

EXISTING CONDITIONS **3**

This chapter describes the Plan Area as it existed prior to this Specific Plan's adoption. The information in this chapter helps to explain the context within which the Specific Plan was prepared.

Most information in this chapter is based on a variety of fieldwork and research conducted from 2009 to 2011. The information on historic context draws from the *City of East Palo Alto Historic Resources Inventory*, prepared in 2004 by Alan Michelson and Katherine Solomonson.

Historic Context

East Palo Alto was first settled by the Ohlone Indians because of its abundance of natural resources, including numerous varieties of acorns; marshland edible plants and shellfish; and game animals such as mule deer and tule elk. It was later settled by Spanish missionaries in the late 1700s. Following Spanish settlement, much of the land that is now East Palo Alto was acquired by Isaiah Churchill Woods in the early 1850s. Woods saw East Palo Alto's potential to become a port for transporting goods from San Francisco to the Peninsula, particularly because of the potential for a wharf at Cooley Landing. There was also speculation at the time that the western terminus of intercontinental rail service would eventually arrive near East Palo Alto.

Many of these hopes did not ultimately come to fruition, due in large part to the parallel growth and economic success of Redwood City. While East Palo Alto had a viable site for a small port, Redwood City's location along other important transportation routes ultimately resulted in more population and economic growth than East Palo Alto. These trends led to Redwood City becoming the County seat in 1856.

Into the early 20th century, East Palo Alto remained a largely rural community with a heavy emphasis on farming. As time went on, the importance of farming diminished, and suburban development, such as the University Village neighborhood, began to occur. In addition, industrial uses began to emerge within East Palo Alto, particularly in the Plan Area, to take advantage of Ravenswood's rail spur and regional location. The legacy of this shift towards industrial development is still present in the Plan Area today.

Demographics

This section provides a brief overview of demographics in the Plan Area. Several sources of statistics are used in this chapter (and throughout the EIR and Specific Plan): Statistics from the 2005-2009 American Community Survey provide details of community structure and were the most recent full datasets available at the time of preparation of this Specific Plan and Draft EIR; Statistics from the U.S. Department of Finance are used for the most recent overall figures for population and housing units in the City of East Palo Alto; Statistics from the Association of Bay Area Governments (ABAG), 2009 provide the most commonly used projections for regional growth. Furthermore, at the time of the release of this document, 2010 Census data was not fully available.

Population and Housing Growth

The Plan Area and East Palo Alto as a whole share many similar characteristics, such as large average household sizes and a significantly younger population than in neighboring jurisdictions and the Silicon Valley region. In some respects, however, the Plan Area differs from East Palo Alto as a whole regarding demographic trends. Most notably, the Plan Area population has experienced much higher rates of growth than the City as a whole since 1990. This growth occurred in existing and new family households. The Plan Area also has a relatively high homeownership rate. In 2009, 62 percent of Plan Area households owned their own homes, compared to 44 percent of East Palo Alto households overall.

Community Profile

For both the Plan Area and East Palo Alto, educational attainment data point to the need for aggressive education and workforce training efforts in the community. Approximately 54 percent of Plan Area residents and 52 percent of East Palo Alto residents do not graduate from high school. The demographic profile of the Plan Area also suggests that there are market opportunities to develop additional housing units—both ownership and rental units—to provide increased housing choices for lower-income families experiencing overcrowding. Working residents in the Plan Area are mostly employed outside of the community, and current commuting patterns are dominated by automobile travel, in part because of the lack of convenient and affordable transit options. This issue, in combination with high rates of household growth, points to potential pent-up demand for transit facilities and for housing located near transit. Finally, 31 percent of households in the Plan Area and East Palo Alto have annual incomes less than \$35,000. This pattern suggests a potential market for retail goods and services targeting lower- and middle-income family households.

Land Use

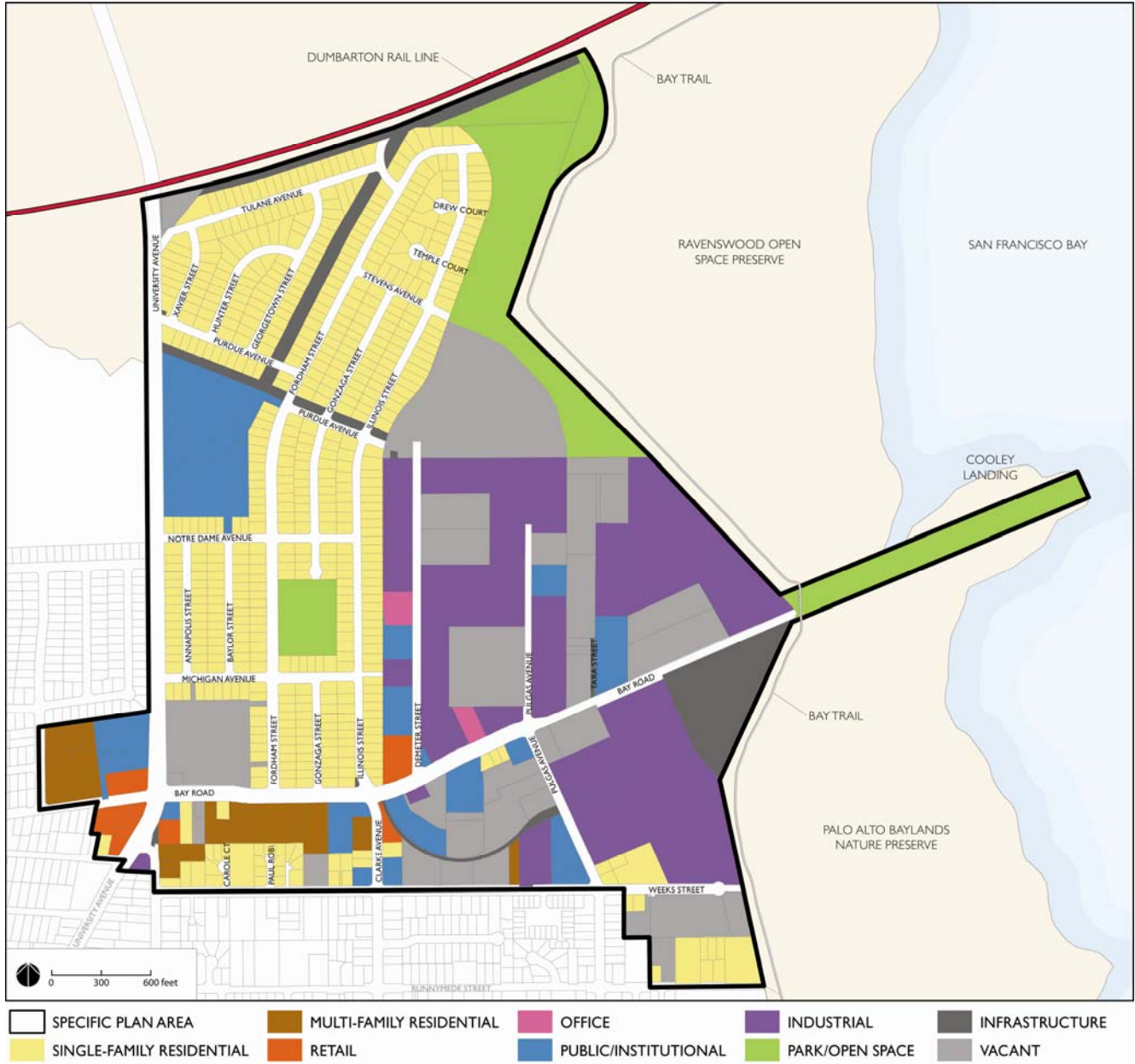
The term “land use” refers to the way that a property is developed and the activities that take place on the property. This section summarizes land use issues in the Plan Area.

Existing Uses

The Plan Area has a wide variety of existing land uses. This section describes the existing land uses that were found in the Plan Area during field reconnaissance completed in October 2009. No significant land use changes have occurred through 2011. Figure 3-1 shows a map of the existing land uses.

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Figure 3-1: Existing Land Use



- **Single-Family Residential.** Single-family residential uses in the Plan Area are concentrated most heavily in the University Village neighborhood, north of Bay Road and east of University Avenue. A smaller number of single-family homes are located along the south side of Bay Road, along Weeks Street, and in the southeastern corner of the Plan Area.
- **Multi-Family Residential.** Multi-family residential uses, which include duplexes, triplexes, apartment buildings, condominiums, and townhomes, are generally concentrated along Bay Road.
- **Retail.** Retail uses in the Plan Area include corner stores, salons, restaurants, cell phone stores, clothing stores, and other small, neighborhood-serving businesses. Retail is most heavily concentrated in the 4 Corners area, near the Bay Road/University Avenue intersection.
- **Office.** Office uses are rare in the Plan Area, with one small office building located on Demeter Street and another located on the north side of Bay Road.
- **Public/Institutional.** Public and institutional uses include social services, houses of worship, schools, hospitals and other health facilities, and government buildings. Public and institutional uses are widespread throughout the Plan Area and are not concentrated in any particular area. One notable public use in the Plan Area is the San Mateo County East Palo Alto Government Center, located on the west side of University Avenue just north of Bay Road. The building includes East Palo Alto’s City Hall, the City Council chambers, a community meeting room, and a public library. A second large public use is the Costaño Elementary School, located in the University Village neighborhood.
- **Industrial.** Industrial uses include manufacturing businesses, repair shops, warehouses that distribute goods, storage facilities, and other similar uses. These uses are generally located in the Ravenswood Business District in the eastern half of the Plan Area.
- **Park/Open Space.** Parks and open spaces include areas that are designated and constructed for passive or active recreation and open to the public, as well as natural, undeveloped open spaces. Jack Farrell Park, located in the University Village neighborhood, is the only existing park located in the Plan Area. Additionally, a park is currently planned for Cooley Landing and will be developed at this location at the far east end of Bay Road. Open space is found at the bay’s edge, where development is prohibited or unlikely to occur.
- **Infrastructure.** Utility infrastructure includes rail corridors, utility corridors, electrical substations and similar equipment. A major electrical substation is located at the east end of Bay Road, near Cooley Landing. Util-



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ity transmission infrastructure is also present in the Plan Area. Most notably, Pacific Gas & Electric (PG&E) towers and transmission lines are highly visible along Purdue Avenue in the University Village neighborhood.

Another major infrastructure feature in the Plan Area is the Hetch Hetchy Aqueduct, owned by the San Francisco Public Utilities Commission (SFPUC), which carries water from Yosemite National Park to San Francisco and other cities on the peninsula, including East Palo Alto. The Aqueduct runs southeast beneath the University Village neighborhood and passes beneath the Costaño Elementary School site. The portion located between Georgetown and Fordham Streets is under a site that is otherwise vacant and is fenced off from its surroundings.

Additionally, active and former rail corridors are located along the northern boundary of the Plan Area and through the interior of the block bounded by Bay Road, Clarke Avenue, Pulgas Avenue, and Weeks Street.

- **Vacant.** Vacant land includes properties that are undeveloped and contain no usable structures. Vacant properties are widespread in the Plan Area, the largest and most concentrated of which are located in the eastern half of the Plan Area. Some are former industrial sites; others appear to have never been developed. The most visible vacant site in the Plan Area, a former shopping center that has been demolished, is located at the northeast corner of the Bay Road/University Avenue intersection.

Redevelopment Area

Most properties in the Ravenswood Business District and 4 Corners are within the East Palo Alto Redevelopment Agency's Ravenswood Industrial Plan Area, which was established in 1990.

The Redevelopment Agency has the authority to collect "tax increment financing," which is created by increases in the assessed value of properties within its Plan Areas. This financing can be used to help pay for improvements to the area's infrastructure and to address conditions that limit new development, such as soil contamination from past industrial activities. A portion of the funding must also be used to pay for the construction of new affordable housing.

It should be noted that this Specific Plan does acknowledge recent legislation has altered the current legal landscape with regard to Redevelopment, but the underlying assumption herein is that Redevelopment Areas will continue to be recognized.

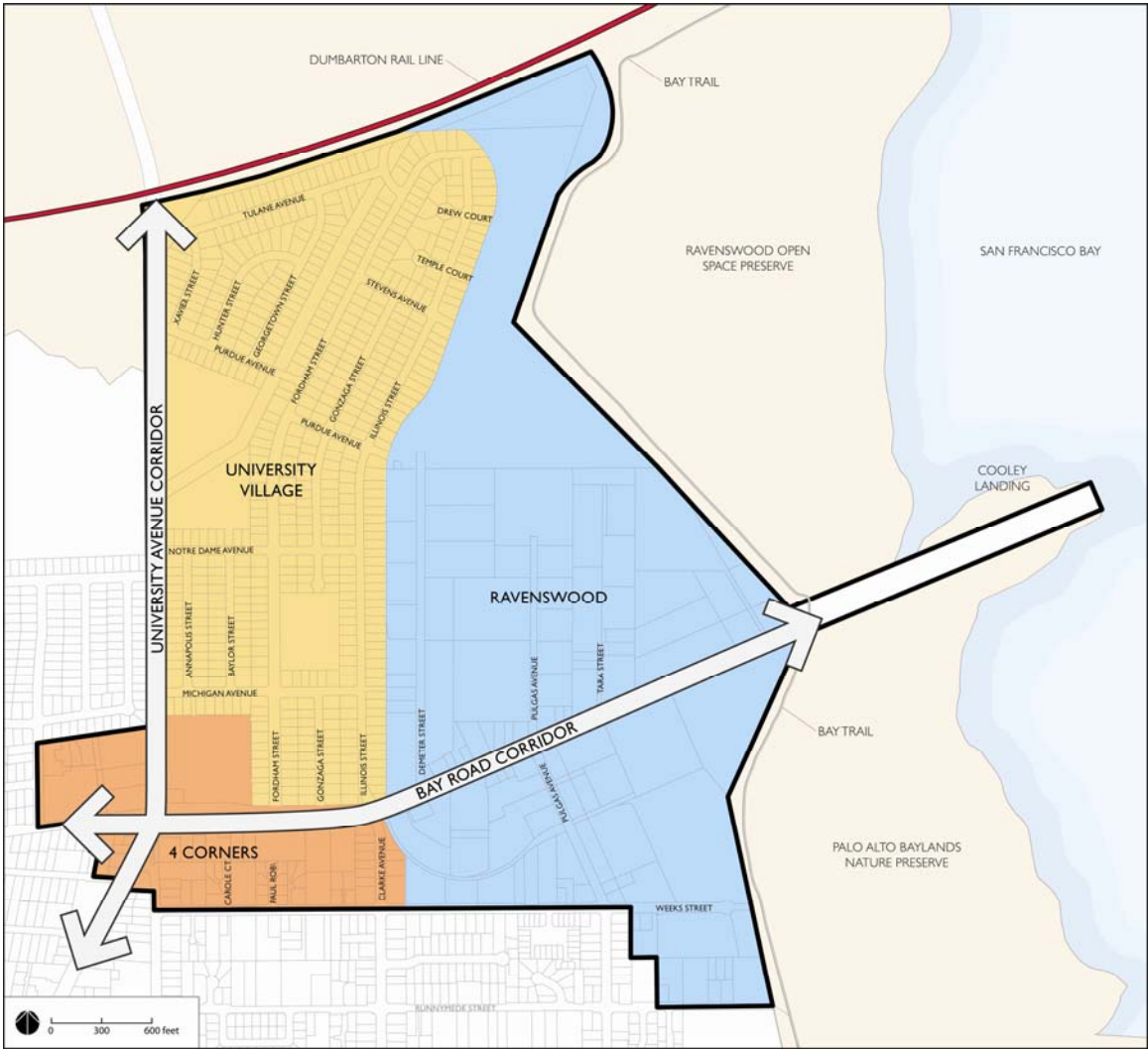
Surrounding Uses

The Specific Plan Area is generally bounded to the east and north by natural preserve areas and former wetlands areas undergoing restoration, all of which are located on the western edge of the San Francisco Bay. Areas to the west and south of the Specific Plan Area are mostly composed of single-family residential developments.

Urban Design Character

This section describes the physical form and appearance of the Plan Area’s distinct neighborhoods, districts and corridors. Figure 3-2 shows a map of these subareas.

Figure 3-2: Urban Design Subareas



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University Village Subarea

The street pattern of University Village consists of long, narrow blocks arranged in a north-south oriented grid. Each of the streets is named after notable American universities.

Homes in the University Village Subarea are generally single-story, with very few two-story homes. These houses typically have low-pitched roofs and simple façades. The colors of homes in this neighborhood vary widely, and many are painted with vibrant, bright colors. They have consistent setbacks from the street, generally 15 to 20 feet. Garages face the street and are visually prominent. Most homes in this subarea are fenced on all sides, with ornamental fencing at the front. Fencing materials are varied, but often contain some combination of brick, iron and steel.

4 Corners Subarea

The primary physical feature of the 4 Corners Subarea is the intersection at the corner of University Avenue and Bay Road. Three corners are developed with one-story structures behind surface parking lots. The fourth corner is a large vacant lot with a fence, which creates a void in the built landscape at this location.



Moving away from the primary intersection, the physical environment changes in four different ways. Up University Avenue to the north is the San Mateo County East Palo Alto Government Center building, a three-story building from the 1970s with precast concrete and horizontal windows. It is the home of East Palo Alto's City Hall, as well as the East Palo Alto Branch Library. Down University Avenue to the south are single-story commercial buildings that line both sides of University Avenue. The buildings on the west side are brightly painted, engage the street and have no side or front setbacks. On the east side, south of the concrete block Post Office, is a commercial strip that sets back behind parking.

West of the 4 Corners intersection, Bay Road has a number of commercial buildings on its south side, some of them offices in converted houses. Many of these are set back considerably from the street and contain surface parking areas in front. Across Bay Road from these buildings are recently built and well-maintained two-story apartments with landscaped setbacks and prominent trellis features, marking entry to a shared open space. To the east of University Avenue along Bay Road are more apartments, old and new, some well maintained and others not. The apartment buildings generally have pitched roofs, and their façades are composed of brick and concrete materials. These buildings are set back moderately from Bay Road and help to frame the street.

The 4 Corners Subarea also includes areas located on the north side of Weeks Street, from Cooley Avenue to Pulgas Avenue. This area generally includes one-story single-family houses, most with approximately three-foot fences in the front. These homes are set back generously from the street and include substantial front yards.

Ravenswood Subarea

This Subarea contains a variety of structures, the majority of which are utilitarian in character and were designed for industrial use. A typical characteristic of this type of development is that each building has space around it on all sides, and most turn their back to the street. The structures are generally single-story, large floorplate buildings greater than 15 feet in height so as to accommodate trucking, loading and shipping activities. For many of these properties, the prominent feature from the street is the fence around the lot, which is often six feet high or more. This type of development is prominent north and south of Bay Road on Demeter Street, Pulgas Avenue, and Tara Street.

Vacant land and outdoor storage areas are also prominent in this Subarea. These uses make the visual character of the area seem discontinuous, and property lines are often indistinguishable.

The visual character of the southeast corner of the Ravenswood Subarea is somewhat different. It is defined by vacant lots and some limited residential uses. Single-family homes are generally single-story and set back significantly from the street, as on other parts of Weeks Street. A group of single-family homes, most of which are two stories tall, is located on the north side of Runnymede Street, just east of Veronica Court. The orientation of these homes varies, but most of the homes do not engage Runnymede Street directly. Roofs of these homes are tiled and pitched.



University Avenue Corridor

Along the stretch of University Avenue north of 4 Corners, there is little sense of enclosure from buildings. Most buildings on properties along the corridor face away from University Avenue. As a result, the side and rear yards of properties adjacent to the corridor largely define the character of the corridor’s built form. Along much of the corridor, six-foot wooden fencing runs on either side of the street. The Costañó Elementary School property north of Notre Dame Avenue and east of University Avenue contains several large institutional buildings, which are visible from the corridor. These brick buildings are two to three stories tall. The school buildings are separated from the corridor by chain-link fencing. A large office complex, located just outside of East Palo Alto in Menlo Park, is on the west side of the street to the north of Notre Dame Avenue. The majority of the structures in this office complex are screened from University Avenue by landscaping.

Utility infrastructure, including power lines and large utility towers, also contributes strongly to University Avenue’s visual character. Power lines run along the eastern side of University Avenue, and a major utility tower is located near the University Avenue/Purdue Avenue intersection.



Bay Road Corridor

In the western, residential portion of Bay Road from Fordham Street to Illinois Street, multi-family apartment buildings are the predominant use on the south side of the street. A recently built four-story apartment building rises above the south side of the street in this area. It has a contemporary character, with steel and wood siding. It fronts Bay Road with storefront windows and entries at the ground level. Older multi-family apartments are moderately set back from Bay Road by approximately ten feet.

On the northern side of this portion of Bay Road, the street is lined by the side yard fences of single-family homes, which face the north-south residential streets that intersect Bay Road in this area.

Development along Bay Road east of Illinois Street exhibits an industrial character. Buildings are usually one-story and have few windows, which is a result of their industrial function. Buildings are often composed of brick and metal materials. Two Quonset huts are located in a prominent location on the south side of the street at a bend in Bay Road, near its intersection with Demeter Street. These structures' distinctive arched roofs make them stand out within the Bay Road corridor and represent a unique aspect of this subarea's industrial character.

From Tara Street to Cooley Landing, the Bay Road corridor retains a strong industrial character, with large warehouses, outdoor storage, and high fencing around many properties. The lack of buildings defines the character of the street. The area feels open and somewhat neglected due to the presence of undeveloped land and discontinuity in built structures.

**Traffic and Circulation**

This section describes the existing pedestrian, bicycle, transit, and vehicle circulation in and around the Plan Area.

Bicycle and Pedestrian Circulation

Bicycle facilities are divided into three classes. Class I bike paths are physically separated from motor vehicles and offer two-way bicycle travel on a separate path. Class II striped bike lanes on roadways are marked by signage and pavement markings. Class III bike routes are designated only with signs to help guide bicyclists along recommended routes. Existing bicycle facilities in and around the Plan Area are described below and shown on Figure 3-3.

Figure 3-3: Bicycle Facilities

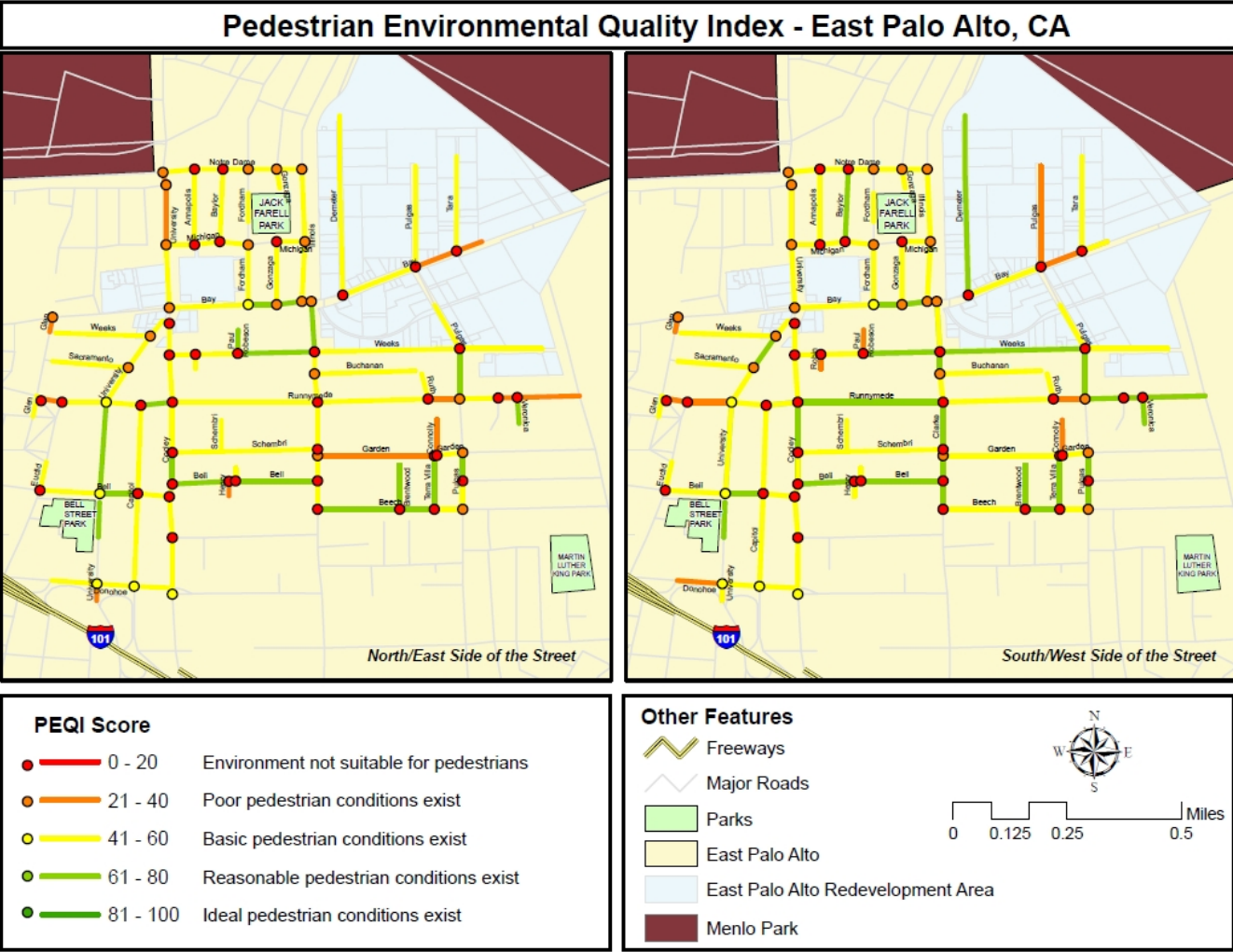


On other roadways in and around the Plan Area, bicyclists must share the road with auto traffic. The bike lanes on Willow Road, Bay Road, University Avenue, and Channing Avenue/Embarcadero Road are discontinuous as they cross Highway 101.

While the bike lanes shown on Figure 3-3 accommodate some bicycle travel in the Plan Area, they do not represent a cohesive bicycle network and offer limited connectivity to the regional bicycle network. The bike path that begins at Weeks Street is the only link to regional bicycle facilities, such as those found just to the south in the Palo Alto Baylands Nature Preserve.

Pedestrian facilities in the Plan Area consist primarily of sidewalks and crosswalks along the streets in the residential neighborhoods and commercial areas in the Plan Area. These sidewalks and crosswalks are found on many roadways. However, Youth United for Community Action (YUCA), a community organization led by East Palo Alto young people of color, has conducted a survey indicating that there are many parts of the Plan Area where sidewalks are missing or in poor repair. The maps in Figure 3-4 below, which were created by YUCA in 2009, show key locations where sidewalk improvements are needed

Figure 3-4: Sidewalk Condition Map



Vehicular Circulation

Existing traffic volumes were obtained from intersection turning movement counts conducted at 24 intersections in 2009 and 2011. They were analyzed in terms of their “levels of service” (LOS), a measure of traffic flow through an intersection, where A represents free-flowing traffic and F represents congestion and very slow-moving traffic. The City of East Palo Alto’s minimum standard for intersections is LOS D.

Two intersections currently operate at unacceptable levels of service. These include:

- **University Avenue at Purdue Avenue.** LOS D during AM peak hour, LOS F during PM peak hour.
- **University Avenue at Donohoe Street.** LOS D during AM peak hour, LOS F during PM peak hour.

SamTrans Bus Service

As shown in Figure 3-5, SamTrans operates a variety of bus routes that run through the Plan Area. These routes connect East Palo Alto to the Stanford Shopping Center in Palo Alto, the Onetta Harris Community Center in Menlo Park, and the Redwood City and Palo Alto Caltrain stations, among other destinations. However, only two of these lines provide service through the Plan Area.

AC Transit Bus Service

The Dumbarton Express Shuttle provides service between Palo Alto and the Union City BART Station via three different routes: DB, DB1, and DB3. These routes operate on Willow Avenue, the Bayfront Expressway, Highway 101, and University Avenue. Only Route DB3 has a stop within the Plan Area. The Dumbarton Express operates on 20- to 30-minute headways.

Caltrain Service

Caltrain provides commuter rail service between San Francisco and Gilroy. There is currently no direct access to Caltrain from the Plan Area. The Plan Area is located about 4 miles northeast of the Palo Alto Caltrain station, which is located near the intersection of Alma Street and University Avenue in Downtown Palo Alto. At the Palo Alto station, Caltrain provides service with approximately 20- to 30-minute headways during the weekday commute hours.

Proposed Dumbarton Rail Service

The San Mateo County Transportation Authority is working to plan and construct the Dumbarton Rail Corridor Project, which will provide commuter rail service across the South Bay extending from the Union City BART station in the East Bay to the Caltrain station in Redwood City.

Figure 3-5: Existing Transit Routes



Dumbarton Rail would run along the existing rail line that passes just north of the Plan Area. As of September 2011, the timing of the Dumbarton Rail project has not been identified, and a final location for the Peninsula’s westerly station has not been chosen.

Infrastructure

This section briefly describes the Plan Area’s existing water, wastewater, and stormwater systems.

Water

East Palo Alto's municipal water system, which serves the Plan Area, is managed by American Water Enterprises under contract with the City. All municipal water supplied to the City of East Palo Alto is provided to American Water Enterprises by the San Francisco Public Utilities Commission (SFPUC), which serves around 90 percent of the City. Two smaller companies, the Palo Alto Park Mutual Water Company and the O'Connor Tract Co-Operative Water Company, supply customers from their own private groundwater sources. The City is considering augmenting its municipal supply by pumping more groundwater.

The main source of the SFPUC's water, approximately 85 percent, is from the Hetch Hetchy Reservoir in the Sierra Nevada. The remaining 15 percent of the SFPUC's water supply comes from Bay Area reservoirs in the Alameda and Peninsula watersheds.

American Water Enterprises serves 4,183 accounts in the City of East Palo Alto, of which 3,923 are residential accounts. Between July 2009 and June 2010, residential, commercial and municipal accounts used 1,906 acre feet per year (AFY) of water. The total water use was 2,033 AFY, which includes the approximately 8 percent of unaccounted water lost in the system due to leaks.

The City has purchased more water from SFPUC than its Interim Supply Guarantee (ISG) allocation of 1.963 million gallons per day (mgd) in several years since 2002. This has been possible only because other users have not purchased their entire allocation.

Wastewater

Wastewater conveyance and treatment services to the northern half of the Plan Area are provided by the West Bay Sanitary District (WBSD). The East Palo Alto Sanitary District (EPASD) serves the southern half of the Plan Area, which has greater development potential.

The EPASD, established in 1939, serves the majority of East Palo Alto and a portion of Menlo Park. There are approximately 3,300 single-family residential connections, 23,500 multi-family connections, and 300 commercial, industrial, and institutional connections within the district. EPASD infrastructure includes approximately 30 miles of sewer pipeline and 560 manholes.

Wastewater collected by the EPASD is treated at the Palo Alto Regional Water Quality Control Plant (PARWQCP). The City of Palo Alto owns, maintains and upgrades the PARWQCP, and the contributing jurisdictions, including East Palo Alto, purchase capacity rights. To accommodate future growth, the City

of East Palo Alto Redevelopment Agency estimates that it will need an additional 1.4 MGD of wastewater capacity within the jurisdiction of the EPASD, which is approximately a 33 percent increase to the District's allotted 2.9 MGD treatment capacity.

The WBSD, established in 1902, serves the City of Menlo Park and parts of Atherton, East Palo Alto, Portola Valley, Woodside and unincorporated areas in San Mateo and Santa Clara Counties. There are approximately 18,380 single-family residential connections and 635 commercial connections within the district. System infrastructure consists of approximately 207 miles of sewer mains and 12 pump stations.

Wastewater collected within the WBSD is treated by the South Bayside System Authority (SBSA), a Joint Powers Authority managed by one elected official each from Belmont, Redwood City, San Carlos, and the WBSD. It is anticipated that the SBSA's Regional Treatment Plant will have sufficient capacity to treat wastewater flows from the WBSD in the future.

Stormwater

Stormwater in East Palo Alto drains into two major drainage systems: the Runnymede Storm Drain System and the O'Connor Storm Drain System. The Plan Area is closest to the Runnymede Storm Drain System. Stormwater infrastructure within the Plan Area is inadequate. Many of the streets do not have storm drains, and those that do are unable to handle stormwater during peak events.

Stormwater for the Runnymede Storm Drain System is carried through a 72-inch reinforced concrete pipe and ultimately flows into the San Francisco Bay. During peak stormwater events and certain high tides, the existing stormwater pipes are unable to handle stormwater flow.

The O'Connor Pump Station receives stormwater from throughout the city and an at-grade canal, which runs along the eastern city limit. The O'Connor Pump Station distributes stormwater outfall into San Francisquito Creek.

Hazardous Materials

Hazardous materials and contamination are present on many sites within the Specific Plan Area, primarily as a result of industrial uses that did not properly control the discharge of waste. The amount and type of contamination varies widely from site to site. Many of the sites are now in various stages of clean-up, and others have deed restrictions in place that prohibit sensitive uses such as residential homes.

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The hazardous materials issues in the Plan Area can be generalized based on three subareas, as shown in Figure 3-6:

- **Subarea I.** This subarea is roughly 150 acres. It encompasses the University Village neighborhood and 4 Corners. Subarea I appears to have few issues with hazardous materials.
- **Subarea II.** This subarea is roughly 145 acres and generally encompasses the Ravenswood area. There are many industrial and commercial sites in Subarea II where hazardous materials have been released, making it necessary to impose land use restrictions.
- **Subarea III.** This subarea, which includes the large property at 391 Demeter Street, is roughly 40 acres and is located to the north of Ravenswood. While the subarea is mostly open space and tidal marshland, there is a large pile of fill that may contain hazardous materials, as well as a former rail spur that had contamination but has now been remediated.

These three subareas provide only general indications of whether contamination is likely to exist on a given sites. There are sites in largely contaminated subareas that are free of contamination, and some generally uncontaminated subareas may have a small number of contaminated sites.

Further details regarding contamination and hazardous materials in the Plan Area can be found in the *Ravenswood/4 Corners Transit Oriented Development Specific Plan Existing Conditions Report*.



Parks and Open Space

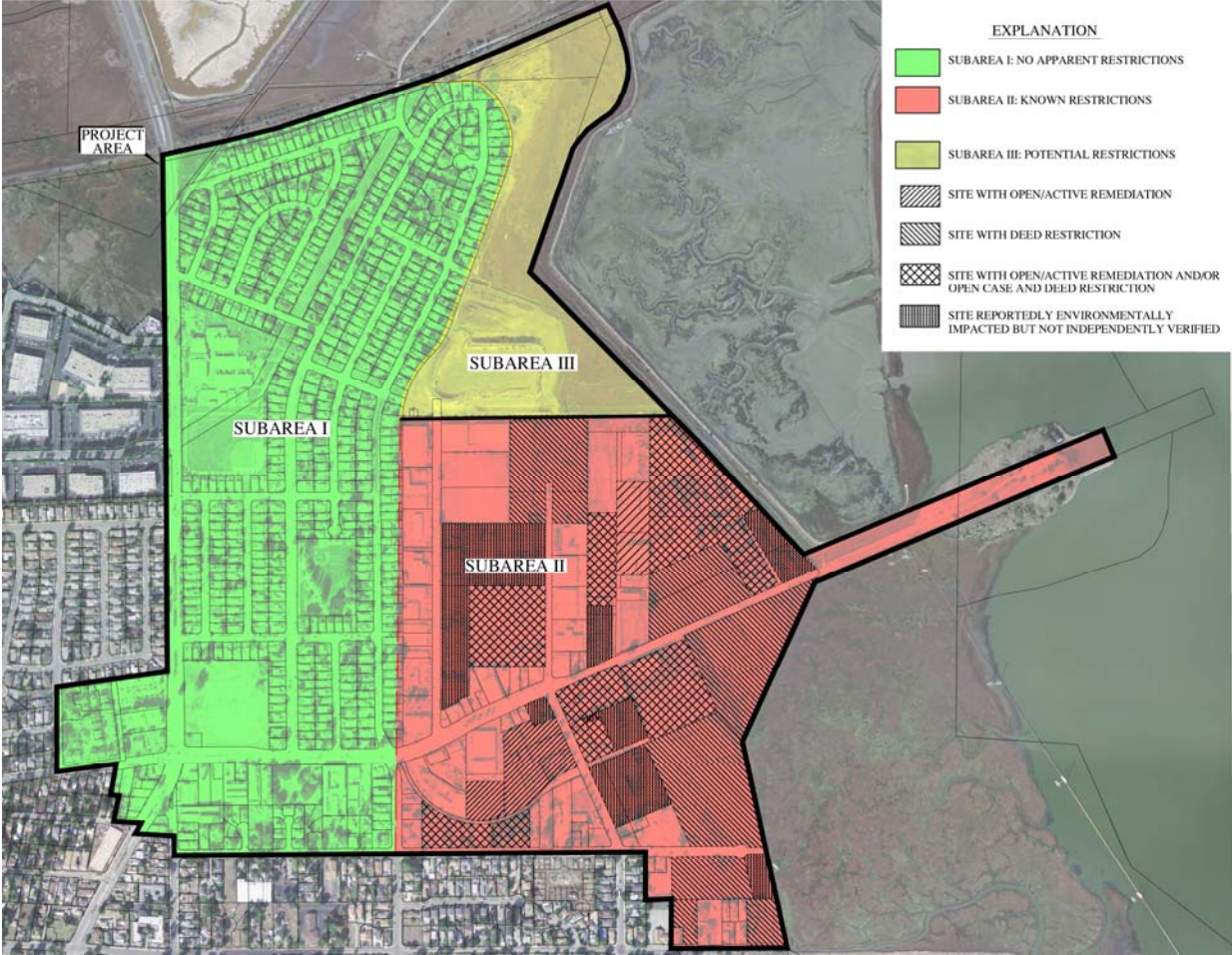
This section describes the public parks and natural open space that currently exist in the Plan Area.

City Parks

Jack Farrell Park, currently the only park within the Plan Area, is located on Fordham Street between Notre Dame Avenue and Michigan Avenue. Amenities at Jack Farrell Park include a baseball field, basketball court, and a playground.

Additionally, a new city park is planned for the Cooley Landing site inside the Specific Plan Area. This site is located at the eastern terminus of Bay Road and is currently in the planning phase.

Figure 3-6: Land Use Restrictions



Open Space, Preservation Areas, and Trails

Protected open space near East Palo Alto includes the Ravenswood Open Space Preserve, owned and managed by the Midpeninsula Regional Open Space District. The 373-acre preserve, which is adjacent to the Plan Area and is largely within the City of Menlo Park, is located north and south of the Dumbarton Bridge. The southern portion of the preserve offers pedestrian and bicycle access along the shore and levees along the marshland.

Other nearby open space includes the Palo Alto Baylands Nature Preserve, which is owned and managed by the City of Palo Alto. The Baylands, located

just south of the East Palo Alto city limits, include approximately 1,940 acres of salt marsh and mud flat habitats.

The San Francisco Bay Trail, the multi-use public recreation corridor along San Francisco and San Pablo Bays, includes two sections of trail within East Palo Alto. The northern section runs along portions of the Ravenswood Open Space Preserve to Bay Road, within the Plan Area.

Community Services

This section describes the existing library, school, police and fire services and facilities that serve the Plan Area.

Libraries

The East Palo Alto Branch Library of the San Mateo Library System is located in the Plan Area at 2415 University Avenue, at the intersection of University Avenue and Bay Road. In addition to book circulation, the library offers child, adult, and family programming, and has computer work stations that are available for public use.

Schools

The Ravenswood City School District (RCSD) chiefly serves students in kindergarten through eighth grade from East Palo Alto. However, the RCSD also operates charter schools that serve ninth through 12th grade. Costaña Elementary School, the only school operated by RCSD within the Plan Area, serves students in kindergarten through eighth grade.

Sequoia Union High School District (SUHSD) also serves East Palo Alto residents. Depending on their addresses, East Palo Alto students attend Carlmont High School, Menlo-Atherton High School, or Woodside High School, all of which are located outside of the Plan Area. Some students also elect to transfer to Sequoia High School, which is also outside of the Plan Area.

Police

The East Palo Alto Police Department (EPAPD) provides service to a 2.6-square-mile area serving a population of approximately 33,520 people. Responsibilities of the EPAPD include street patrol, investigations, traffic patrol, and emergency services. Additionally, the EPAPD runs several programs that aim to reduce and prevent crime, including the Parolee Reentry Program; Parolee-Job Program; Gang Resistance, Education and Training; and Police Activities League.

The EPAPD is made up of the Operations Division, Investigations Division, and Administration Division. There are 34 sworn police officers and 11 non-sworn personnel. Additionally, the EPAPD has six part-time non-sworn personnel.

Fire

The Menlo Park Fire Protection District (MPFPD) has a service area of approximately 30 square miles and serves the cities of Atherton, Menlo Park, and East Palo Alto, as well as portions of unincorporated San Mateo County. The MPFPD's only East Palo Alto station is located within the Plan Area.

MPFPD services include fire suppression, rescue and emergency medical response, and response to hazardous materials incidents, vehicle accidents, severe weather incidents, and other emergency events. The MPFPD also sponsors a cadet training program; runs a Community Emergency Response Training (CERT) program, which trains community members about how to prepare and respond to emergencies and natural disasters; and provides other types of public education.

The MPFPD currently has 108 employees. Emergency personnel include 83 Engineers/Firefighters, three Battalion Chiefs, two Division Chiefs, one Deputy Chief, and one Fire Chief.

Community Organizations

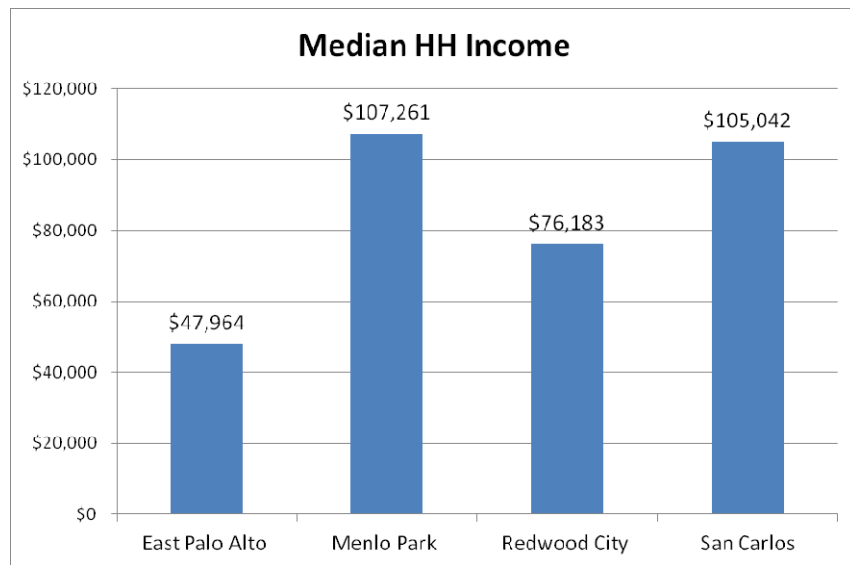
East Palo Alto is home to a wide variety of nonprofit groups and other community organizations that provide important services to the city's residents. Some of these nonprofit groups are located within the Plan Area itself. Among many others, these community organizations include:

- **Collective Roots**, 1785 Woodland Avenue. Collective Roots works to educate and engage young people about issues related to food systems, nutrition, science, and sustainability.
- **College Track**, 1877 Bay Road. College Track is an after-school college preparatory program that works to increase high school graduation rates, as well as college eligibility and enrollment. Their offices are in the Plan Area.
- **East Palo Alto Community Alliance Neighborhood Development Organization (EPA CAN DO)**, 2369 University Avenue. EPA CAN DO works to create and maintain affordable housing in East Palo Alto and to promote community and economic development. Their offices are in the Plan Area.

- ▶ **Ecumenical Hunger Program**, 2411 Pulgas Avenue. The Ecumenical Hunger Program provides emergency food, clothing, case management, and household essentials to families in need in East Palo Alto, as well as Menlo Park and Palo Alto. Their offices are in the Plan Area.
- ▶ **Ravenswood Family Health Center**, 1798A Bay Road. The Ravenswood Family Health Center provides medical care and prevention services for all ages, including the uninsured and new immigrants, regardless of their ability to pay. Their offices are in the Plan Area.
- ▶ **Youth United for Community Action (YUCA)**, 2135 Clarke Avenue. YUCA, which is led and run by young people of color, works to empower young people through grassroots community organizing on environmental and social justice issues.

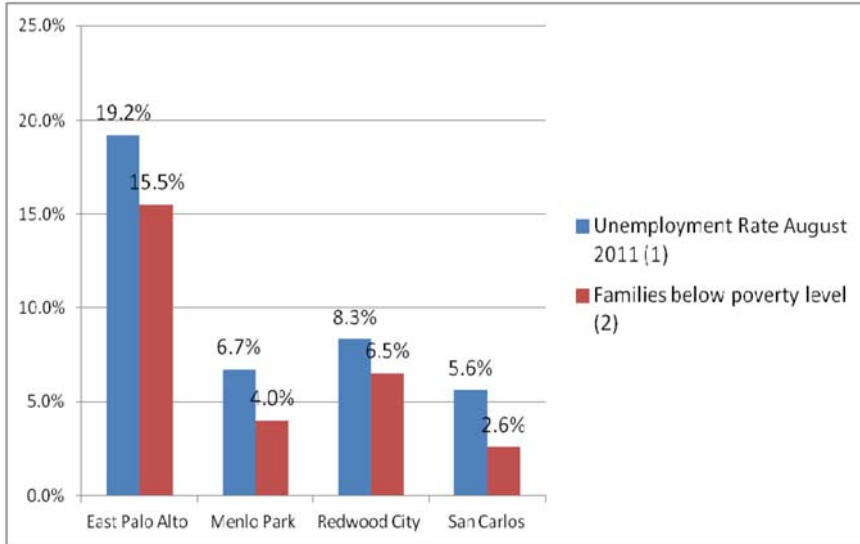
Economic Conditions and Jobs-Housing Ratios

The City of East Palo Alto is a pocket of poverty in the affluent San Mateo County. East Palo Alto has significantly lower median incomes, higher unemployment rates, higher poverty rates, lower public revenue generation, and fewer jobs per employed resident than surrounding jurisdictions.



Source: US Census 2005-2009, Community Survey.

In August 2011, the unemployment was 19.2% in East Palo Alto. In neighboring Menlo Park, the unemployment rate was 6.7%. East Palo Alto also suffers from correspondingly high levels of household poverty.



Source: 1) California Economic Development Department, 2) US Census 2005-2009, Community Survey.

There are three major General Fund revenue sources: property tax, sales tax, and Transient Occupancy Tax (TOT). City revenues also reflect the overall economic condition in the community, with lower revenue than surrounding jurisdictions. On average, East Palo Alto generates about 50% less annual per capita general fund revenue than does surrounding jurisdictions.

	East Palo Alto	Menlo Park	Redwood City	San Carlos
Property Tax (1)	\$7,085,000	\$13,021,000	\$33,951,000	\$8,469,900
Sales Tax (1)	\$2,670,000	\$6,203,000	\$15,696,000	\$4,922,000
TOT (1)	\$1,600,000	\$2,580,000	\$3,200,000	\$675,000
Subtotal	\$11,355,000	\$21,804,000	\$52,847,000	\$14,066,900
Population (2)	32,780	29,702	73,099	28,856
Revenue Per Capita	\$346	\$734	\$723	\$487
Average W/O East Palo Alto	\$648			
East Palo Alto as a % of Average	53%			

Source: (1) 2011/2012 Budgets, (2) 2005-2009 Census Factfinder.

3 EXISTING CONDITIONS

Furthermore, East Palo Alto suffers from a jobs/housing imbalance, with far more employed residents than jobs. The surrounding jurisdictions have more jobs than employed residents. East Palo Alto is the opposite, with 0.21 jobs for each employed resident in 2010.

	East Palo Alto		Menlo Park		Redwood City		San Carlos	
	2010	2035	2010	2035	2010	2025	2010	2025
Total Population	32,700	43,300	31,700	38,500	76,100	96,200	28,400	33,300
Households	7,780	10,260	12,850	15,430	28,600	36,260	11,830	13,840
Housing Units (HH + 5% vacancy rate)	8,169	10,773	13,493	16,202	30,030	38,073	12,422	14,532
Total Jobs	2,300	7,080	26,350	35,990	51,930	70,250	15,930	22,770
Employed Residents	11,150	16,940	16,520	22,930	46,470	66,390	14,360	19,150
Jobs/Housing Ratio (Total Jobs/Employed Residents)	0.21	0.42	1.60	1.57	1.12	1.06	1.11	1.19

Source: ABAG 2009 Projections.

Even with the development envisioned by the Specific Plan, East Palo Alto will have a significantly lower jobs housing ratio. ABAG 2009 Projections indicate that in 2035 East Palo Alto will have less than half a job (0.42) per employed resident, while surrounding other jurisdictions in San Mateo County will have many more jobs than employed residents.