wayfinding signage should be provided to direct travelers to nearby destinations and attractions such as public parks and the Bay Trail.

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10 Waste Receptacles. Trash receptacles should accommodate both waste and recycling while allowing for easy removal of waste. Trash and recycling receptacles should be placed regularly at major intersections, near major building entrances, near bus stops, and adjacent to outdoor seating areas. Trash and recycling receptacles should be provided to prevent littering.

11 Material Durability. Durability of products, materials, and finishes shall incorporate vandal resistance, weather resistance, and low maintenance. Use durable materials to reduce erosion impacts on adjacent habitats and to keep users from creating alternate access routes.

12 Screening. Projects should screen the PG&E substation to the maximum extent feasible per PG&E regulations.



7.4.2 Public Art and Culture

An abundance of public art infused through the Plan Area will distinguish the district in terms of unique character and identity.

STANDARDS

- 1 Arts District.** All major development projects in the WO and REC zones shall incorporate public art into at least one street-facing building façade to foster the image and identity of a District that supports flourishing of the local arts.
- 2 Art in Community Facilities.** Public art shall be incorporated into the design of new community facilities. Where appropriate, this public art should address important issues or themes that are relevant to the neighborhood or community.

GUIDELINES

- 1 Public Art Program.** Major developments (greater than 150,000 sf) or substantial renovations are strongly encouraged to provide direct funding for the arts and/or include constructed art in the site design. Any public art provided through the approval process identified in Chapter 10, Community Benefits may be counted towards a project's community benefits valuation.
- 2 Historic & Cultural Programing.** Projects are strongly encouraged to celebrate the history and diversity of East Palo Alto through art, including:

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- i. Involving the community and youth in the creation of Art.
 - ii. Using art to create a unique, eclectic “East Palo Alto” look.
 - iii. Connecting all major projects through a consistent theme.
- 3 Historic & Cultural Signage.** Provide storytelling and interpretive signage to educate visitors about cultural, historical, environmental, and current experiences.
- 4 Public Art.** Art should complement the Bay setting, add visual interest to the shoreline and provides visitors with a sense of discovery.
- 5 Public Art Location.** Public art should be installed along roadways at visible locations, such as gateways, entryways to projects, and public and semi-public plazas, plazas, and open spaces.
- 6 Interpretive Elements.** Interpretive elements that add interest to the shoreline, celebrate natural features, and create a varied and rich Bay experience should be included in all Bay-adjacent developments.
- 7 Gateway Art.** Public art should be provided at gateway locations and at roundabouts.
- 8 Children’s Play.** Seek to provide children’s play opportunities that have an artistic theme or educational function.



7.5 Community and Public Facilities

This Specific Plan proposes a number of new facilities and buildings for community, institutional, and civic uses. These facilities will contribute to creating a desirable living environment in the Plan Area and will help fulfill the community’s desire to establish Ravenswood/4 Corners as the cultural hub of the City. Although the plan identifies a number of possible locations for these uses, it is likely that they will also be able to locate in other parts of the Plan Area, depending on the exact nature of each use.

The following section introduces at a high-level the potential amenities that can be offered by future projects. Strategies and recommendations for the City are introduced to improve the outcomes of RBD and to ensure that residents are able to reap the most benefits out of these future developments.

7.5.1 Public Safety

In the Plan Area, public safety services are provided by the East Palo Alto Police Department (EPAPD) and the Menlo Park Fire Protection District (MPFPD). Appendix A, Fiscal Impact Report, describes the fiscal impacts associated with new development anticipated in the Specific Plan Area, including on city staffing resources.

Police Services

New growth resulting from the Specific Plan could increase the citywide population by approximately 15 percent. Assuming that current law enforcement needs were to increase proportionately to the population, there would be an additional need for police personnel, equipment, and/or police facilities. However, this increase would occur gradually over time. It will be possible to assess the need for additional personnel and equipment on an ongoing basis, and to address these needs at the appropriate time to ensure that the law enforcement needs in the community are addressed.

Fire Protection Services

New growth resulting from the Specific Plan would increase the demand for fire protection and emergency services in East Palo Alto such that new fire protection facilities, personnel, and equipment would be needed and response times could be reduced. The MPFPD would need additional equipment and additional personnel to accommodate the proposed growth.

7.5.2 Schools

East Palo Alto, including the Plan Area, is served by two school districts: Ravenswood City School District and Sequoia Union High School District.

Future development under the Specific Plan would be required by existing State law to pay development impact fees to each school district at the time of the building permit issuance. These fees will be used by

the school districts to mitigate long-term operation and maintenance impacts on school facilities associated with new development.

7.5.3 Planned Community and Institutional Uses

As the Specific Plan is implemented, the City will work diligently to encourage developers to provide space in their buildings for cultural, institutional, and civic uses. The City may also choose to undertake some projects on its own; however, this can occur only if a funding source is identified for the new facilities.

The actual location, size, and dimensions of future community facilities will vary depending on the specifics of new private development and the City’s capital improvements. Facilities will be developed over time as land and funds are available through new development, impact fees, and other funding.

Based on conversations with the East Palo community, the following facilities have been identified as high priorities, and one or more of these facilities should be a component of any major development projects requesting Standard or Exemplary FAR Tier consideration:

Table 7-2: Approximate Distribution of Community Facilities

Facility Type	Sq Ft in Plan Area
General Community Organization/Merchant Space	25-50,000
Job Training Facilities*	25-50,000
Public Library*	30-35,000
Civic/Government Services Center	20-30,000
Community Center (Youth, Senior, and/or Adult)	20-30,000
Childcare or Adult Daycare	10-20,000
Resource or Navigation Center	5-10,000
Commercial Kitchen	5-10,000
Total Anticipated Square Feet	154,500

*Site acquired by San Mateo County, project in design/planning stage.

**Not including the JobTrain office project which is already entitled.

Developed in alignment with the citywide Parks, Recreation, and Open Space Master Plan, the table below is a guide to be used in evaluating the appropriateness of the community facilities proposed by an applicant within Ravenswood Business District/4 Corners, as certain amenities are better suited to certain locations within the Plan Area:

Table 7-3: Recommended Recreational Facilities

Type	4 Corners	North of Bay	South of Bay
Large Athletic Field (Football, Soccer)		Priority	
Small Athletic Courts (Bocce, Basketball, Volleyball, etc.)		Priority	Priority
Dog Park			Priority
Outdoor Amphitheater			Recommended
Child's Play Space/Playground	Recommended	Priority	Recommended
Outdoor BBQ & Picnic Areas		Recommended	Priority
Recreation Center (Indoor)	Recommended	Priority	
Recreation Center (Outdoor)		Priority	Priority

STANDARDS

- 1 Community Center.** Community centers shall have a minimum floor area of 7,000 square feet. Seek to provide (1) youth-oriented and (1) adult-oriented community center in the Plan area.
- 2 Recreation Center.** Recreation centers shall have minimum floor area of 3,500 square feet. Seek to provide (1) indoor and (1) outdoor recreation centers, with a preference towards indoor spaces.
- 3 Children's Play Spaces.** Seek to provide a minimum of (2) children's play spaces, playgrounds, or tot lots within the Plan area.
- 4 Dog Park.** Seek to provide no less than (2) dog parks within the Plan Area.
- 5 Multiuse/Flexible Athletic Field.** Seek to provide a minimum of (2) larger multiuse/flexible field areas, 50 x 100 yards minimum. Fields may be synthetic or natural turf with grading and drainage to allow

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for regular use for informal/drop-in, youth sports, and community events.

- 6 Small Flexible Recreation Areas.** Seek to provide a minimum of (5) smaller athletic courts or flexible recreation areas, 50 x 90 feet minimum.

GUIDELINES

- 1 Community Connections.** Community facilities should be connected to other community destinations, such as parks and schools, by a clear network of pedestrian and bicycle routes.
- 2 Local Characteristics.** Community facilities should include materials, thematic elements, and other design features that reflect the unique architectural, cultural, historical, and ecological characteristics of East Palo Alto.
- 3 Community Gathering.** Where appropriate, public open spaces should be created adjacent to community facilities to promote community gatherings.
- 4 High Quality, Memorable Buildings.** Community facilities should be designed to be memorable buildings that the community can recognize and be proud of and should exhibit the highest quality of craftsmanship.
- 5 Primary Entrance.** The primary entrance of a community facility should be oriented towards a public street or plaza. If possible, there should be a single point of entry that is accessible for everyone regardless of their level of mobility.

