AGENDA

REGULAR MEETING
OF THE
DESIGN REVIEW BOARD

Wednesday, July 5, 2017
7:30 PM
El Cerrito City Hall
City Hall Council Chambers
10890 San Pablo Avenue

This Meeting Place Is Wheelchair Accessible

Roll Call: Chair John Thompson; Board Members: Carl Groch, Maggie Leighly, Glenn Wood and Patrick Riley.

1. Election of Chair and Vice Chair

2. Comments from the Public
   (Each speaker is limited to a maximum of 3 minutes)

3. Approval of Minutes
   Approval of the June 7, 2017 meeting minutes

4. Board Member Communication/Conflict of Interest Disclosure
   This time on the agenda is reserved for Board Members to disclose communications from individuals regarding specific agenda items or to state a potential conflict of interest in relation to a specific agenda item.

5. Public Hearing – 10192 San Pablo Avenue
   Application: PL16-0137
   Applicant: Lisa Vilhauer, Winfield Development, LLC
   Location: 10192 San Pablo Avenue
   APN: 504-012-036 and -037
   Zoning: Transit-Oriented Higher-Intensity Mixed Use (TOHIMU)
   General Plan: Transit-Oriented Higher-Intensity Mixed Use (TOHIMU)
   Request: Design Review Board consideration of Tier II Design Review, pursuant to the San Pablo Avenue Specific Plan, for a new 4-story building containing 21 residential units.

COMMUNICATION ACCESS INFORMATION
To request a meeting agenda in large print, Braille, or on cassette, or to request a sign language interpreter for the meeting, call Noel Ibalio, Staff Liaison at (510) 215-4330 (voice) at least FIVE (5) WORKING DAYS NOTICE PRIOR TO THE MEETING to ensure availability.

10890 San Pablo Avenue, El Cerrito, CA 94530  Tel: (510) 215-4330
E-mail: nibalio@ci.el-cerrito.ca.us
CEQA: This project has been found to be consistent with the Program Environmental Impact Report prepared for the San Pablo Avenue Specific Plan, pursuant to CEQA Guidelines Sections 15168 and 15182.

6. Public Hearing – 10290 San Pablo Avenue
   
   Application: PL17-0136
   Applicant: Lisa Vilhauer, Winfield Development, LLC
   Location: 10290 San Pablo Avenue
   APN: 503-394-024 and -026
   Zoning: Transit-Oriented Higher-Intensity Mixed Use (TOHIMU)
   General Plan: Transit-Oriented Higher-Intensity Mixed Use (TOHIMU)
   Request: Design Review Board consideration of Tier II Design Review, pursuant to the San Pablo Avenue Specific Plan, for a new 4-story building containing 14 residential units.

   CEQA: This project has been found to be consistent with the Program Environmental Impact Report prepared for the San Pablo Avenue Specific Plan, pursuant to CEQA Guidelines Sections 15168 and 15182.

7. Staff Communications

8. Adjournment
MINUTES
REGULAR MEETING
OF THE
DESIGN REVIEW BOARD

Wednesday, June 7, 2017
7:30 PM
El Cerrito City Hall
City Hall Council Chambers
10890 San Pablo Avenue

Roll Call: Chair John Thompson: Board Members: Carl Groch, Maggie Leighly, Glenn Wood and Patrick Riley.

1. Comments from the Public
   There were no comments from the public.

2. City Council Liaison Report
   Councilmember Rochelle Pardue-Okimoto reported on the letter of opposition of the jail extension, marijuana dispensaries, improving recreation facilities, City Budget, and the library

3. Approval of Minutes
   Motion to approve the March 1, 2017 meeting minutes: Thompson 2nd: Leighly
   Vote:
   Yes: Thompson, Wood, Groch, Leighly
   Noes: None
   Abstain: Riley
   Absent: None

4. Board Member Communication/Conflict of Interest Disclosure
   Nothing was reported.

5. Public Hearing –1613 Elm Street - Design Review
   Application: PL17-0021
   Applicant: Kevin Stong
   Location: 1613 Elm Street
   APN: 502-211-012
   Zoning: RD (Duplex Residential)
   General Plan: Medium Density Residential
   Request: Design Review Board consideration of a Design Review application to add a new two story addition (1,354 square feet) to an existing single story single

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family residence, creating a duplex development on the lot (Section 19.38.020 B. 2. b. of the El Cerrito Municipal Code).

CEQA: Categorically Exempt, Section 15301: Existing Facilities

Senior planner, Noel M. Ibalio, presented the case and answered questions of the Board members.

The architect, Kevin Stong, presented the design and answered questions from the Board.

The Board gave suggestions to Mr. Stong and recommended continuing the case to a date uncertain.

Motion to continue the case to a date uncertain: Wood; 2nd: Thompson

Vote
Yes: Thompson, Wood, Groch, Leighly, Riley
Noes: None
Abstain: None
Absent: None

6. Staff Communications
Senior Planner Noel Ibalio reported that the ADU ordinance was approved by the Council. Development Services Manager, Margaret Kavanaugh-Lynch, reported that the Specific Plan is nearing its development buildout in terms of residential units.

7. Adjournment
9:00 p.m.
**DETAILS**

**Application Number:** PL16-0137  
**Applicant:** Lisa Vilhauer, Winfield Development, LLC  
**Location:** 10192 San Pablo Avenue  
**APNs:** 504-012-036 and -037  
**Zoning:** Transit-Oriented Higher-Intensity Mixed Use (TOHIMU)  
**General Plan:** Transit-Oriented Higher-Intensity Mixed Use (TOHIMU)  
**Request:** Design Review Board consideration of Tier II Design Review, pursuant to the San Pablo Avenue Specific Plan, for a new 4-story building containing 21 residential units.  
**CEQA:** This project has been found to be consistent with the Program Environmental Impact Report prepared for the San Pablo Avenue Specific Plan, pursuant to CEQA Guidelines Sections 15168 and 15182.

**EXECUTIVE SUMMARY**

The requested entitlement for Design Review Board review consists of a Tier II Design Review, pursuant to the San Pablo Avenue Specific Plan.

The proposed project includes 21 new residential units in one 4-story building, with parking located behind the building.

The project requires Tier II Design Review approval from the Design Review Board. This review includes authority over the following elements only:
- Exterior building colors, materials, and textures
- Landscaping
- Site Plan
- Building facades and articulation
- Relationship of the development to adjacent public rights-of-way
- Signs
- Locations and footprints of bioretention facilities as required for stormwater management

The building features a mixture of traditional and contemporary design elements. Three building entries are located on San Pablo Avenue. The ground floor would be clad in stone tile, while the upper floors would be painted plaster. Black vinyl windows are proposed throughout the project.

The landscape design features several native, drought-tolerant species. Landscaping would be located in the public right-of-way, in front of the building, and behind the building adjacent to the parking area.

Based on the information in this report, which supports the required findings, staff recommends approval of the project.
Background

Site Location and Layout

The project site is located at the southeast corner of San Pablo Avenue and Lincoln Avenue. The site is comprised of two parcels (APNs 504-012-036 and 504-012-037). The combined site is a total of 18,400 square feet (0.42 acres). The site is 100 feet deep, extending halfway through the block that extends back to Kearney Street. The site slopes up gently from San Pablo Avenue. The adjacent properties on Kearney Street sit at a slightly higher elevation than the site. The project site is within the San Pablo Avenue Specific Plan area.

Vicinity Map

Existing Public Right-of-Way

The site has 184 feet of street frontage along San Pablo Avenue and 100 feet of street frontage along Lincoln Avenue. The street frontage on San Pablo Avenue features an existing AC Transit bus stop (Lines 72 and 72M). This stop is planned to be relocated to the north side of the intersection in the Complete Streets Chapter of the San Pablo Avenue Specific Plan. The existing right or way improvements feature one bike rack, two granite blocks and a bench at the bus stop, which were installed as part of the San Pablo Avenue streetscape project. In addition, a historical paver, adjacent to the site, commemorates the location and history of Violet’s Dining Room near the project site.

The existing public right-of-way on Lincoln Avenue contains a sidewalk which appears to be about 5.5 feet wide and a landscape strip between the sidewalk and the curb which appears to be about 7.5 feet wide.

Existing/Previous Land Use

The site has been utilized as an auto repair shop (Rob’s Auto) for the last several years. The site is currently vacant.
Adjacent Land Uses

North: Lincoln Avenue. (Across Lincoln Avenue sits an automotive sales business.)

East: Single-family residences on Kearney Street.

South: Commercial uses (Peppermint Tree Plaza shopping center)

West: San Pablo Avenue. (Across San Pablo Avenue sits an automotive service business.)

Analysis

Project Description

The proposed project consists of a 31,474 square foot building containing 21 residential units. The building would front onto San Pablo Avenue with three entries onto the street. Behind the building would be a parking area consisting of 10 surface parking spaces and 12 parking spaces in garages at the back of the proposed building. The parking area would be accessed from Lincoln Avenue. Three building entries would also be present on the backside of the building from the parking area.

The building would feature a combination of flats and two-story units. The project contains three three-bedroom units; all other units are two-bedroom units. The fourth floor of the building contains only the second floor of the units which are accessed via the third floor (i.e. the fourth floor does not contain any corridors or building entries.)

14 long term bicycle parking spaces would be accommodated with vertical racks in the garages. An additional 18 bike parking spaces would be accommodated in the covered bicycle parking area at the rear of the site.

A trash enclosure accommodating the required bins would be located near the entrance to the parking area and would be accessed from Lincoln Avenue.
Compliance with the San Pablo Avenue Specific Plan

Chapter Two of the San Pablo Avenue Specific Plan establishes the land use regulations and development standards of the Specific Plan Area.

Some development standards apply throughout the Plan area. These include:
- Regulation by Street Type – which includes building placement, building form, and shadow analysis.
- Open Space Requirements – which include private, common and public types of open space.

Other development standards vary by transect zone. The development standards that are related to the transect zone include:
- Use-Types of land use permitted, conditionally permitted or prohibited.
- Building Height- the minimums and maximums heights allowed.
- Parking of vehicles – the minimum and maximum number of spaces allowed.
- Parking of bicycles- the minimum number of spaces allowed.

This project is located in the Transit-Oriented High Intensity Mixed-Use (TOHIMU) Transect and meets all of the relevant development standards specified for its location in the Plan Area.

The tables below show the relevant Specific Plan standards and the compliance of the project with those standards.

The project is located on the corner of San Pablo Avenue and Lincoln Avenue. This section of San Pablo Avenue is designated a Community Street. Lincoln Avenue is a Neighborhood Street.

**Regulation by Street Type:**

**SPA Community Street**

<table>
<thead>
<tr>
<th>Requirement</th>
<th>Required</th>
<th>Provided</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Building Placement</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sidewalk Amenity Zone</td>
<td>6 ft. min</td>
<td>7 ft.</td>
</tr>
<tr>
<td>Sidewalk Pedestrian Zone</td>
<td>8 ft. min</td>
<td>8 ft.</td>
</tr>
<tr>
<td>Sidewalk Activity Zone</td>
<td>0 ft. min</td>
<td>5 ft.</td>
</tr>
<tr>
<td>Ground Floor Front Setback</td>
<td>Min: distance needed to accommodate required zones Max: 10 ft. for non-residential uses, 15 ft. for residential uses</td>
<td>0 ft.</td>
</tr>
<tr>
<td>Side Setback</td>
<td>0 ft.</td>
<td>9 ft. min on Lincoln Ave side, 5 ft. on interior side</td>
</tr>
<tr>
<td>Rear Setback</td>
<td>See Shadows</td>
<td>50 ft. (Meets shadow standards)</td>
</tr>
<tr>
<td>Pedestrian Access</td>
<td>Entries on front or side streets</td>
<td>3 building entries on San Pablo Avenue</td>
</tr>
<tr>
<td>Vehicular Access</td>
<td>Max 20 ft. 2-way driveways. Side access on corner lots</td>
<td>(0) 20 ft. driveway (side access)</td>
</tr>
<tr>
<td><strong>Building Form</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Upper Floor Setbacks</td>
<td>See Shadows</td>
<td>Building is setback in compliance with required</td>
</tr>
<tr>
<td>Ground Floor Ceiling Height</td>
<td>14 ft. min clear</td>
<td>14 ft. min</td>
</tr>
<tr>
<td>Upper Floor Ceiling Height</td>
<td>9 ft. min clear</td>
<td>9 ft. min</td>
</tr>
<tr>
<td>Building Length</td>
<td>200 ft. max</td>
<td>170 ft.</td>
</tr>
<tr>
<td>Ground Floor Transparency</td>
<td>Non-residential 75% min, Residential 40% min.</td>
<td>41%</td>
</tr>
<tr>
<td>Upper Floor Transparency</td>
<td>30% min</td>
<td>30%</td>
</tr>
<tr>
<td>Front Encroachment</td>
<td>4 ft. max</td>
<td>1 ft. 10 in. max</td>
</tr>
<tr>
<td>Rear Encroachment</td>
<td>4 ft. max</td>
<td>0 ft.</td>
</tr>
<tr>
<td>Allowed Frontage Types</td>
<td>Min: 50% Flex Max: 50% Forecourt Max: 100% Shop Front, Arcade</td>
<td></td>
</tr>
<tr>
<td>Neighborhood Street</td>
<td>Required</td>
<td>Provided</td>
</tr>
<tr>
<td><strong>Building Placement</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sidewalk Amenity Zone</td>
<td>5 ft. min</td>
<td>5 ft. min</td>
</tr>
<tr>
<td>Sidewalk Pedestrian Zone</td>
<td>6 ft. min adjacent to commercial uses, 5 ft. min adjacent to residential uses</td>
<td>6 ft.</td>
</tr>
<tr>
<td>Sidewalk Activity Zone</td>
<td>0 ft. min</td>
<td>3.8 ft.</td>
</tr>
<tr>
<td>Ground Floor Front Setback</td>
<td>Min: distance needed to accommodate required zones Max: 10 ft. for non-residential uses, 15 ft. for residential uses</td>
<td>9 ft. min</td>
</tr>
<tr>
<td>Pedestrian Access</td>
<td>Entries on front or side streets</td>
<td>3 building entries on San Pablo Avenue</td>
</tr>
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<td>Max 20 ft. 2-way driveways. Side access on corner lots</td>
<td>(0) 20 ft. driveway (side access)</td>
</tr>
<tr>
<td><strong>Building Form</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Upper Floor Setbacks</td>
<td>See Shadows</td>
<td>Building is setback in compliance with required daylight plane.</td>
</tr>
<tr>
<td>Ground Floor Ceiling Height</td>
<td>14 ft. min clear</td>
<td>9 ft. min</td>
</tr>
<tr>
<td>Upper Floor Ceiling Height</td>
<td>9 ft. min clear</td>
<td>9 ft. min</td>
</tr>
<tr>
<td>Building Length</td>
<td>200 ft. max</td>
<td>49 ft. 6 in.</td>
</tr>
<tr>
<td>Ground Floor Transparency</td>
<td>Non-residential 50% min, Residential 30% min.</td>
<td>35%</td>
</tr>
<tr>
<td>Upper Floor Transparency</td>
<td>25% min</td>
<td>30%</td>
</tr>
<tr>
<td>Front Encroachment</td>
<td>4 ft. max</td>
<td>0 ft.</td>
</tr>
<tr>
<td>Rear Encroachment</td>
<td>4 ft. max</td>
<td>0 ft.</td>
</tr>
<tr>
<td>Allowed Frontage Types</td>
<td>Front Yard, Forecourt (NE side), Flex (commercial), Shop Front (commercial)</td>
<td>Front Yard</td>
</tr>
</tbody>
</table>

Note: For the purposes of administering the development standards detailed above, the Zoning
Administrator has determined that San Pablo Avenue is the front of the project site, and in the event of a conflict, the San Pablo Avenue Community Street standards prevail.

<table>
<thead>
<tr>
<th>Open Space Requirements</th>
<th>Required</th>
<th>Provided</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Private/Common Open Space</td>
<td>80 sq. ft./unit min</td>
<td>Min 80 sq. ft. deck/unit</td>
</tr>
<tr>
<td>Public Open Space</td>
<td>25 sq. ft./1,000 sq. ft. of building for buildings &gt;25,000 sq. ft. May pay fee in-lieu of providing public open space on site.</td>
<td>In-lieu fee for 787 sq. ft. of public open space</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Transit-Oriented Higher-Intensity Mixed Use Zone</th>
<th>Required</th>
<th>Provided</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parking</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Auto Parking</td>
<td>Up to 1 space/unit</td>
<td>1 space per unit plus one accessible space (total of 22 spaces)</td>
</tr>
<tr>
<td></td>
<td>(Reductions and increases allowed with Zoning Administrator approval)</td>
<td></td>
</tr>
<tr>
<td>Bicycle Parking</td>
<td>Min 1 short-term space/10 units</td>
<td>2 short-term spaces</td>
</tr>
<tr>
<td></td>
<td>Min 1.5 long-term spaces/unit</td>
<td>32 long-term spaces</td>
</tr>
<tr>
<td>Building Height</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Maximum Height</td>
<td>65 ft. max</td>
<td>54 ft.</td>
</tr>
<tr>
<td>Minimum Height</td>
<td>3 stories residential, 2 stories commercial</td>
<td></td>
</tr>
</tbody>
</table>

In addition, the project will implement the following strategies of the San Pablo Avenue Specific Plan:

**Strategy A.3:** Optimize Placemaking in all developments.

*The project addresses San Pablo Avenue with entries onto the street and improvements within the public-right-of-way. The project will enhance San Pablo Avenue, as a place, in conformance with the San Pablo Avenue Specific Plan.*

**Strategy B.1:** Maximize TOD potential (BART and AC Transit).

*The project will provide 21 new housing units in close proximity to existing AC Transit lines and the El Cerrito Plaza BART station. The project includes bike parking as required by the San Pablo Avenue Specific Plan and will face San Pablo Avenue, providing a pleasant pedestrian environment along the street.*

**Strategy B.2:** Stimulate investment in vacant/underutilized sites at key focus areas.
The project utilizes an under-utilized site. The site is currently vacant. Previously, the site contained one business located in a small building, with most of the site devoted to surface parking and auto circulation. The proposed project will provide 21 new housing units in close proximity to public transit.

Strategy C.3: Allow ground floor residential development to provide flexibility and expand the Specific Plan Area's residential base.

The project proposes ground floor residential units and will expand the residential base within the San Pablo Avenue Specific Plan Area.

Strategy E.1: Promote infill development through increased land use intensity close to existing transit infrastructure.

The project will provide 21 new housing units (50 units/acre) in close proximity to existing public transit infrastructure.

Design Review Process

Pursuant to Section 2.03.08.01.02.B of the San Pablo Avenue Specific Plan, Tier II Design Review is the entitlement process for new projects that have been designed in full-compliance with the design standards of the San Pablo Avenue Specific Plan.

The Design Review Board is the body of decision for Tier II Design Review. The discretionary scope of Tier II Design Review includes the following components:

- Exterior building colors, materials, and textures
- Landscaping
- Site Plan
- Building facades and articulation
- Relationship of the development to adjacent public rights-of-way
- Signs
- Locations and footprints of bioretention facilities as required for stormwater management

Architectural Design

The project borrows elements from both traditional and contemporary design. The building will feature a traditional-looking ground floor and street presence. The upper floors feature pop-outs that express a more contemporary aesthetic. The pop-outs have recesses at the upper floor balconies. The rear of the building also features architectural pop-outs with recessed balconies adjacent to them. The balcony edges throughout the project would feature a steel and metal mesh railing system. The project features a hipped roof. The ground floor would be clad in stone tile (El Dorado Stone, Modern Collection, Foggy Meadow). The upper floors would be a plaster finish, with paint colors (Benjamin Moore, Cape May Cobblestone and Tapestry Beige) that accentuated the architectural features of the building.

The ground floor features slightly more than the required percentage of transparency, but the unit windows would be elevated slightly. This will create a pleasant pedestrian environment on the street, while still allowing some degree of privacy for the ground floor units along San Pablo Avenue. These ground floor windows would also feature a 4-foot powder-coated galvanized panel beneath. The project proposes to use black vinyl windows (VPI Quality Windows) throughout. At key locations, powder-coated galvanized siding would be utilized between windows, accentuating the verticality of the
The building integrates differing window shapes and sizes at appropriate locations, to create a consistent architectural language. The roof would be clad in asphalt shingles.

The lighting plan for the site features two wall-mounted fixtures and one ceiling-mounted fixture at each of the six building entries and two pole-mounted lights at opposite ends of the parking area.

The covered bike parking area will consist of fences with 2”x10” redwood boards, framed by metal posts. The roof will be corrugated metal, framed with a fascia that will mask the edge of the corrugated metal roof.

**Project Rendering**

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**Landscape Design**

The project includes new landscaping in the adjacent streetscapes. *Acer Rubrum* ‘Autum Sunset’ (Red Maple) trees have been selected for San Pablo Avenue with *Platanus Acerfolia* ‘Columbia’ (London Plane) on Lincoln Avenue. Low accent landscaping would also be accommodated in the new planter areas.

Landscaping would also be located adjacent to the building to soften the building edge at the street. These areas would feature plants such as *Carex Divulsa* (Berkeley Sedge), *Erigeron Karvins* ‘Moerheimii’ (Santa Barbara Daisy), and *Lomandra Longifolia* ‘Breeze’ (Mat Rush). These species have been selected for their easy maintenance, durability, and drought-tolerance.

Additional landscaping is located at the rear of the project site adjacent to the parking area and at the corner of San Pablo Avenue and Lincoln Avenue. The northwest and southeast corners of the site would feature landscaped areas which would also serve as stormwater filtration areas. These areas would feature *Cercis Occidentalis* (Western Redbud) trees, which are compatible with stormwater areas.

**Art in Public Places**
The project is required to comply with Chapter 13.50: Art in Public Places of the El Cerrito Municipal Code. Provision of public art onsite has not been included as part of the project submittal. The applicant will, therefore, be required to pay an in-lieu fee of one percent of the development costs to a public art fund for the commission of public art throughout the city.

Complete Streets Plan

The project will be required to make a fair-share contribution toward the improvements contained in the Complete Streets chapter of the San Pablo Avenue Specific Plan. These improvements will be made as funds become available. For the stretch of San Pablo Avenue south of Lincoln Avenue, the improvements include pedestrian bulb-outs at intersections, bulb-outs at bus stops, and a ‘Super Sharrow’ in the right-most travel lane. Street parking will be preserved. At Lincoln Avenue, the exiting AC Transit bus stop is planned to be relocated to the north side of Lincoln Avenue to allow more efficient transit operation.

Public Notice and Comment

The required public notice for the project was published in the East Bay Times, mailed to owners of property within 300 feet of the project site and posted on the site on June 14, 2017.

Staff received an email from Michael Cunningham on June 16, 2017 in support of the project (Attachment 4).

Staff received a phone call from Ali Moghadam on June 19, 2017. Mr. Moghadam expressed concern regarding the height and density of the project and indicated that he would attend the Design Review Board meeting.

Staff received a call from Robert Oross, an owner of a nearby property in the Richmond Annex, on June 19, 2017. Mr. Oross had a question about the location of the proposed project relative to his property.

Environmental Review

A Program Environmental Impact Report (program EIR) was certified for the San Pablo Avenue Specific Plan in 2014. This type of environmental documentation is authorized by section 15168 of the California Environmental Quality Act (CEQA) Guidelines for use in documenting the environmental impacts of specific plans, and other planning "programs." As explained in the CEQA Guidelines, a program EIR is useful in evaluating the potential environmental impacts of a project that involves a series of interrelated actions that can reasonably be characterized as a single project. Subsequent activities that fall within the scope of the program may not be subject to further environmental review if the environmental effects of the subsequent activity have been adequately addressed in the program EIR. CEQA Guidelines Section 15168(c)(4) recommends using a written checklist or similar device to confirm whether the environmental effects of a subsequent activity were adequately covered in a program EIR.

An Initial Study Checklist has been prepared for this project (Attachment 3). The responses contained in the checklist confirm that the project is considered within the scope of the evaluation completed for the program EIR. No new impacts were identified and no new mitigation measures are required.

Several conditions of approval have been included in the draft resolution to ensure that key mitigation measures of the San Pablo Avenue Specific Plan Program EIR are implemented with regard to this project. The inclusion of these conditions ensure that the project will not have environmental effects which have not previously been addressed in the San Pablo Avenue Specific Plan EIR.
Compliance with the General Plan

The project is consistent with and will implement the following policies of the El Cerrito General Plan:

**LU1.5: Suitable Housing.** Promote suitably located housing and services for all age groups within the city. Within the San Pablo Avenue Specific Plan area, allow ground floor residential development and increased land use intensity close to existing transit infrastructure to promote residential infill development and catalyze mode shift.

The project will provide 21 new housing units on San Pablo Avenue, with close proximity to public transportation and commercial uses. The infill project contains ground-floor residential units in a location adjacent to an existing bus stop.

**LU2.1: San Pablo Avenue Specific Plan Area.** Promote retail, office, and mixed uses within the San Pablo Avenue Specific Plan Area to provide more tax revenues to the city.

In accordance with the goals of the San Pablo Avenue Specific Plan, the proposed project will add housing units to San Pablo Avenue which will promote a balanced mixture of land uses in the corridor. The new residents of the project will support new and existing businesses along San Pablo Avenue.

**LU4.1: Mixture of Uses.** Encourage a mix of uses that promotes such community values as convenience, economic vitality, fiscal stability, public safety, a healthy environment, and a pleasant quality of life.

The proposed project will enhance the mixture of uses along San Pablo Avenue. The location of the project will provide the residents with convenient access to businesses, parks, schools, public transit and the Ohlone Greenway. The design of the project will allow for surveillance of the street, enhancing public safety.

**LU6.2: Circulation Alternatives.** To the extent possible, encourage alternatives to the use of private automobiles. Encourage a full range of transportation options – driving, transit, walking and biking – without allowing any one to preclude the others. On San Pablo Avenue, in many constrained right-of-ways, it is not possible to provide optimum facilities for all user groups and in the event that trade-offs are necessary, transit users and pedestrians are the highest priority.

The location of the project provides convenient access to frequent public transit along San Pablo Avenue as well as the El Cerrito Plaza BART station. The location also provides convenient walking access to local businesses.

**CD1.9: Building Design.** A variety of attractive images will be achieved by encouraging a variety of building styles and designs, within a unifying context of consistent “pedestrian” scale along streets and compatibility among neighboring land uses.

The proposed project is designed at a pedestrian scale and addresses San Pablo Avenue with building entries and windows along the street.

**CD2.1: Street Frontages.** Encourage street frontages that are safe, by allowing for surveillance of the street by people inside buildings and elsewhere, and are interesting for pedestrians. Require buildings in the San Pablo Avenue Specific Plan area to be directly abutting sidewalks, with window openings, entries and high levels of transparency along the pedestrian frontage.

The building will abut the sidewalk on San Pablo Avenue and features ample window openings, decks, and doors along the street. These windows and decks will allow surveillance of the street.
from the units within the project. The project meets or exceeds the transparency standards of the San Pablo Avenue Specific Plan.

**CD2.3: Streetscape Improvements.** Maintain an active program of street tree planting and improved roadway landscaping through both public and private means. Design guidelines shall describe appropriate types of trees for commercial areas – to enhance the shopping experience rather than detract from it.

*The San Pablo Avenue Specific Plan implemented standards and requirements for public right-of-way improvements. The project is consistent with the standards and will enhance the adjacent public rights of way in compliance with the San Pablo Avenue Specific Plan.*

**CD3.2: Usable Open Space.** Require the provision of usable open space in the form of ground-floor patios, upper-floor decks, and balconies, as well as common recreational facilities and amenities.

*The project features decks on both ground floor and upper floor units.*

**CD3.3: Site Landscaping.** Improve the appearance of the community by requiring aesthetically designed screening and landscaping on public and private sites. Ensure that public landscaping includes entry areas, street medians, parks, and schools. Require landscaping for all private sites, yard spaces, parking lots, plazas, courtyards, and recreational areas.

*The project has provided landscaping in conformance with the standards in the San Pablo Avenue Specific Plan. Landscaping will be provided to soften the building edge along San Pablo Avenue, and landscaping is provided as a buffer between the parking area and adjacent properties.*

**CD3.12: Landscape Species.** Indigenous and drought-tolerant species that reduce water usage and are compatible with El Cerrito’s climate are encouraged.

*The proposed plant palette includes native, drought-tolerance plants such as Western Redbud, Berkeley Sedge, Deer Grass, and Gray Rush.*

**CD4.2: Building Articulation.** Ensure that buildings are well articulated. Avoid large unarticulated shapes in building design. Ensure that building designs include varied building facades, rooflines, and building heights to create more interesting and differentiated building forms and shapes. Encourage human scale detail in architectural design. Do not allow unarticulated blank walls or unbroken series of garage doors on the facades of buildings facing the street or the Ohlone Greenway.

*The proposed building is articulated in compliance with the San Pablo Avenue Specific Plan. The building includes a varied roofline and interesting building form. The project meets or exceeds the transparency standards of the San Pablo Avenue Specific Plan. The building is designed at a human scale with building entries along San Pablo Avenue.*

**CD5.1: Design Review Process.** Continue design review and approval process for all new development, changes, additions, and modifications of existing buildings (except for single-family homes on existing lots).

*The proposed project requires Tier II Design Review approval from the Design Review Board in compliance with the San Pablo Avenue Specific Plan.*

**T2.1: Land Use Patterns.** Recognize the link between land use and transportation. Promote land use and development patterns that encourage walking, bicycling, and transit use. Emphasize
high-density and mixed land use patterns that promote transit and pedestrian travel. Where feasible, emphasize the following land use measures:

1. Promote conveniently located neighborhood complexes that provide housing and commercial services near employment centers and within transit corridors.

2. Promote land use patterns that maximize trip-linking opportunities by assembling uses that allow people to take care of a variety of daily needs.

3. Encourage pedestrian-oriented land use and urban design that can have a demonstrable effect on transportation choices.

4. Direct growth to occur along transit corridors.

5. Encourage retail, commercial, and office uses in ground floor space in combination with upper-floor housing along San Pablo Avenue.

The project will provide 21 new residences in close proximity to public transportation and local businesses. In accordance with the goals of the San Pablo Avenue Specific Plan, the project will add housing units along San Pablo Avenue, a major transit corridor.

**T2.2: Project Design.** Projects should be designed to include features that encourage walking, bicycling, and transit use.

The project will have building entries directly onto San Pablo Avenue that provide convenient access to the adjacent bus stop.

**H2.2:** Encourage the construction of transit-oriented developments (TODs) that seek to maximize opportunities for the use of public transit and transportation corridors through high-density residential and mixed-use projects along those corridors in accordance with the San Pablo Avenue Specific Plan and the City's Incentives Program (Chapter 19.23 of the El Cerrito Zoning Ordinance.)

The project provides high-density housing along a transit corridor consistent with the Transit-Oriented Higher-Intensity Mixed Use Transect Zone in the San Pablo Avenue Specific Plan.

**H2.3:** Continue to enforce the sections of the Zoning Ordinance that increase density, reduce parking requirements, and establish design and development standards to create inviting, mixed-use neighborhoods around transit, and enforce the San Pablo Avenue Specific Plan.

The San Pablo Avenue Specific Plan reduced parking requirements and eliminated maximum density in the plan area. This project will enhance the mix of uses in the corridor adjacent to public transit. The project complies fully with the standards of the San Pablo Avenue Specific Plan.

**Required Findings**

Pursuant to Section 2.03.08.01.02.B.3 of the San Pablo Avenue Specific Plan, in acting to approve or conditionally approve an application for the Design Component of a Tier II Site Plan and Design Review, the Design Review Board shall make the following findings:

a. That the project complies with all applicable Specific Plan design standards; and
As discussed in this report, the project complies with all standards of the San Pablo Avenue Specific Plan.

b. That the project implements applicable goals and policies of the El Cerrito General Plan.


Staff Recommendation

Based on the information contained in this report, staff recommends approval of Planning Application No. PL16-0137, as conditioned by the draft resolution in Attachment 1.

Proposed Motion

Move adoption of Design Review Board Resolution DRB17-01 granting Tier II Design Review approval to Planning Application No. PL16-0137: a project that includes a 4-story residential building containing 21 dwelling units located at 10192 San Pablo Avenue.

Appeal Period

Within ten (10) working days after the date of the decision, the Design Review Board action may be appealed to the Planning Commission.

Attachments

1. Draft resolution
2. Project Plans, dated June 23, 2017
3. Color rendering and materials page
4. Initial Study Checklist and appendices
5. Email from Michael Cunningham, dated June 16, 2017
A RESOLUTION OF THE CITY OF EL CERRITO DESIGN REVIEW BOARD GRANTING TIER II DESIGN REVIEW APPROVAL FOR CONSTRUCTION OF A NEW BUILDING CONTAINING 21 RESIDENTIAL UNITS AT 10192 SAN PABLO AVENUE.

WHEREAS, the site is located within the San Pablo Avenue Specific Plan Area;

WHEREAS, the General Plan land use classification of the site is Transit-Oriented Higher-Intensity Mixed Use;

WHEREAS, the zoning district of the site is Transit-Oriented Higher-Intensity Mixed Use and the project is located on a San Pablo Avenue Community Street and Neighborhood Street designations;

WHEREAS, the project has been found to be consistent with the Program Environmental Impact Report certified for the San Pablo Avenue Specific Plan, pursuant to CEQA Guidelines Sections 15168(c) and 15182;

WHEREAS, the site is located at 10192 San Pablo Avenue;

WHEREAS, the existing Assessor’s Parcel Numbers of the site are 504-012-036 and 504-012-037;

WHEREAS, on October 17, 2016, the applicant submitted an application for Tier II Design Review;

WHEREAS, on May 22, 2017, the applicant was determined to be complete; and

WHEREAS, on July 5, 2017, the Design Review Board, after due consideration of all evidence and reports offered for review does find and determine the following:

1. The project complies with all applicable standards of the San Pablo Avenue Specific Plan. The project complies with the standards for the San Pablo Avenue Community Street type and Neighborhood Street type, the standards for the Transit-Oriented Higher-Intensity Mixed Use district, and all other applicable standards of the San Pablo Avenue Specific Plan.


NOW, THEREFORE, BE IT RESOLVED, that after careful consideration of maps, facts, exhibits, correspondence, and testimony, and other evidence submitted in this matter, and, in consideration of the findings, the El Cerrito Design Review Board hereby approves Application No. PL16-0137, subject to the following conditions:

Planning Division:

Standard conditions- All projects:

1. The project will be constructed substantially in conformance with the plans dated June 23, 2017. Minor changes may be approved by the Zoning Administrator. All improvements shall be installed in
accordance with these approvals. Once constructed or installed, all improvements shall be maintained as approved.

2. If Applicant constructs buildings or makes improvements in accordance with these approvals, but fails to comply with any of the Conditions of Approval or limitations set forth in these Conditions of Approval and does not cure any such failure within a reasonable time after notice from the City of El Cerrito, then such failure shall be cause for nonissuance of a certificate of occupancy, revocation or modification of these approvals or any other remedies available to the City.

3. These Conditions of Approval shall apply to any successor in interest in the property and Applicant shall be responsible for assuring that the successor in interest is informed of the terms and conditions of this approval.

4. If not used, this design review approval shall expire two years from the date of this action.

5. The applicant shall share the conditions of approval with their general contractor for the project. The general contractor shall sign a copy of the conditions of approval to acknowledge that he/she is aware of all these conditions of approval and will comply as directed.
   a. Prior to the issuance of a building permit, this signed copy shall be returned to the planning and building division and kept as part of the project file. The conditions of approval shall be reviewed at the mandatory pre-construction meeting held between the City and the General Contractor. A copy of the conditions of approval shall be maintained on the project site at all times during construction.

6. Prior to issuance of building permit, the applicant shall demonstrate compliance with Chapter 13.50: Art in Public Places of the El Cerrito Municipal Code to the satisfaction of the Zoning Administrator. The project shall be fully compliant with Chapter 13.50 prior to issuance of Certificate of Occupancy.

7. In lieu of providing the entire amount of public open space required by the San Pablo Avenue Specific Plan on the project site, the applicant shall pay a fee for the balance of public open space not provided on the site, prior to issuance of building permit, based on a formula determined by the Community Development Director.

8. In compliance with Chapter 16.34 of the El Cerrito Municipal Code, the applicant shall submit plans for undergrounding of utilities adjacent to the project to the satisfaction of the Building Official prior to issuance of building permit.

9. The cost of all automobile parking shall be separate from the sale or rental price of all residential units. All renters and/or buyers of residential units shall be free to not rent and/or purchase parking.

Conditions based on applicable mitigation measures from the San Pablo Avenue Specific Plan Program EIR:

10. Air Quality (Mitigation Measure 5.1): Implement the following BAAQMD-recommended measures to control particulate matter emissions during construction. City staff will spot check that these measures are being implemented throughout the construction phase of the project. These measures reduce diesel particulate matter PM2.5 and PM10 created from construction to ensure that short-term health impacts to nearby sensitive receptors are avoided or reduced:

   Dust (PM2.5 and PM10) Control Measures:
b. Water all active construction areas at least twice daily and more often during windy periods.
Active areas adjacent to residences should be kept damp at all times.
c. Cover all hauling trucks or maintain at least two feet of freeboard.
d. Pave, apply water at least twice daily, or apply (non-toxic) soil stabilizers on all unpaved access
roads, parking areas, and sweep daily (with water sweepers) all paved access roads, parking
areas, and staging
areas and sweep streets daily (with water sweepers) if visible soil material is deposited onto the
adjacent roads.
e. Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (i.e., previously
graded areas that are inactive for 10 days or more).
f. Enclose, cover, water twice daily, or apply (non-toxic) soil binders to exposed stockpiles.
g. Limit traffic speeds on any unpaved roads to 15 mph.
h. Replant vegetation in disturbed areas as quickly as possible.
i. Suspend construction activities that cause visible dust plumes to extend beyond the construction
site.
j. Post a publically visible sign(s) with the telephone number and person to contact at the Lead
Agency regarding dust complaints. This person shall respond and take corrective action within 48
hours. The Air District’s phone number shall also be visible to ensure compliance with applicable
regulations.

Additional Measures to Reduce Diesel Additional Measures to Reduce Diesel Particulate Matter and
PM2.5 and other construction emissions:

k. The developer or contractor shall provide a plan for approval by the City or BAAQMD
demonstrating that the heavy-duty (>50 horsepower) off-road vehicles to be used in the
construction project, including owned, leased and subcontractor vehicles, will achieve a project
wide fleet-average 20 percent NOx reduction and 45 percent particulate reduction compared to
the most recent CARB fleet average for the year 2011.
l. Clear signage at all construction sites shall be posted indicating that diesel and gasoline
equipment standing idle for more than five minutes shall be turned off. This would include trucks
waiting to deliver or receive soil, aggregate or other bulk materials. Rotating drum concrete
trucks could keep their engines running continuously as long as they were on-site or adjacent to
the construction site.
m. The contractor shall install temporary electrical service whenever possible to avoid the need for
independently powered equipment (e.g., compressors).
n. Properly tune and maintain equipment for low emissions.

11. Air Quality (Mitigation Measure 5.2): Prior to issuance of building permit the applicant shall require
project-level construction health risk assessment shall be completed to the satisfaction of the Zoning
Administrator. This assessment shall be completed either through screening or refined modeling to
identify impacts and, if necessary, include performance standards and industry-recognized measures
to be accomplished through, though is not limited to, the following measures:
a. Construction equipment selection.
b. Use of alternative fuels and engine retrofits temporary line power or electric equipment.
c. Modified construction schedule; and
d. Implementation of BAAQMD Basic and/or Additional Construction Mitigation Measures for
control of fugitive dust.

12. Biological Impacts (Mitigation Measure 6.1): Removal of trees, shrubs, or weedy vegetation between
February 1 and August 31 shall require a survey for nesting birds by a qualified wildlife biologist to the
satisfaction of the Zoning Administrator. The survey shall be conducted no sooner than 14 days prior
to the start of removal of trees, shrubs, or weedy vegetation. Survey results shall be valid for 21 days following the survey. Any removal of trees, shrubs, or weedy vegetation more than 21 days after a survey shall require a new survey. The area surveyed shall include all construction sites, access roads, and staging areas, as well as areas within 150 feet outside the boundaries of the areas to be cleared or as otherwise determined by the biologist.

In the event that an active nest is discovered in the areas to be cleared, or in other habitats within 150 feet of construction boundaries, clearing and construction shall be postponed for at least two weeks or until a wildlife biologist has determined that the young have fledged (left the nest), the nest is vacated, and there is no evidence of second nesting attempts.

A qualified biologist shall conduct preconstruction surveys for bats and suitable bat roosting habitat at work sites where culverts, structures and/or trees would be removed or otherwise disturbed prior to the initiation of construction. If bats or suitable bat roosting habitat is detected, CDFW shall be notified immediately for consultation and possible on-site monitoring.

The survey for nesting birds, bats and suitable bat roosting habitat may be conducted simultaneously.

13. Prior to the issuance of a building permit, the applicant shall implement a program that includes the following elements:
   a. Archeological resource identification training procedures for construction personnel
   b. Procedures for reporting archeological discoveries

14. Historic and Cultural Resources (Mitigation Measure 7.2): If subsurface archeological or cultural resources are encountered during ground-disturbing activities, work in the immediate vicinity shall be stopped and a qualified archaeologist shall be retained to evaluate the finds following the procedures described in Mitigation Measure 7-3 of the San Pablo Avenue Specific Plan Environmental Impact Report. Project personnel shall not collect cultural resources. If human remains are found, special rules set forth in State Health and Safety Code section 7050.5 and CEQA Guidelines section 15126.4(b) shall apply, and there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the Contra Costa County Coroner has been notified of the remains and has determined that the remains are not subject to the provisions of Section 27491 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code.

15. Paleontological Resources (Mitigation Measure 7.3): The applicant shall implement a program that includes the following elements:
   c. Paleontological resource identification training procedures for construction personnel
   d. Spot-checks by a qualified paleontological monitor of all excavations deeper than seven feet below ground surface
   e. Procedures for reporting paleontological discoveries and their geologic context

If subsurface paleontological resources are encountered, excavation shall halt in the vicinity of the resources, and the project paleontologist shall evaluate the resource and its stratigraphic context. The monitor shall be empowered to temporarily halt or redirect construction activities to ensure avoidance of adverse impacts to paleontological resources. During monitoring, if potentially significant paleontological resources are found, “standard” samples shall be collected and processed by a qualified paleontologist to recover micro vertebrate fossils. If significant fossils are found and
collected, they shall be prepared to a reasonable point of identification. Excess sediment or matrix shall be removed from the specimens to reduce the bulk and cost of storage. Itemized catalogs of material collected and identified shall be provided to a local museum repository with the specimens. Significant fossils collected during this work, along with the itemized inventory of these specimens, shall be deposited in a local museum repository for permanent curatorship and storage. A report documenting the results of the monitoring and salvage activities, and the significance of the fossils, if any, shall be prepared and submitted to the Zoning Administrator.

16. Geology and Soils (Mitigation Measure 8.1): As required by the Building Official, subject to City review and approval, the applicant shall complete and implement the geotechnical mitigation recommendations identified in the required site-specific geotechnical investigations and engineering studies, in coordination with City grading permit and building permit performance standards.

17. Noise and Land Use Compatibility/ Construction Noise (Mitigation Measure 13.3): Construction equipment shall be well-maintained and used judiciously to be as quiet as practical. The following measures shall be implemented to reduce noise from construction activities:
   a. Equip all internal combustion engine-driven equipment with mufflers that are in good condition and appropriate for the equipment.
   b. Utilize “quiet” models of air compressors and other stationary noise sources where technology exists.
   c. Locate stationary noise-generating equipment as far as feasible from sensitive receptors when sensitive receptors adjoin or are near a construction area.
   d. Prohibit unnecessary idling of internal combustion engines.
   e. Pre-drill foundation pile holes to minimize the number of impacts required to seat the pile.
   f. Construct solid plywood fences around construction sites adjacent to operational business, residences, or noise-sensitive land uses.
   g. If noise conflicts occur which are not irresolvable by proper scheduling, a temporary noise control blanket barrier shall be erected, as determined to be necessary by the Zoning Administrator, along building facades facing construction sites.
   h. Route construction-related traffic along major roadways and as far as feasible from sensitive receptors.
   i. Construction activities (including the loading and unloading of materials and truck movements) and excavating, grading, and filling activities (including warming of equipment motors) shall be limited to the hours of 7:00 AM to 6:00 PM on weekdays and to the hours of 9:00 AM and 5:00 PM on Saturdays. Work shall be prohibited on Sundays and Holidays.
   j. Businesses, residences, or noise-sensitive land uses adjacent to construction sites shall be notified of the construction schedule in writing.
   k. Designate a “construction liaison” who would be responsible for responding to any local complaints about construction noise. The liaison would determine the cause of the noise complaints (e.g., starting too early, bad muffler, etc.) and institute reasonable measures to correct the problem. Conspicuously post a telephone number for the liaison at the construction site.

**Project Specific Conditions of Approval:**

18. The following interior noise reduction measures shall be included for all west facing (facing San Pablo Avenue) units:
   a. Living room and bedroom windows shall have a sound transmission class (STC) rating of 38.
   b. Exterior finish shall be three-coat stucco or system with equivalent weight per square foot;
   c. Interior gypsum at exterior walls shall be 5/8” Type X or Type C hung on resilient channel (RC);
   d. Ceiling gypsum shall be 5/8” type X or Type C;
e. Mechanical ventilation shall be installed in all residential uses to allow residents to keep doors and windows closed, as desired for acoustical isolation.

As an alternative to the above-listed interior noise control measures, the applicant may provide a detailed analysis of interior noise control measures once building plans become available. The analysis shall be prepared by a qualified noise control engineer and shall outline the specific measures required to meet the City’s 45 dB Ldn and 50-55 dBA Lmax, interior noise level standards. The Zoning Administrator shall approve any substitute measures or alternatives to the measures detailed above.

Public Works Department:

19. Prior to issuance of building permit the applicant shall submit a request to the Public Works Department for at least 10 feet of red curb on both sides of the project driveway on Lincoln Avenue.

20. The existing granite blocks and street furniture along the project frontage shall remain in place or shall be relocated consistent with the public right-of-way improvement standards of the San Pablo Avenue Specific Plan to the satisfaction of the Public Works Director.

21. Prior to the issuance of a building permit, the applicant shall submit a detailed grading plan, obtain a Grading & Transportation Permit, and pay all associated fees for earthwork and grading operations in excess of 50 cubic yards.

22. Prior to the issuance of a building permit, the applicant shall provide a drainage plan for new roof and any rain leaders. All drainage shall stay on-site, draining away from the foundations, 10’ from property lines, and shall not cause a nuisance to neighboring properties.

23. The building plans shall note that all sidewalk, curb and gutter along the development’s public right-of-way frontages shall be replaced to meet current City and ADA standards to the satisfaction of the Public Works Director.

24. Prior to the issuance of the Certificate of Occupancy, the applicant shall replace the existing flashing crossing signs at the intersection of Lincoln Avenue and San Pablo Avenue with standard Rapid Rectangular Flashing Beacons on both sides of SPA in both the northbound and southbound approaches.

25. All improvements on the property frontage shall comply with the standards of the San Pablo Avenue Specific Plan, including the Complete Streets chapter to the satisfaction of the Public Works Director.

26. Before any work commences related to any street tree, sidewalk and driveway, applicant shall obtain a Public Works Encroachment Permit and pay all associated fees.

27. If any new street trees are to be installed, they must be from the City Master Tree List and approved by the City Arborist before installation. Tree species, location, spacing, tree well size, and planting details, are to be approved by the City Arborist before installation.

28. Any new street trees are required to have irrigation and an establishment period of 3 years prior to acceptance by the City.

29. Applicant shall pay a fair share of the San Pablo Avenue Specific Plan Complete Streets Improvements as determined by the Public Works Director.
Building/Fire Department:


31. Prior to issuance of building permit:
   a. The applicant shall provide code analysis of required total firefighting water. Based on required fire flow, the applicant shall show on plans the number of fire hydrants required and locations based on maximum spacing requirements.
   b. The applicant shall submit plans for fire service underground.
   c. Fire sprinkler plans shall be submitted for review and approval to the satisfaction of the Fire Marshall.

32. The following information shall be included on the Construction Plans:
   a. Fire Department Connections (FDC’s) shall be in locations acceptable to the fire department for emergency operations.
   b. Fire FDC’s shall be interconnected between standpipes and fire sprinkler system and shall be located on Lincoln Ave.
   c. A fire standpipe shall be required in each common stairway.
   d. Smoke detection shall be installed in each bedroom, in hallways adjacent to bedrooms, and one detector per floor level (top and bottom of stairs). Smoke detectors shall be 120v powered with battery backup. Smoke detectors shall be interconnected.
   e. Carbon monoxide alarm shall be installed outside of and adjacent to sleeping areas where fuel-burning appliances are installed; and in dwelling units that have attached garages. Carbon Monoxide detectors shall be installed in accordance with NFPA 720. Carbon Monoxide alarms shall be 120v Powered with battery backup and be interconnected with the smoke detectors.
   f. All electrical breakers shall be labeled.
   g. Approved numbers or address shall be provided in such a position to be plainly visible and legible from the street fronting the property. Address shall be either internally or externally illuminated.
   h. Automatic Fire Sprinklers shall be installed throughout the Complex.
   i. An automatic fire alarm system is required in all common areas of the building. The automatic fire alarm system shall be interconnected with the fire sprinkler system.
   j. Every sleeping room shall have at least one operable window or door approved for emergency escape or rescue in accordance with CBC 310.4. Escape or rescue windows shall be installed in accordance with CBC 310.4.

33. Prior to issuance of building permit, the applicant shall provide analysis for angle of approach and departure for driveway entering off Lincoln Ave. If necessary, the Zoning Administrator may approve minor modifications to the project site plan to meet Fire Department requirements.

34. Prior to issuance of a Certificate of Occupancy, a “KNOX BOX” shall be installed with keys for all common areas.

Stege Sanitary District:

35. This applicant shall participate in the San Pablo Avenue Sewer Capacity Improvement Fee Program, and pay all applicable fees. This fee is intended to satisfy the requirement for a Sewer Capacity Study.
I Certify that this resolution was adopted by the El Cerrito Design Review Board at a regular meeting held on July 5, 2017, upon motion of Boardmember ____, second by Boardmember ______:

AYES:
NOES:
ABSTAIN:
ABSENT:

_________________________
Sean Moss, AICP
Senior Planner
San Pablo Ave. El Cerrito - 10192
### Project Information

**Project Name:** San Pablo Ave. El Cerrito - 10192

**Planning Dept. Submittal**

### Site Zoning Information

- **Dimensions:** 1728.0x2592.0

- **Street Type(s):** SPA COMMUNITY STREET & NEIGHBORHOOD STREET

- **Lot Area:** 18,423sf (.42 acres +/ -)

- **Number of Units:** 10192 SAN PABLO AVENUE

- **Apn:** 504

- **Lot Information:**
  - **Existing:** 1,765sf
  - **Proposed:** 52.4%

- **Percent of Impervious Surface:**
  - **Existing:** 78%
  - **Proposed:** 21%

- **Parking Spaces:**
  - **Allowable Proposed:** 22
  - **Minimum:** 14

- **Height & Stories:**
  - **Existing:** 16 FEET & 1 STORY
  - **Proposed:** 9 FEET MIN. CLEAR

- **Site Location:** 10192 SAN PABLO AVENUE

- **Contact:** MIKE BRANAGH

### Unit Type Schedule

**Level** | **Unit Type** | **Description** | **Area (sq ft)** | **Count**
--- | --- | --- | --- | ---
1ST | A | 1ST STORY UNIT - 2 BEDROOM/ 1 BATH | 1,150 | 6
2ND | B | 2ND STORY UNIT - 3 BEDROOM/ 1 BATH | 1,262 | 3
2RD | C1 | 2RD LEVEL UNIT C1 - 2 BEDROOM/ 1 BATH | 1,233 | 4
2RD | C2 | 2RD LEVEL UNIT C2 - 2 BEDROOM/ 1 BATH | 958 | 1
2RD | D1 | 2RD LEVEL UNIT D1 - 2 BEDROOM/ 1 BATH | 926 | 5
2RD | D2 | 2RD LEVEL UNIT D2 - 2 BEDROOM/ 1 BATH | 1,253 | 4
2RD | D3 | 2RD LEVEL UNIT D3 - 2 BEDROOM/ 1 BATH | 1,184 | 1

**Total:** 21

### Separate Permits or Deferred Approvals

1. The place and time of building permits
2. Site plan lighting

---

**Design Team:**
- **Architect:** LEFT COAST ARCHITECTURE
- **Civil Engineer:** CARLSON, BARBEE, & GIBSON INC.
- **Engineer:** CARLSON, BARBEE, & GIBSON INC.
- **Structural Engineer:** THOMAS BAAK & ASSOCIATES, LLP
- **Mechanical Engineer:** CARLSON, BARBEE, & GIBSON INC.
- **Electrical Engineer:** THOMAS BAAK & ASSOCIATES, LLP
- **Landscape:** CARLSON, BARBEE, & GIBSON INC.

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**Contact:** MIKE BRANAGH

**Email:** mikeb@branagh.com

### Project Scope:

- **Adjacent Zone(s):** SPA COMMUNITY STREET & NEIGHBORHOOD STREET

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**San Pablo Ave. El Cerrito - 10192**

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**Plan:**
- **Vicinity Map**
- **Aerial**

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**As indicated**

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**A0.1**
Lincoln Ave. Street Zones (Neighborhood):

- **Amenity**: 5'-0" Min. 5'-0"
- **Pedestrian**: 6'-0" Clear/5' Res. 6'-0" Clear
- **Activity**: 0'-0" 12'-0"

San Pablo Ave. Street Zones (Community):

- **Amenity**: 6'-0" Min. 7'-0"
- **Pedestrian**: 8'-0" Clear 8'-0" Clear
- **Activity**: 0'-0" 5'-0"

- **Ground Floor Glazing**: 975sf
- **Ground Floor Facade**: 2,400sf
- **Upper Floor Glazing**: 1,313sf
- **Upper Floor Facade**: 4,357sf

- **Facade Transparency Calcs. (SPA Community Zone)**:
  - Ground Floor: 40% Min. (Res.) 41%
  - Upper Floors: 30% Min. 30%

- **Facade Transparency Calcs. (Neighborhood Zone)**:
  - Ground Floor: 30% Min. 35%
  - Upper Floors: 25% Min. 30%
10192 SAN PABLO AVE
PRELIMINARY GRADING
AND DRAINAGE PLAN

CITY OF EL CERRITO          CONTRA COSTA COUNTY          CALIFORNIA

LEGEND

DATE: JUNE 22, 2017
## Treatment Area Summary

<table>
<thead>
<tr>
<th>NET TOTAL IMP. (SF)</th>
<th>NET TOTAL PER. (SF)</th>
<th>NET TOTAL PER. (SF)</th>
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<tbody>
<tr>
<td>10192 SAN PABLO AVE</td>
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**NOTE:**

- DATE: JUNE 22, 2017
10192 SAN PABLO AVE

EROSION CONTROL PLAN

CITY OF EL CERRITO         CONTRA COSTA COUNTY          CALIFORNIA

10' 20' 30' 40'

SCALE: 1" = 10'

& Gibson, Inc.
Carlson, Barbee

SAN RAMON, CALIFORNIA  94583
2633 CAMINO RAMON, SUITE 350

CIVIL ENGINEERS
SURVEYORS PLANNERS

(925) 866-0322
www.cbandg.com

JOB NO.: 2642-000

DATE: JUNE 22, 2017

SAN PABLO AVENUE
LINCOLN AVENUE

OF SHEETS
SHEET NO.
C7

6' 6'

SCALE:

LEGEND

1" = 10'
**Unit Breakdown**
21 Units:
- (3) 3-bedroom Flat (+/-1,262sf)
- (18) 2-bedroom 2-Story (+/-926sf - 1,253sf)

**Vehicle Parking Count**
22 Parking Spaces:
- (9) Regular Spaces + 12 Garage Spaces + 1 ADA Space
- (3) Pre-wired for Electric Vehicles

**Bicycle Parking Count**
32 Covered Long-term Bike Parking:
- (18) Outside Bike Corral + 14 Inside Vertical Racks at Garages

2 Short-term Bike Parking
(see landscape drawings for location)
San Pablo Ave. El Cerrito 10192
Planning Dept. Submittal

View of Existing Project Site from Corner of San Pablo Ave. and Lincoln Ave.

View of Existing Project Site from San Pablo Ave.

View of Existing Project Site from Lincoln Ave.

View of Existing Project Site from Lincoln Ave.

View of Existing Project Site from Lincoln Ave.

Existing Project Site

Photo Key
San Pablo Ave. El Cerrito
Planning Dept. Submittal
San Pablo Ave. El Cerrito
Planning Dept. Submittal

UP
TOTAL - 926sf
(463sf + 463sf)

KITCHEN
DINING
LIVING
DECK (80sf)

3'-10 1/2" 
12'-2"
8'-6"

12'-3 1/2" 
10'-2 1/2"

22'-6" 
24'-6 1/2"

POWDER

12'-0" 
10'-6"

463sf

DN

M. BATH
M. CLOSET

BEDROOM 2
MASTER BEDROOM

W/D

11'-0" 
11'-6"
6'-4 1/2"
16'-7 1/2"
23'-0"

6'-4 1/2"
3'-11 1/2"
12'-8"

3RD LEVEL - UNIT PLAN C1

4TH LEVEL - UNIT PLAN C1

Measured to outside of wall

Planning Dept. Submittal

San Pablo Ave. El Cerrito

Measured to outside of wall

3RD LEVEL - UNIT PLAN C1

4TH LEVEL - UNIT PLAN C1

Measured to outside of wall
San Pablo Ave. El Cerrito
Planning Dept. Submittal
<table>
<thead>
<tr>
<th>MATERIALS &amp; COLORS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>SIDING</strong></td>
</tr>
<tr>
<td><strong>S1</strong></td>
</tr>
<tr>
<td>Material: Powder Coat Galvanized Sheet Metal</td>
</tr>
<tr>
<td>Manufacturer: Benjamin Moore, Match Windows Color</td>
</tr>
<tr>
<td><strong>SIDING</strong></td>
</tr>
<tr>
<td><strong>S2</strong></td>
</tr>
</tbody>
</table>
| Material: Vinyl Integral Elastomeric Plaster  
  Benjamin Moore, Cape May Limestone (1474) |
| Manufacturer: VPI Quality Windows |
| Color: Lights | **SIDING** |
| **S3**                      |
| Material: Asphalt Shingle  
  Certainteed, Landmark Pro Series |
| Manufacturer: Certainteed |
| Color: Max Def. Georgetown Grey |
| **SIDING**                  |
| **W1**                      |
| Material: 3/4" Color Integral Elastomeric Plaster  
  Benjamin Moore, Tapestry Beige (975) |
| Manufacturer: VPI Quality Windows |
| Color: Black | **SIDING** |
| **W1**                      |
| Material: 3/4" Color Integral Elastomeric Plaster  
  Benjamin Moore, Tapestry Beige (975) |
| Manufacturer: VPI Quality Windows |
| Color: Black | **SIDING** |
| **A1**                      |
| Material: Powder Coat Galvanized Sheet Metal  
  Benjamin Moore, Match Windows Color |
| Manufacturer: Certainteed |
| Color: Max Def. Georgetown Grey | **SIDING** |
| **R1**                      |
| Material: Vinyl Integral Elastomeric Plaster  
  Benjamin Moore, Cape May Limestone (1474) |
| Manufacturer: VPI Quality Windows |
| Color: Black | **SIDING** |
| **R2**                      |
| Material: 3/4" Color Integral Elastomeric Plaster  
  Benjamin Moore, Tapestry Beige (975) |
| Manufacturer: VPI Quality Windows |
| Color: Black | **SIDING** |
| **R2**                      |
| Material: Vinyl Integral Elastomeric Plaster  
  Benjamin Moore, Cape May Limestone (1474) |
| Manufacturer: VPI Quality Windows |
| Color: Black | **SIDING** |
| **R1**                      |
| Material: 3/4" Color Integral Elastomeric Plaster  
  Benjamin Moore, Tapestry Beige (975) |
| Manufacturer: VPI Quality Windows |
| Color: Black | **SIDING** |

San Pablo Ave. El Cerrito 10192
Planning Dept. Submittal
### LIGHT FIXTURES

<table>
<thead>
<tr>
<th>Model</th>
<th>Shade Size</th>
<th>Color</th>
<th>Lamp Type</th>
<th>ADA Compliant</th>
<th>Listing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Eurofase Kilo LED Wall Sconce</td>
<td>4.75&quot;W X 4.75&quot;H X 2.5&quot;D</td>
<td>Marine Grey</td>
<td>LED</td>
<td>Yes</td>
<td>cETL &amp; listed for wet locations</td>
</tr>
<tr>
<td>Philips Lightolier Slim Surface LED</td>
<td>7&quot; round</td>
<td>Aluminum</td>
<td>LED</td>
<td></td>
<td>UL listed for wet locations</td>
</tr>
<tr>
<td>RAB Lighting ALED4T78</td>
<td>4.5&quot;H X 23.4&quot;L X 15&quot;W</td>
<td>Bronze</td>
<td>LED</td>
<td></td>
<td>UL Listed for wet locations</td>
</tr>
</tbody>
</table>

**San Pablo Ave. El Cerrite 10192**

Planning Dept. Submittal
10192 San Pablo Avenue

SAN PABLO AVENUE SPECIFIC PLAN
ENVIRONMENTAL COMPLIANCE CHECKLIST

PREPARED BY:

METROPOLITAN PLANNING GROUP
22561 MAIN STREET, SUITE 200
HAYWARD, CALIFORNIA 94541
510.634.8443

June 28, 2017
<table>
<thead>
<tr>
<th><strong>10192 SAN PABLO AVENUE</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>CEQA ENVIRONMENTAL CHECKLIST AND INITIAL STUDY</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Project Title:</strong></th>
<th>10192 San Pablo Avenue</th>
</tr>
</thead>
</table>
| **Lead agency name and address:** | City of El Cerrito Planning Division  
10890 San Pablo Avenue  
El Cerrito, CA 94530 |
| **Contact person and phone number:** | Sean Moss (510) 215-4359 |
| **Project Location:** | City of El Cerrito – San Pablo Avenue Specific Plan Area |
| **File Number:** | PL16-0137 |
| **Project sponsor's name and address:** | Lisa Vilhauer  
Winfield Development L.L.C.  
3800 Mount Diablo Blvd., Suite 200  
Lafayette, CA 94549 |
| **Property Owner:** | The Botto Trust  
PO Box 20067  
Piedmont, CA 94620 |
| **General Plan Designation:** | Transit-Oriented Higher-Intensity Mixed Use (TOHIMU) |
| **Zoning:** | Transit-Oriented Higher-Intensity Mixed Use (TOHIMU) |
| **Description of project:** | The project site is located in the southern portion of the City of El Cerrito, Contra Costa County, California at the southeast corner of the San Pablo Avenue and Lincoln Avenue intersection on an 18,423 square-foot site. The site is mostly flat from San Pablo Avenue, gently sloping upward to the east and north portions of the project site. The project site includes a vacant 1,765 square foot single-story building and parking lot. The building was originally constructed in 1951 by the Union Oil and Gas Company for use as an automotive repair facility and gasoline filling station. The existing building was previously used as an auto body shop. The proposed project would demolish the existing building and parking lot and construct a new 31,474 square-foot, four-story, 54-foot tall multi-family residential building with a total of 21 dwelling units. Access to the proposed residential units would be provided at three entrances along San Pablo Avenue and three entrances from the parking lot at the rear of the project site. The proposed residential units include a combination of two-story, 2-bedroom units and 3-bedroom flats. |
| **Surrounding land uses and setting; briefly describe the project's surroundings:** | North of the project site and across Lincoln Avenue there is an existing used car lot. East of the project site are single-family residences. South of the project site is a commercial property, and west of the project site across San Pablo Avenue are commercial properties within the City of Richmond. |
| **Other public agencies whose approval is required (e.g. permits, financial approval, or participation agreements):** | None |
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1. INTRODUCTION
This checklist and attached supporting documentation have been prepared to analyze the potential environmental impacts of the 10192 San Pablo Avenue development (project or proposed project) in relationship to the prior environmental review conducted for the site in the City of El Cerrito San Pablo Avenue Specific Plan EIR. The analysis considers whether the environmental impacts of the project have already been analyzed under the California Environmental Quality Act (CEQA) (Pub. Resources Code (PRC), Section 21000, et seq.).

This document is an Environmental Compliance Checklist to examine the environmental effects of the proposed 10192 San Pablo Avenue Project ("project"). This document has been prepared in accordance with the relevant provisions of the California Environmental Quality Act (CEQA) and the State CEQA Guidelines as implemented by the City of El Cerrito. According to Section 15168(c)(2) of the State CEQA Guidelines, a program Environmental Impact Report (EIR) can be used in compliance with CEQA to address the effects of a subsequent activity so long as the activity is within the scope of the project covered by the program EIR and no new effects are found and no new mitigation measures would be required. As supported by the analysis in this document, the 10192 San Pablo Avenue Project would not result in new or substantially more severe significant environmental effects than what was analyzed in the San Pablo Avenue Specific Plan EIR.

1.1. PROJECT BACKGROUND AND PRIOR CEQA DOCUMENTATION
In 2014, the City of El Cerrito adopted the San Pablo Avenue Specific Plan ("SPASP FEIR") and certified the accompanying EIR (State Clearinghouse #2014042025). The Specific Plan represents a planning effort to identify a vision for the future of San Pablo Avenue, identify improvement needs, and adopt implementing regulations that can be applied consistently in the planning area. A major goal of the planning effort is to achieve a coordinated, cohesive environment and character in the Specific Plan area through (1) a Form-Based Code (FBC); (2) multimodal transportation goals and policies, recommended streetscape design improvements, and design standards as part of the Complete Streets Plan; and (3) infrastructure improvements.

The former El Cerrito Redevelopment Agency undertook development of the Specific Plan beginning in 2007 to develop a vision for the future of San Pablo Avenue. On April 2, 2013, City Council received an update on the Specific Plan, including a staff recommendation to add a Complete Streets Element and Programmatic Environmental Impact Report (EIR). Community Development and Public Works Staff worked with consultants to update and complete the draft Specific Plan in response to Council comments and to develop a more implementation-focused, market-driven Specific Plan that better incorporates contemporary land use planning and transportation strategies. Additionally, the Specific Plan included incorporation of recent Council adopted policies, including the 2013-2017 Strategic Plan (adopted April 2, 2013), the Climate Action Plan (adopted May 21, 2013) and Plan Bay Area (adopted by MTC and ABAG on July 18, 2013). The San Pablo Avenue Specific Plan was adopted and the Final Environmental Impact Report was certified by the City in December 2014.

1.2. CEQA REQUIREMENTS
CEQA Guidelines Section 15168(c)(4) recommends using a written checklist or similar device to confirm whether the environmental effects of a subsequent activity were adequately covered in a program Environmental Impact Report (EIR). This checklist confirms that the proposed 10192 San Pablo Avenue Project is within the planning area for the San Pablo Avenue Specific Plan Final EIR and will have no new significant environmental effects nor substantially increase the severity of previously identified significant effects, and no new mitigation measures are required beyond those identified in the SPASP FEIR and, as such, the City of El Cerrito (City) can approve the 10192 San Pablo Avenue Project as being within the scope of the SPASP covered by its EIR and no new environmental document is required. Pursuant to Public
Resources Code Section 21166 and CEQA Guidelines Section 15168, the 10192 San Pablo Avenue Project does not require any further review under CEQA.

2. PROJECT DESCRIPTION

2.1. PROJECT LOCATION AND SETTING
The project site (APN 504-012-037 & 504-012-036) is located in the southern portion of the City of El Cerrito, Contra Costa County, California (See Figure 1: Regional Map) at the southeast corner of the San Pablo Avenue and Lincoln Avenue intersection (See Figure 2: Site Vicinity Map) on an 18,423 square-foot site. The site is mostly flat from San Pablo Avenue gently sloping upward to the east and north portions of the project site. The project site includes a vacant 1,765 square foot single-story building and parking lot. The building was originally constructed in 1951 by the Union Oil and Gas Company for use as an automotive repair facility and gasoline filling station. The existing building was previously used as an auto body shop (See Figure 3: Project Site Map).

The project site has General Plan Land Use designation of Transit Oriented Higher-Intensity Mixed Use through the San Pablo Avenue Specific Plan (See Figure 4: General Plan Land Use Designation Map) - and is located within the San Pablo Avenue Specific Plan area (See Figure 5: San Pablo Avenue Specific Plan Map). The San Pablo Specific Plan designates this property as within the Transit Oriented Higher-Intensity Mixed Use (TOHIMU) zoning district. San Pablo Avenue is designated as a San Pablo Avenue (SPA) Community Street and Lincoln Avenue is designated as a Neighborhood Street. The proposed project would be compliant with all zoning requirements for the TOHIMU district, SPA Community Street classification and Neighborhood Street. North of the project site and across Lincoln Avenue there is an existing used car lot. East of the project site are single-family residences. South of the project site is a commercial property, and west of the project site across San Pablo Avenue are commercial properties within the City of Richmond.

2.2. PROJECT CHARACTERISTICS
The proposed project would demolish the existing building and parking lot and construct a new 31,474 square-foot, four-story, 54-foot tall multi-family residential building with a total of 21 dwelling units (See Figure 6: Project Site Plan). Access to the proposed residential units is provided at three entrances along San Pablo Avenue and three entrances from the parking lot at the rear of the project site. The proposed residential units include a combination of two-story, 2-bedroom units and 3-bedroom flats as summarized in Table 1 below (See Figures 7 & 8: Floor Plans).

<table>
<thead>
<tr>
<th>Level</th>
<th>Description</th>
<th>Area</th>
<th>Unit Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>2 Story Unit – 2 bedroom/1.5 Bath</td>
<td>967 Square Feet</td>
<td>6</td>
</tr>
<tr>
<td>2nd</td>
<td>1 Story Unit – 3 bedroom/2 Bath</td>
<td>1,262 Square Feet</td>
<td>3</td>
</tr>
<tr>
<td>3rd</td>
<td>2 Story Unit – 2 bedroom/1.5 Bath</td>
<td>926 Square Feet</td>
<td>5</td>
</tr>
<tr>
<td>3rd</td>
<td>2 Story Unit – 2 bedroom/1.5 Bath</td>
<td>958 Square Feet</td>
<td>1</td>
</tr>
<tr>
<td>3rd</td>
<td>2 Story Unit – 2 bedroom/1.5 Bath + Office</td>
<td>1,253 Square Feet</td>
<td>1</td>
</tr>
<tr>
<td>3rd</td>
<td>2 Story Unit – 2 bedroom/1.5 Bath</td>
<td>1,253 Square Feet</td>
<td>4</td>
</tr>
<tr>
<td>3rd</td>
<td>2 Story Unit – 2 bedroom/1.5 Bath</td>
<td>1,184 Square Feet</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td><strong>Total</strong></td>
<td><strong>21</strong></td>
<td></td>
</tr>
</tbody>
</table>

The project is designed to front onto San Pablo Avenue with a driveway entrance to the unit garages and parking lot off Lincoln Avenue. The front of the building along San Pablo Avenue has front doors for the first-floor units, these units are designed to appear as storefronts with large glazing areas. They upper floor
units are accessed from common staircases within the building that can be accessed from the San Pablo Avenue entrances and the entrances located at the rear of the property in the parking lot.

The project is accessible by auto, public transit, bicycle and walking. A bus stop is located at the corner of San Pablo Avenue and Lincoln Avenue. The El Cerrito Plaza Bart station is located approximately 0.5 miles away from the project site. Long term bicycle storage for 32 bicycles will be provided either within the proposed garages or within the common entryway to the building. Two (2) short-term bicycle parking spaces will be provided for the project along San Pablo Avenue. Because of the close proximity to transit, the project parking spaces have been reduced to just one space per unit. The project would provide nine surface parking spaces, 12 individual garage parking spaces, and one ADA accessible space, for a total of 22 parking spaces, which is consistent with the Specific Plan. Vehicles would access the site through a full-access driveway on Lincoln Avenue.

Landscaping onsite will be provided along San Pablo Avenue, Lincoln Avenue, and within the surface parking lot. The streetscape along San Pablo Avenue and Lincoln Avenue will comply with the San Pablo Avenue Specific Plan streetscape designs for a SPA Community Street and a Neighborhood Street. San Pablo Avenue will have a 7-foot wide “amenity zone” which will include landscaping and street trees. There will be an 8-foot wide pedestrian walkway space and a 5-foot wide activity zone.

The proposed project is designed to be a sustainable community. The site plan has been designed to integrate the architecture into the natural topography of the site, and the buildings are oriented to take advantage of solar exposure and shading. The proposed project will enhance pedestrian access to the surrounding community by updating the sidewalks fronting the project site. The proximity to downtown as well as the pedestrian and bicycle access to and from the site will help reduce vehicle trips generated by the project. The project has been designed to meet all required stormwater quality standards and best management practices. As proposed, the project will reduce impervious surfaces relative to the existing condition. As such, the project would result in an overall decrease in stormwater runoff from what currently exists on the project site today. As well as integrating stormwater runoff treatment into the overall landscape design. Landscaping for the proposed project has been designed with drought-tolerant and mostly native Californian plants to reduce the water demand. Construction of the proposed project is expected to last approximately 12 months.
FIGURE 2: SITE VICINITY MAP
FIGURE 3: PROJECT SITE MAP
FIGURE 5: SAN PABLO AVENUE SPECIFIC PLAN MAP
[Page Intentionally Left Blank]
FIGURE 7: 1ST & 2ND FLOOR PLANS
FIGURE 8: 3RD & 4TH FLOOR PLANS
3. EVALUATION OF ENVIRONMENTAL IMPACTS

The following discussion addresses the potential level of impact relating to each aspect of the environment.

3.1. AESTHETICS

<table>
<thead>
<tr>
<th>Would the project:</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant Impact with Mitigation</th>
<th>Less Than Significant Impact</th>
<th>No New Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Have a substantial adverse effect on a scenic vista?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
<tr>
<td>b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
<tr>
<td>c) Substantially degrade the existing visual character or quality of the site and its surroundings?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
<tr>
<td>d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
</tbody>
</table>

Sources: San Pablo Avenue Specific Plan EIR; Sean Moss, City of El Cerrito Planning Division, Email Communication, May 4, 2017.

As noted in the SPASP FEIR, implementation of the SPASP would enhance the visual and aesthetic character of the planning area by incorporating Form-Based Code (FBC) and Complete Streets design and development standards that support and maintain a strong sense of place and visual identity on San Pablo Avenue. These design and development standards are included in Chapter 2, Form Based Code and Chapter 3, Complete Streets of the SPASP.

The primary potentially significant impact to scenic resources identified in the SPASP FEIR was the potential for implementation of the SPASP to obstruct scenic views of Mt. Tamalpais, the Golden Gate Bridge, San Francisco skyline, East Bay Hills, and Albany Hill from public rights-of-way including roadways and sidewalks, BART station platforms, and areas of lower elevation hillside homes in El Cerrito and Richmond (Impact 4-1). This impact was determined to be significant and unavoidable; however, it was determined that the individual development projects would be subject to further evaluation to determine if they meet the standards and guidelines set forth in the SPASP related to visual resources (Mitigation Measure 4-1). The mitigation measure requires preparation of a viewshed analysis to determine if the proposed building meets the standards set forth in the SPASP. However, the El Cerrito Zoning Administrator determined that a visual analysis was not required for the proposed project for the following reasons:

- Due to the orientation of the project site, any potential view impacts would be limited to Kearney Street.
- Due to the relatively low elevation of Kearney Street, the Golden Gate Bridge, Mt. Tamalpais and the San Francisco skyline are not generally visible adjacent to the project site.
- Albany Hill is visible from Kearney Street. However, from the public street, existing buildings block much of the view and only intermittent views of Albany Hill are present along Kearney Street.
- Kearney Street and the properties that face it are at a higher elevation than properties on San Pablo Avenue, including the project site. The grade difference will limit any visual impact of the project from adjacent properties and from Kearney Street.
- The San Pablo Avenue Specific Plan limited building lengths to 200 feet in order to preserve intermittent views. The proposed project would be less than 200 feet in length.

The SPASP FEIR also found that potentially significant impacts could result from the introduction of new light and glare in the plan area (Impact 4-2), but concluded that implementation of Mitigation Measure 4-2, which requires the installation of non-reflective building materials and windows, would reduce potential glare impacts of individual development projects to a less-than-significant level. The proposed project would not cause any new light and glare impacts.

**APPLICABLE MITIGATION**
No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the SPASP FEIR was certified leading to new or more severe significant impacts, and no new mitigation measures, beyond implementation of SPASP Mitigation Measure 4-2, are required.

**CONCLUSION**
The proposed project is generally consistent with the type and intensity of development analyzed in the SPASP FEIR; it is within the allowable height limits, would be consistent with policies related visual character and design, and would not result in a substantial increase in light and glare. As such, the SPASP FEIR adequately evaluated the potential aesthetic impacts related to the proposed project and there is no new impact on visual and aesthetic resources.

### 3.2. AGRICULTURAL AND FORESTRY RESOURCES

<table>
<thead>
<tr>
<th>Would the project:</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant Impact with Mitigation</th>
<th>Less Than Significant Impact</th>
<th>No New Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
<tr>
<td>b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
<tr>
<td>c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
</tbody>
</table>
defined by Government Code section 51104(g))?

d) Result in the loss of forest land or conversion of forest land to non-forest use?

<table>
<thead>
<tr>
<th>Potentially Significant Impact</th>
<th>Less Than Significant Impact with Mitigation</th>
<th>Less Than Significant Impact</th>
<th>No New Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>☐</td>
<td>☐</td>
<td>☒</td>
<td>☒</td>
</tr>
</tbody>
</table>

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

<table>
<thead>
<tr>
<th>Potentially Significant Impact</th>
<th>Less Than Significant Impact with Mitigation</th>
<th>Less Than Significant Impact</th>
<th>No New Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>☐</td>
<td>☐</td>
<td>☒</td>
<td>☒</td>
</tr>
</tbody>
</table>

Sources: San Pablo Avenue Specific Plan EIR

There are no agricultural or forestry resources located within or near the project site. The SPASP area is predominantly urbanized and is classified as “Urban and Built-Up Land” by the State Department of Conservation. The City of El Cerrito, and the SPASP area, does not contain any land designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The proposed project is also not located on land that is currently under a Williamson Act contract. In addition, the City does not contain woodland or forestland cover, nor land zoned for timberland production. Therefore, the proposed project would not result in a significant impact to agriculture or forestry resources.

3.3. AIR QUALITY

<table>
<thead>
<tr>
<th>Would the project:</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant Impact with Mitigation</th>
<th>Less Than Significant Impact</th>
<th>No New Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Conflict with or obstruct implementation of the applicable air quality plan?</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
<td>☒</td>
</tr>
<tr>
<td>b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
<td>☒</td>
</tr>
<tr>
<td>c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
<td>☒</td>
</tr>
<tr>
<td>d) Exposure of sensitive receptors to substantial pollutant concentrations?</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
<td>☒</td>
</tr>
<tr>
<td>e) Create objectionable odors affecting a substantial number of people?</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
<td>☒</td>
</tr>
</tbody>
</table>

Sources: San Pablo Avenue Specific Plan EIR; Sean Moss, City of El Cerrito Planning Division, Email Communication, May 4, 2017; Bay Area Air Quality Management District, 2017. Final 2017 Bay Area Clean
DISCUSSION

Clean Air Plan Consistency

An air quality plan describes air pollution control strategies to be implemented by a city, county, or region classified as a non-attainment area. The main purpose of an air quality plan is to bring an area into compliance with the requirements of federal and State air quality standards.

The Bay Area Air Quality Management District (BAAQMD) guidelines were referenced to determine if the project would conflict with or obstruct implementation of an applicable air quality plan, which for the SPASP FEIR was the 2010 Bay Area Clean Air Plan. The SPASP FEIR found that vehicle miles traveled (VMT) would increase at a lower rate under the SPASP than population or service population growth, thus resulting in a less-than-significant impact related to consistency with the applicable clean air plan.

The BAAQMD’s current clean air plan is the 2017 Clean Air Plan, which was adopted on April 19, 2017. The 2017 Clean Air Plan provides a regional strategy to protect public health and protect the climate. To protect public health, the plan describes how the BAAQMD will continue progress toward attaining all State and federal air quality standards and eliminating health risk disparities from exposure to air pollution among Bay Area communities. To protect the climate, the plan defines a vision for transitioning the region to a post-carbon economy needed to achieve ambitious greenhouse gas reduction targets for 2030 and 2050, and provides a regional climate protection strategy that will put the Bay Area on a pathway to achieve greenhouse gas (GHG) reduction targets.

The 2017 Clean Air Plan (CAP) includes a wide range of control measures designed to decrease emissions of the air pollutants that are most harmful to Bay Area residents, such as particulate matter, ozone, and toxic air contaminants, to reduce emissions of methane and other “super-GHGs” that are potent climate pollutants in the near-term, and to decrease emissions of carbon dioxide by reducing fossil fuel combustion.

The proposed project would locate future residents within walking distance of public transportation, jobs, restaurants, and services. The proposed project would develop high-intensity residential uses on the site, similar to what the SPASP envisioned. In addition, the population and housing units included in the proposed project would fall within the total development anticipated by the SPASP FEIR. The proposed project would not result in new or more significant population growth impacts than were analyzed and described in the SPASP FEIR. Therefore, the population growth associated with the proposed project is consistent with the SPASP.

Consistency with the CAP is determined by whether or not the proposed project would result in significant and unavoidable air quality impacts or hinder implementation of control measures (e.g., excessive parking or preclude extension of transit lane or bicycle path). As discussed above, implementation of the proposed project would not substantially increase population, vehicle trips, or vehicle miles traveled. Therefore, the project would support the goals of the CAP and would not conflict with any of the control measures identified in the plan or designed to bring the region into attainment. This impact would remain less than significant as identified in the SPASP FEIR.

Construction-Related Impacts

The SPASP FEIR identified that construction activities associated with implementation of the SPASP would result in short-term emissions from construction activities including site grading, asphalt paving, building construction, and architectural coating. Emissions commonly associated with construction activities include fugitive dust from soil disturbance, fuel combustion from mobile heavy-duty diesel- and gasoline-powered
equipment, portable auxiliary equipment, and worker commute trips. During construction fugitive dust is generated when wheels or blades disturb surface materials. Uncontrolled dust from construction can become a nuisance and potential health hazard to those living and working nearby. The SPASP FEIR identified Mitigation Measure 5-1 to reduce construction impacts to a less-than-significant level.

Development of the proposed project would result in similar construction-related, short-term air quality impacts as those impacts identified in the SPASP FEIR. Therefore, the proposed project would not result in any new or more significant construction-related air quality impacts than were evaluated in the SPASP FEIR. This impact would remain less than significant with mitigation as identified in the SPASP FEIR.

**Ambient Air Quality Impacts**

The SPASP FEIR identified that monitoring data from all ambient air quality monitoring stations in the Bay Area indicate that existing carbon monoxide levels are currently below national and California ambient air quality standards. Monitored carbon monoxide (CO) levels have decreased substantially since 1990 as newer vehicles with greatly improved exhaust emission control systems have replaced older vehicles. The Bay Area has been designated as an attainment area for the CO standards. At the time that the SPASP FEIR was certified, the highest measured levels in San Pablo (the closest monitoring station to the plan area) during the past three years were 1.3 ppm (parts per million) for eight-hour averaging periods, compared with state and federal criteria of 9.0 ppm.

Even though CO levels in the Bay Area are well below ambient air quality standards, and there have been no exceedances of CO standards in the Bay Area since 1991, elevated levels of CO still warrant analysis. CO hotspots (occurrences of localized high CO concentrations) could still occur near busy congested intersections. Recognizing the relatively low CO concentrations experienced in the Bay Area, the BAAQMD's CEQA Air Quality Guidelines state that a project would have a less-than-significant impact if it would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour. As identified in the SPASP, peak hour traffic volumes attributed to implementation of the SPASP would be far below this threshold. Since intersections affected by the project would have volumes less than the threshold of 44,000 vehicles per hour, the impact of the project related to localized CO concentrations would therefore be less than significant.

The proposed project would generate fewer vehicle trips than the uses assumed for this project site in the SPASP FEIR. Therefore, impacts related to CO hotspots would remain less-than-significant.

**Short-Term Exposure of Sensitive Receptors to Toxic Air Contaminants**

Sensitive receptors are defined as residential uses, schools, daycare centers, nursing homes, and medical centers. Individuals particularly vulnerable to diesel particulate matter are children, whose lung tissue is still developing, and the elderly, who may have serious health problems that can be aggravated by exposure to diesel particulate matter. Exposure from diesel exhaust associated with construction activity contributes to both cancer and chronic non-cancer health risks.

According to the BAAQMD, a project would result in a significant impact if it would: individually expose sensitive receptors to toxic air contaminants (TACs) resulting in an increased cancer risk greater than 10.0 in one million, increased non-cancer risk of greater than 1.0 on the hazard index (chronic or acute), or an annual average ambient PM2.5 increase greater than 0.3 micrograms per cubic meter (µg/m³). A significant cumulative impact would occur if the project in combination with other projects located within a 1,000-foot radius of the project site would expose sensitive receptors to TACs resulting in an increased cancer risk greater than 100.0 in one million, an increased non-cancer risk of greater than 10.0 on the hazard index (chronic), or an ambient PM2.5 increase greater than 0.8 µg/m³ on an annual average basis. Impacts from substantial pollutant concentrations are discussed below.
The SPASP FEIR determined that construction activities could result in short-term emissions of diesel particulate matter (DPM), a known TAC. Construction could result in the generation of DPM emissions from the use of off-road diesel equipment required for site grading and excavation, paving, and other construction activities. The amount to which the receptors are exposed (a function of concentration and duration of exposure) is the primary factor used to determine health risk (i.e., potential exposure to TAC emission levels that exceed applicable standards). Health-related risks associated with diesel-exhaust emissions are primarily linked to long-term exposure and the associated risk of contracting cancer. The calculation of cancer risk associated with exposure to TACs is typically based on a 70-year period of exposure. The use of diesel-powered construction equipment, however, would be temporary and episodic and would occur over a relatively large area. The SPASP FEIR determined that implementation of Mitigation Measure 5-2 would be required to reduce potential impacts associated with TAC exposure. Mitigation Measure 5-2 requires individual projects to undergo individual assessment for construction health risks, either through screening or refined modeling.

Sensitive receptors are located adjacent to the project site. Construction of the proposed project may expose surrounding sensitive receptors to airborne particulates, as well as a small quantity of construction equipment pollutants (i.e., usually diesel-fueled vehicles and equipment). However, construction contractors would be required to implement the best management practices during construction, as required by Mitigation Measure 5-1. With implementation of Mitigation Measure 5-1, project construction emissions would be below the BAAQMD’s significance thresholds as described above. Therefore, sensitive receptors would not be expected to be exposed to substantial pollutant concentrations during project construction. The proposed project would result in no new or more severe impacts related to short term exposure to TACs than analyzed in the TASP FEIR and further analysis is not required.

**Long-Term Exposure of Sensitive Receptors to Toxic Air Contaminants**

Implementation of the SPASP would allow new residential land uses that could include sensitive receptors, as well as new non-residential land uses that would be potential new emissions sources. The roadway screening analysis tables from the SPASP FEIR indicate that health risk from high volume surface streets such as Central Avenue, Carlson Boulevard, and Potrero Avenue would be less-than-significant at average daily traffic volumes (ADT) of 40,000 vehicles or less at a distance of 10 feet. The SPASP FEIR determined that if projects under the SPASP are located within close proximity to surface streets with daily traffic volumes higher than 40,000 ADT, this would represent a potentially significant impact; however, the project site is not located within close proximity to any of these roadways (Carlson Boulevard is the closest to the project site, at a distance of approximately 500 feet). The proposed project would result in no new or more severe impacts related to long term exposure to TACs than analyzed in the TASP FEIR and further analysis is not required.

**Odors**

The SPASP FEIR identified that the SPASP area would include potential odor sources that could affect new sensitive receptors. Most of these major existing sources are however already buffered by existing uses. Responses to odors are subjective, and vary by individual and type of use. Sensitive land uses that include outdoor uses, such as residences and possibly daycare facilities, are likely to be affected most by existing odors. Consistent with SPASP policies and SPASP FEIR Mitigation Measure 5-4, the proposed project would be located in an area surrounded by commercial uses and would not be located in an area where substantial odors (such as those associated with industrial, manufacturing, processing, or treatment uses) are generated.

**APPLICABLE MITIGATION**
No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the SPASP FEIR was certified leading to new or more severe significant impacts, and no new mitigation measures, beyond implementation of SPASP Mitigation Measure 5-1, are required.

CONCLUSION
The proposed project is consistent with the type of development analyzed within the SPASP FEIR and construction activities would be required to comply with SPASP Mitigation Measure 5-1. As such, the SPASP FEIR adequately evaluated the potential air quality impacts of the proposed project there would be no new impact associated with air quality.

3.4. BIOLOGICAL RESOURCES

<table>
<thead>
<tr>
<th>Would the project:</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant Impact with Mitigation</th>
<th>Less Than Significant Impact</th>
<th>No New Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (Formerly Fish and Game) or U.S. Fish and Wildlife Service?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☑</td>
</tr>
<tr>
<td>b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife (formerly Fish and Game) or U.S. Fish and Wildlife Service?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
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</tr>
<tr>
<td>c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☑</td>
</tr>
<tr>
<td>d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☑</td>
</tr>
<tr>
<td>e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☑</td>
</tr>
<tr>
<td>f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☑</td>
</tr>
</tbody>
</table>
Plan, or other approved local, regional, or state habitat conservation plan?

Sources: San Pablo Avenue Specific Plan EIR.

**DISCUSSION**

The SPASP FEIR found that implementation of the SPASP would largely result in minimal impacts to biological resources because the SPASP area is a highly developed urban area with approximately 90 percent of the land developed, recently disturbed, or ruderal. The SPASP FEIR concluded that the plan area does not contain any plant or animal species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service (USFWS), nor does the plan area contain any federally protected wetlands. The only identified riparian habitat or other sensitive natural community in the plan area is riparian habitat adjacent to Cerrito Creek (near the El Cerrito Plaza Shopping Center parking lot and Ohlone Greenway) and Baxter Creek. However, the project is not located within the vicinity of either of these resources and therefore would not result in any impacts to these habitats.

The SPASP FEIR identified potential impacts associated with the removal of existing trees with implementation of the SPASP. Removal of existing trees containing nests or eggs of migratory birds, raptors, or bird species during the nesting season could be considered an "unlawful take" under the Federal Migratory Bird Treaty Act and USFW provisions protecting migratory and nesting birds. The proposed project would result in the removal of existing trees and shrubs on the project site. However, tree removal would comply with all City requirements to minimize impacts on biological resources during removal. The FEIR identified Mitigation Measure 6-1 to minimize potentially significant impacts associated with tree removal on nesting birds to less-than-significant levels.

**APPLICABLE MITIGATION**

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the SPASP FEIR was certified leading to new or more severe significant impacts, and no new mitigation measures, beyond implementation of SPASP Mitigation Measure 6-1, are required.

**CONCLUSION**

The proposed project would be consistent with the type of development analyzed within the SPASP FEIR. Tree removal activities would be conducted in conformance with SPASP Mitigation Measure 6-1. As such, the SPASP FEIR adequately evaluated the potential biological impacts of the proposed project there would be no new impact on biological resources.

### 3.5. CULTURAL RESOURCES

<table>
<thead>
<tr>
<th>Would the project:</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant Impact with Mitigation</th>
<th>Less Than Significant Impact</th>
<th>No New Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
</tbody>
</table>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

☐ ☐ ☐ ☒

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

☐ ☐ ☐ ☒

d) Disturb any human remains, including those interred outside of formal cemeteries?

☐ ☐ ☐ ☒

Sources: San Pablo Avenue Specific Plan EIR; LSA, Historical Resource Evaluation of 10192 San Pablo Avenue/State Route 123, El Cerrito, Contra Costa County, California, January 26, 2017.

DISCUSSION
The SPASP FEIR identified properties or features within the SPASP area that may be eligible for listing in a local, State, or Federal register of historic resources (Impact 7-1). The SPASP FEIR identified Mitigation Measure 7-1 to be applied to any individual discretionary project within the Specific Plan area that the City determines may involve a property that contains a potentially significant historic resource (e.g., a recorded historic resource or an unrecorded building or structure 45 years or older), the resource shall be evaluated by City staff, and if warranted, shall be assessed by a qualified professional on the California Historical Resources Information System (CHRIS) list of consultants who meet the Secretary of the Interior's Professional Qualifications Standards to determine whether the property is a significant historical resource and whether or not the project may have a potentially significant adverse effect on the historical resource.

The one-story former filling station/auto repair garage at 10192 San Pablo Avenue was constructed in 1951. The Historic Resource Evaluation (HRE) conducted for the proposed project concluded that the building does not appear eligible for inclusion in the California Registry of Historic Resources under any significance criteria. The building is not a notable example of Vernacular architecture, and background research did not identify any persons associated with the building important to the past. For these reasons, this building does not appear to qualify as a “historical resource” for the purposes of CEQA (Public Resources Code Section 21084.1).

The SPASP FEIR concluded that the potential impact of development within the plan area on cultural resources, including historic, archaeological and paleontological resources and human remains would be less than significant with implementation of recommended mitigation measures. Specifically, disturbance of previously unknown archaeological or paleontological resources, including human remains, could occur during grading and development of individual project sites within the SPASP area, and there is a reasonable possibility that archaeological and paleontological resources could be uncovered during these activities (Impacts 7-2 and 7-3). The SPASP FEIR identifies Mitigation Measures 7-2 and 7-3 that would reduce the potential impacts on known or undisclosed cultural resources to less-than-significant levels.

In compliance with SPASP FEIR Mitigation Measure 7-2, a records search was undertaken at the Northwest Information Center (NWIC) of the California Historical Resources Information System (CHRIS) at Sonoma State University in Rohnert Park for the project site and vicinity. Based on the records search, there are no known historic or archeological resources located within the immediate project site or vicinity. Nevertheless, the potential exists for previously unknown cultural resources to be encountered during ground disturbing activities at the site. Implementation of Mitigation Measures 7-2 and 7-3, which specify compliance with
existing codes and regulations applicable to the accidental discovery of archeological and paleontological resources and human remains during construction activities, would be required to be implemented.

APPLICABLE MITIGATION
No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the SPASP FEIR was certified leading to new or more severe significant impacts, and no new mitigation measures, beyond implementation of SPASP Mitigation Measures 7-2 and 7-3, are required.

CONCLUSION
The proposed project would be consistent with the type of development analyzed within the SPASP FEIR. Ground disturbing activities would be conducted in conformance with SPASP Mitigation Measures 7-2 and 7-3. As such, the SPASP FEIR adequately evaluated the potential cultural resource impacts of the proposed project there would be no new impact on cultural resources.

3.6. GEOLOGY AND SOILS

<table>
<thead>
<tr>
<th>Would the project:</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant Impact with Mitigation</th>
<th>Less Than Significant Impact</th>
<th>No New Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Publication 42.</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
<tr>
<td>ii. Strong Seismic ground shaking?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
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</tr>
<tr>
<td>iii. Seismic-related ground failure, including liquefaction?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
<tr>
<td>iv. Landslides?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
<tr>
<td>b) Result in substantial soil erosion or the loss of topsoil?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
<tr>
<td>c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
</tbody>
</table>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?


e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

Sources: San Pablo Avenue Specific Plan EIR; Friar and Associates, Inc., Geotechnical Investigation Proposed Multi-Purpose Development 10192 San Pablo Avenue El Cerrito, California, December 2016.

DISCUSSION
The SPASP FEIR concluded that the geologic and soil impacts in the plan area are primarily related to potential ground shaking and associated impacts related to ground failure. Since the SPASP is not located within an Earthquake Fault Hazard Zone, the likelihood of surface fault rupture is minimal. In addition, the SPASP FEIR found that the slope instability hazards are also minimal due to the absence of appreciable slopes in the SPASP area. Furthermore, the SPASP area is served by a comprehensive, integrated wastewater collection, treatment, and disposal system. Neither septic tank systems nor alternative wastewater disposal systems are proposed as part of the SPASP, including the proposed project.

The Hayward Fault is the nearest active fault to the plan area and is approximately 1 mile to the east. The SPASP area is susceptible to ground shaking from the Hayward Fault or one of the other active faults in the region. However, the SPASP FEIR determined that impacts related to ground shaking would be less than significant with compliance with the latest California Building Standards Code. The proposed project would be designed and constructed in accordance with these requirements.

The SPASP FEIR concluded that grading and construction activities within the SPASP area may result in minor erosion or the minor loss of some topsoil. However, implementation of City-required grading and construction-period erosion control techniques would mitigate the potential impact to a less-than-significant level.

The SPASP FEIR determined that implementation of the SPASP would have potentially significant impacts related to earthquake-induced on-site liquefaction, differential settlement, lateral spreading, and subsidence, and associated damage to project buildings and other improvements within the SPASP area. However, potential impacts would be reduced to less-than-significant levels with implementation of Mitigation Measure 8-1, which requires preparation and implementation of the recommended measures of a site-specific design-level geotechnical study for individual development projects.

The proposed project's incorporation of the recommended mitigations outlined in the Friar and Associates Geotechnical Investigation report would ensure that potential impacts related geological conditions are reduced to less-than-significant levels. Therefore, the project would not result in significant impacts related to geology and soils that were not identified in the SPASP FEIR.

APPLICABLE MITIGATION
No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the SPASP FEIR was certified.
leading to new or more severe significant impacts, and no new mitigation measures, beyond implementation of SPASP Mitigation Measure 8-1, are required.

CONCLUSION
The proposed project is consistent with the type of development analyzed within the SPASP FEIR and would be required to comply with the California Building Code, City-required erosion control techniques, and SPASP Mitigation Measure 8-1. As such, the SPASP FEIR adequately evaluated the potential geology and soil impacts of the proposed project there would be no new impact associated with geology and soils.

3.7. GREENHOUSE GAS EMISSIONS

<table>
<thead>
<tr>
<th>Would the project:</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant Impact with Mitigation</th>
<th>Less Than Significant Impact</th>
<th>No New Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
<tr>
<td>b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
</tbody>
</table>

Sources: San Pablo Avenue Specific Plan EIR; El Cerrito Climate Action Plan May 21, 2013.

DISCUSSION
As identified in the SPASP FEIR, the BAAQMD CEQA Air Quality Guidelines contain methodology and thresholds of significance for evaluating GHG emissions. The BAAQMD suggests applying a specific plan-level GHG efficiency threshold of 4.6 MT per year per capita. Specific plans with emissions above the threshold would be considered to have an impact that, cumulatively, would be significant.

For the SPASP, GHG emissions were computed for both traffic scenarios, Without Mode Shift and With Mode Shift, with operational emissions in 2040 using the California Emissions Estimator Model (CalEEMod) Version 2013.2.2. SPASP land use types and size, plus trip generation rates, were input to CalEEMod. CalEEMod predicts emissions of GHGs in the form of equivalent carbon dioxide emissions (CO2e).

For construction-related GHG emissions, the BAAQMD does not have an adopted threshold of significance. The BAAQMD encourages the incorporation of best management practices to reduce GHG emissions during construction where feasible and applicable, including, but not limited to: using local building materials of at least 10 percent, and recycling or reusing at least 50 percent of construction waste or demolition materials. The 2016 California Green Building Standards Code (CALGreen) requires a diversion rate of at least 65 percent of construction waste or demolition materials.

The SPASP FEIR found that 2040 full development capacity associated with development under the SPASP would have per capita emissions of 3.9 and 3.7 metric tons (MT) of CO2e per year under Without Mode Shift and With Mode Shift cases, respectively, which would not exceed the BAAQMD specific plan-level threshold of 4.6 MT CO2e/year. Therefore, this impact is considered less-than-significant.
In addition, the SPASP FEIR found that the SPASP would be subject to new requirements under rule making developed at the State and local level regarding GHG emissions. The SPASP would also be subject to local and General Plan policies, including the El Cerrito Climate Action Plan, that are expected to reduce GHG emissions. Therefore, this impact is considered less-than-significant.

The proposed project adheres to the building guidelines of the SPASP, is consistent with the El Cerrito Climate Action Plan, and promotes reductions in GHG emissions through mixed-use development in close proximity to transit. The proposed project would result in no new or more severe impacts related to GHG emissions than analyzed in the TASP FEIR and further analysis is not required.

**APPLICABLE MITIGATION**
No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the SPASP FEIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required.

**CONCLUSION**
The proposed project is consistent with the type of development analyzed within the SPASP FEIR and would be required to comply with the 2016 California Green Building Standards Code and El Cerrito Climate Action Plan. As such, the SPASP FEIR adequately evaluated the potential GHG emissions impacts of the proposed project there would be no new impact associated with GHG emissions.

### 3.8. HAZARDS/HAZARDOUS MATERIALS

<table>
<thead>
<tr>
<th>Would the project:</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant Impact with Mitigation</th>
<th>Less Than Significant Impact</th>
<th>No New Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☑</td>
</tr>
<tr>
<td>b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☑</td>
</tr>
<tr>
<td>c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☑</td>
</tr>
<tr>
<td>d) Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☑</td>
</tr>
</tbody>
</table>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport of public use airport, would the project result in a safety hazard for people residing or working in the project area?

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

Sources: San Pablo Avenue Specific Plan EIR; AEI Consultants, Phase I Environmental Site Assessment of a Commercial Property at 10192 San Pablo Avenue El Cerrito, California 94530, September 29, 2015; AEI Consultants, Limited Phase II Subsurface Investigation at 10192 San Pablo Avenue El Cerrito, California 94530, June 10, 2016.

DISCUSSION
The SPASP FEIR concluded that there are no significant impacts associated with hazards and hazardous materials within the SPASP plan area. The SPASP did identify the potential to expose construction workers to existing spilled, leaked, or otherwise discharged hazardous materials or wastes during project construction due to the large number of auto-related businesses in the SPASP area. However, the SPASP FEIR determined that compliance with all applicable, existing jurisdictional City-, regional- and State-mandated site assessment, remediation, removal, and disposal requirements for soil, surface water, and/or groundwater contamination would ensure potential impacts are less than significant. Specifically, compliance with City, the Regional Water Quality Control Board (Water Board), and the California Department of Toxic Substances Control (DTSC) requirements would ensure that health and safety impacts associated with implementation of individual development projects are less than significant.

Based on the Phase I Environmental Site Assessment (ESA) for the project, the subject property has been used as a gas station since 1933. There has been multiple underground storage tanks (USTs) removed and installed at the property since 1933. According to available information reviewed, there have been at least 11 USTs on the property: two diesel tanks to the north, four fuel (assumed gasoline) USTs on the western border (on or near the sidewalk), and four gasoline USTs to the south, and one waste oil tank adjacent to the southwest corner of the building. There are building permits for the installation four of the tanks (both diesel tanks and the larger tanks to the south) and removal permits for 7 (both diesel tanks and all tanks to the south). Information in the El Cerrito Fire Department records includes a map showing the building plans related to the 1977 installation of the 10,000 gallon UST, shows the removal of the four USTs on the western border. No other information was available. In addition, according to the site operator, a small diesel UST was removed from property in 1979. None of these USTs have information related to condition or sampling upon removal. Additional information concerning the date of installation of the tanks removed in 1995 was
inconsistent between city and County files. According to the Water Board, the cleanup has been completed, and the case is now closed.\(^1\)

The Phase II subsurface investigation was conducted to evaluate baseline conditions relative to former and current operations at the subject property. During this investigation, five (5) exploratory borings were advanced for the collection and analyses of soil and soil gas samples. The soil gas samples were analyzed for VOCs, TPH-g, CO₂, and O₂. The soil samples were analyzed for CAM 17 metals. Analytical results for soil vapor did not show VOC or TPH-g concentrations above their established RWQCB Environmental Screening Levels (ESLs). In addition, analytical results for soil did not show metal concentrations above their established RWQCB ESLs except for arsenic. Based upon our review of available literature, the range of arsenic concentrations detected in soil beneath the subject property appears to be representative of naturally-occurring background conditions throughout the Bay Area.

The SPASP FEIR determined that the residential, commercial, and open space uses proposed as part of the SPASP would not involve the routine transport, use, storage, or disposal of hazardous materials to the extent that a significant public or environmental hazard would occur. Operations in the SPASP area may involve the occasional transport, use, storage, or disposal of common hazardous substance such as fuel, pain, and solvents but would be subject to local, State, and Federal regulations. The SPASP determined that implementation of these standard regulations would ensure potential impacts would be less than significant.

The nearest school to the project site is Fairmont Elementary School located 0.3 miles east of the project site. Since there are no schools within 0.25 mile from the project site, no impacts related to handling hazardous materials near a school would occur. The project site is located approximately 30 miles northwest of the nearest public airport, Oakland International Airport. As the project is not located within the Oakland International Airport Influence Area,\(^2,3\) no safety hazards would be anticipated. No private airstrips are located in the project vicinity. In addition, the SPASP area, including the project site, is not within or adjacent to wildland area and would not be subject to wildland fire risks.

**APPLICABLE MITIGATION**

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the SPASP FEIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required.

**CONCLUSION**

The proposed project is consistent with the type of development analyzed within the SPASP FEIR and would be required to comply with existing regulations related to hazardous soil or groundwater conditions at the site during ground disturbing activities. As such, the SPASP FEIR adequately evaluated potential impacts related to hazards and hazardous materials at or affecting the proposed project site and there would be no new impact associated with hazards and hazardous materials.

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\(^2\) Alameda County Airport Land Use Commission, 2010. Oakland International Airport, Airport Land Use Compatibility Plan, Figure3-2. September.

### HYDROLOGY AND WATER QUALITY

<table>
<thead>
<tr>
<th>Would the project:</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant Impact with Mitigation</th>
<th>Less Than Significant Impact</th>
<th>No New Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Violate any water quality standards or waste discharge requirements?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☑</td>
</tr>
<tr>
<td>b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☑</td>
</tr>
<tr>
<td>c) Substantially alter the existing drainage pattern on the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☑</td>
</tr>
<tr>
<td>d) Substantially alter the existing drainage pattern on the site or area, including through the alteration of the course of a stream or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☑</td>
</tr>
<tr>
<td>e) Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☑</td>
</tr>
<tr>
<td>f) Otherwise substantially degrade water quality?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☑</td>
</tr>
<tr>
<td>g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☑</td>
</tr>
<tr>
<td>h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☑</td>
</tr>
<tr>
<td>i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☑</td>
</tr>
</tbody>
</table>
DISCUSSION
The SPASP FEIR determined that long-term water quality impacts associated with implementation of the SPASP could result in contamination of plan area stormwater runoff with petroleum and other contaminants from motor vehicles; however, the compliance with Water Board and jurisdictional City-required post-construction, non-point source pollution control measures would ensure that such impacts would be reduced to a less-than-significant level. In addition, the SPASP FEIR determined that compliance with applicable Water Board, City of El Cerrito, and City of Richmond water quality protection requirements and conditions would ensure any potential construction period and post-construction water quality impacts to a less-than-significant level.

In addition, construction projects are required to prepare a Stormwater Control Plan, which requires implementation of Best Management Practices (BMPs) to control stormwater peak flows and pollutant levels. This requirement is stipulated in Provision C.3 of the Contra Costa County National Pollutant Discharge Elimination System (NPDES). All projects within the SPASP area must comply with NPDES requirements, including the proposed project. The applicant submitted a Stormwater Control Plan as part of the project application materials. The City will confirm that this plan conforms to all applicable local and State requirements as part of the development review process.

The proposed increase in population and traffic associated with the project could increase discharge of pollutants in stormwater runoff beyond current levels after partial or full build-out of the SPASP. However, the proposed project would increase the amount of pervious surface on the site by replacing existing impervious surfaces on the site with 9,859 square feet of impervious and 5,767 square feet of pervious surfaces. In addition, full compliance with the Contra Costa County NPDES permit guidelines for stormwater discharge would ensure impacts would be less than significant.

The SPASP FEIR identified that portions of the plan area in Richmond along Central Avenue are located within a 100-year flood zone. However, the proposed project site is not located within this zone and would therefore not result in any impacts related to flooding. Furthermore, the SPASP area is also not subject to inundation by seiche or mudflow. The southwest portion of the SPASP along Central Avenue in the City of Richmond is located near a Tsunami Inundation Zone; however, the proposed project is not located near this area.

APPLICABLE MITIGATION
No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the SPASP FEIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required.

CONCLUSION
The proposed project is consistent with the type of development analyzed within the SPASP FEIR and would be required to comply with existing regulations related to stormwater discharge. As such, the SPASP FEIR adequately evaluated the hydrology and water quality impacts of the proposed project and there would be no new impact associated with hydrology and water quality.
### 3.10. LAND USE AND PLANNING

<table>
<thead>
<tr>
<th>Would the project:</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant Impact with Mitigation</th>
<th>Less Than Significant Impact</th>
<th>No New Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Physically divide an established community?</td>
<td>☑</td>
<td>☑</td>
<td>☑</td>
<td>☑</td>
</tr>
<tr>
<td>b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?</td>
<td>☑</td>
<td>☑</td>
<td>☑</td>
<td>☑</td>
</tr>
<tr>
<td>c) Conflict with any applicable habitat conservation plan or natural community conservation plan?</td>
<td>☑</td>
<td>☑</td>
<td>☑</td>
<td>☑</td>
</tr>
</tbody>
</table>

Sources: San Pablo Avenue Specific Plan EIR.

**DISCUSSION**

The SPASP FEIR concluded that implementation of the SPASP would provide for the expansion of housing choices by encouraging compact, transit-accessible, pedestrian-oriented housing and mixed-use (commercial/housing) development in the plan area at densities and heights greater than currently permitted. Implementation of the SPASP would not result in the division of an established community because the area was primarily developed prior to completion of the SPASP. The SPASP FEIR determined that implementation of the SPASP would result in beneficial effects related to land use and planning by revitalizing the San Pablo Avenue corridor; facilitating development where services and infrastructure can be most efficiently provided by promoting higher residential densities near or within an existing shopping, service, employment, and public transportation centers; and promoting compact, transit-accessible, pedestrian-oriented, mixed-use development patterns and land uses.

The project site is designated TOHIMU in the City's General Plan and SPASP. In addition, the site is also zoned as TOHIMU. The intent of the TOHIMU designation is to provide for a vibrant, walkable, transit-oriented higher density area within ½ mile of BART that allows a variety of uses including retail, commercial, residential, and public uses in the Downtown and Uptown areas. The TOHIMU designation allows for a 65-foot height limit (85 feet is permissible for affordable housing projects) and requires a minimum height limit of three stories for residential uses. The proposed project is consistent with the mix, intensity, and scale of development contemplated by the SPASP in this location.

The City's Planning Commission will consider the proposed project site plan and make findings related to any project design elements that do not specifically conform to SPASP development standards, as contemplated by the form based code guidelines articulated in the SPASP. The proposed project would...
comply with the standards of the TOHIMU designation and would develop the site with high density residential uses in close proximity to transit as envisioned in the SPASP FEIR.

**APPLICABLE MITIGATION**

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the SPASP FEIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required.

**CONCLUSION**

The proposed project is consistent with the type of development analyzed within the SPASP FEIR and would be generally consistent with the development standards envisioned in the SPASP FEIR; therefore, the SPASP FEIR adequately evaluated the land use impacts of the proposed project and no new impacts related to land use and planning would result.

### 3.11. MINERAL RESOURCES

<table>
<thead>
<tr>
<th>Would the project:</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant Impact with Mitigation</th>
<th>Less Than Significant Impact</th>
<th>No New Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
<tr>
<td>b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
</tbody>
</table>

Sources: San Pablo Avenue Specific Plan EIR.

The City of El Cerrito General Plan does not identify mineral resources within the Specific Plan area. Therefore, the proposed project would have no new impacts on mineral resources.

### 3.12. NOISE

<table>
<thead>
<tr>
<th>Would the project:</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant Impact with Mitigation</th>
<th>Less Than Significant Impact</th>
<th>No New Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
<tr>
<td>b) Exposure of persons to or generation of excessive groundborne vibration or</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
</tbody>
</table>
groundborne noise levels?

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? 

☐ ☐ ☐ ☑

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? 

☐ ☐ ☐ ☑

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? 

☐ ☐ ☐ ☑

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? 

☐ ☐ ☐ ☑


DISCUSSION

This section compares noise impacts from the proposed project with impacts identified in the SPASP FEIR. The proposed project would include residential uses in a developed area in the City of El Cerrito. Operational noise can be categorized as mobile source noise and stationary source noise. Mobile source noise would be attributable to the additional trips that would be a result of the proposed project. Stationary source noise includes noise generated by the residential land uses.

A Noise Impact Study was conducted for the proposed project and is referenced in this section. The Noise Memo is intended to satisfy the City's requirement for a project-specific noise impact analysis, per SPASP Mitigation Measure 13-1, and examines the impacts of the proposed noise-sensitive uses on the project site together with the project design features and standard conditions. Future noise level impacts are based on the noise measurement data gathered at the project site to properly account for the impacts associated with surrounding traffic and commercial uses.

The primary existing noise sources in the project area are transportation facilities. Traffic on Central Avenue and San Pablo Avenue contribute to the ambient noise environment. Train related activities associated with BART, including the El Cerrito Plaza BART Station, located 0.4 mile southeast of the project site, also contributes to the existing noise environment in the project vicinity. In addition, operational noise from the adjacent commercials uses (e.g., parking lot activities and people talking) is audible on the project site.

Certain land uses are considered more sensitive to noise than others. Examples of these include residential areas, educational facilities, hospitals, childcare facilities, and senior housing. The project site is located within the San Pablo Avenue corridor that is predominantly developed with commercial, retail uses and multi-family residential uses. The closest sensitive receptors include residential uses located east of the project site. Residential uses are also located north and west of the project site.
Noise and Land Use Compatibility
The SPASP FEIR found that residential land uses facilitated by the SPASP would be exposed to exterior noise levels exceeding 70 dBA Ldn from traffic and BART noise. Future noise levels would exceed both El Cerrito's and Richmond's noise and land use compatibility standards. This was identified as a potentially significant impact. The SPASP FEIR identified Mitigation Measure 13-1, which requires project-specific acoustical analyses, to reduce potential noise and land use compatibility impacts to a less-than-significant level.

In the project-specific noise study conducted for the proposed project, traffic from San Pablo Avenue is predicted to be 71 dBA Ldn at the building façade of the proposed project. Based upon a typical 25 dB exterior-to-interior noise level reduction achieved by modern building construction, an interior noise level of 46 dBA Ldn would be expected. This would exceed the City's 45 dB Ldn interior noise level standard. Additionally, the City applies an interior maximum noise level standard of 50 dBA Lmax to bedrooms and 55 dBA Lmax to other occupied rooms. Based upon a typical 25 dB noise level reduction and the predicted exterior noise level range of 81-85 dBA Lmax, maximum interior noise levels are predicted to range between 56-60 dBA Lmax. Therefore, interior noise control measures would be required to achieve compliance with the City's interior noise level standards.

Based on the EPA's Protective Noise Levels,4 with a combination of walls, doors, and windows, standard construction for Northern California residential buildings (STC-24 to STC-28) would provide more than 25 dBA in exterior-to-interior noise reduction with windows closed and 15 dBA or more with windows open. With windows open, residents would not meet the City's normally acceptable residential interior noise standard of 45 dBA Ldn (i.e., 72.5 dBA – 15 dBA = 57.5 dBA). Therefore, an alternate form of ventilation, such as an air-conditioning system, would be required to ensure that windows can remain closed for a prolonged period of time for all units at the proposed project. A ventilation system would reduce traffic noise levels for residents with windows closed; however, interior noise levels would still remain above the City's normally acceptable interior noise level criterion of 45 dBA (i.e., 72.5 dBA – 25 dBA = 47.5 dBA). Implementation of the following noise reduction measure, consistent with the recommendations of SPASP FEIR Mitigation Measure 13-1, would be required to reduce interior noise impacts to a less-than-significant level.

Project-Specific Condition of Approval: Consistent with SPASP Mitigation Measures 13-1, the project design shall implement the following measures for all west facing (facing San Pablo Avenue) units to reduce interior noise impacts in compliance with City noise standards:

- Interior Noise Control Measures:
  - Living room and bedroom windows shall have a sound transmission class (STC) rating of 38.
  - Exterior finish shall be three-coat stucco or system with equivalent weight per square foot;
  - Interior gypsum at exterior walls shall be 5/8” Type X or Type C hung on resilient channel (RC);
  - Ceiling gypsum shall be 5/8” type X or Type C;
  - Mechanical ventilation shall be installed in all residential uses to allow residents to keep doors and windows closed, as desired for acoustical isolation.

- As an alternative to the above-listed interior noise control measures, the applicant may provide a detailed analysis of interior noise control measures once building plans become available. The analysis should be prepared by a qualified noise control engineer and shall outline the specific measures required to meet the City's 45 dB Ldn and 50-55 dBA Lmax, interior noise level standards.

Stationary Source Noise Impacts

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The SPASP FEIR identified that implementation of the SPASP would introduce commercial uses adjacent to residential land uses. New commercial development proposed adjacent to residential development could result in noise levels exceeding City standards. Typical noise levels generated by loading and unloading would be similar to noise levels generated by truck movements on local roadways. Mechanical equipment would also have the potential to generate noise and would be a potential noise impact. The SPASP FEIR identified this as a potentially significant impact and identified Mitigation Measure 13-2, which requires site-specific analysis for proposed commercial uses to reduce long-term noise impacts to a less-than-significant level. The proposed project would not introduce new commercial uses as part of the project.

Implementation of the proposed project would generate various on-site stationary noise sources, including heating, ventilation, and air conditioning (HVAC) equipment, and parking lot activities. HVAC equipment could be a primary noise source associated with residential uses. HVAC equipment is often mounted on rooftops, located on the ground, or located within mechanical rooms. The noise sources could take the form of fans, pumps, air compressors, chillers, or cooling towers. HVAC operations would be required to meet all noise standards.

Precise details of HVAC equipment, including future location and sizing, are unknown at this time; therefore, for purposes of this analysis, 75 dBA at 3 feet was assumed to represent HVAC-related noise. Some off-site noise-sensitive receptors would be within 100 feet of proposed multi-family residential building. Adjusted for distance to the nearest off-site sensitive receptors, the off-site residences would be exposed to a noise level of 49 dBA Lmax generated by HVAC equipment. This noise level is lower than the City's maximum allowable noise level standards of 70 Lmax during the day and 60 dBA Lmax during the night. Therefore, operations associated with the HVAC equipment would be in compliance with the City's exterior daytime and nighttime noise standards for residential uses.

Parking lot noise, including engine sounds, car doors slamming, car alarms, loud music, and people conversing, would occur as a result of the proposed project at the project site and on nearby streets. Typical parking lot activities, such as people conversing or doors slamming, generates approximately 60 dBA to 70 dBA Lmax at 50 feet. Existing sensitive receptors are located approximately 50 feet from the proposed parking lot. Adjusted for distance, the nearest off-site residences would be exposed to a noise level of 60 to 70 dBA Lmax generated by parking lot activities. This noise level would not exceed the City's maximum allowable noise level standards of 70 Lmax during the day and 60 dBA Lmax during the night.

Additional on-site stationary noise sources would include delivery trucks and loading noise. Of the on-site stationary noise sources, noise generated by delivery truck activity would generate the highest maximum noise levels. Delivery truck loading and unloading activities would result in maximum noise levels from 75 dBA to 85 dBA Lmax at 50 feet.

There are generally two types of loading that would occur on the site: small deliveries like parcels and packages. The former are typically made via passenger car, van, or single-unit truck. These activities are potential noise sources that could affect noise-sensitive receptors in the project site vicinity. Precise details of loading areas, are unknown at this time; therefore, this analysis assumes a worst case scenario of noise levels from 73 to 83 dBA Lmax at the closest off-site receptor, which is above the City’s maximum allowable noise level standards of 70 Lmax during the day. However, because there would be no nighttime activity, the nighttime maximum noise level standard is not expected to be violated. In addition, peak noise levels from loading and unloading would be intermittent and when averaged over a one hour period would be much lower than the peak noise levels. In accordance with SPASP Mitigation Measure 13-2, as identified in the SPASP FEIR, to reduce loading and delivery noise levels at nearby sensitive receptors, design considerations

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and shielding must be implemented to ensure that the loading and delivery activities are located in areas that would create the greatest possible distance between loading- and delivery-related noise sources and nearest off-site sensitive receptors. In addition, noise-generating activities, such as maintenance activities and loading and unloading activities, are required to be reduced to the hours of 7:00 a.m. to 9:00 p.m.

Mobile Source Noise Impacts

Motor vehicles with their distinctive noise characteristics are the dominant noise source in the project vicinity. The amount of noise varies according to many factors, such as volume of traffic, vehicle mix (percentage of cars and trucks), average traffic speed, and distance from the observer. Implementation of the proposed project would result in new daily trips on local roadways in the project site vicinity. A characteristic of sound is that a doubling of a noise source is required in order to result in a perceptible (3 dBA or greater) increase in the resulting noise level.

The SPASP FEIR found that cumulative traffic noise levels, with or without implementation of the SPASP, are not anticipated to increase substantially along the roadways serving the Specific Plan area, and the project’s contribution to cumulative traffic noise level increases is calculated to be less than 1 dBA Ldn. Cumulative traffic noise increases would not be considered substantial, and the project would not make a cumulatively considerable contribution to increased noise levels. Therefore, this impact is considered less-than-significant.

Implementation of the proposed project would result in new daily trips on local roadways in the project site vicinity. It should be noted that the traffic generated by the proposed project was considered along with the traffic generated by the 10290 San Pablo and 10300 San Pablo development projects which are currently in the permitting process. Based on the traffic study prepared for the project, traffic generated from all three projects would result in 19 AM and 29 PM peak hour trips, which is less than what was identified for this project site in the SPASP FEIR. Project daily trips would not result in a doubling of traffic volumes along any roadway segment in the project vicinity, and therefore would not result in a perceptible increase in traffic noise levels at receptors in the project vicinity. This impact would remain less-than-significant.

Construction Noise

The highest construction noise levels would be generated during grading and excavation, with lower noise levels occurring during building construction. Large pieces of earth-moving equipment, such as graders, scrapers, and bulldozers, generate maximum noise levels of 85 to 90 dBA at a distance of 50 feet. Typical hourly average construction-generated noise levels are about 80 to 85 dBA measured at a distance of 50 feet from the site during busy construction periods. In addition, pile driving may occur at some of the project sites. This type of construction activity can produce very high noise levels of approximately 105 dBA at 50 feet, which are difficult to control. These noise levels drop off at a rate of about 6 dBA per doubling of distance between the noise source and receptor. Intervening structures or terrain would result in lower noise levels.

The SPASP identified that although construction noise would be localized to the individual site location, businesses and residences would be intermittently exposed to high levels of noise throughout the plan horizon. Construction would elevate noise levels at adjacent businesses and residences by 15 to 20 dBA or higher. Such a large increase in noise levels, although short-term in duration, would be a potentially significant impact. The SPASP identified Mitigation Measure 13-3, but identified that construction noise impacts would remain significant and unavoidable.

The noise analysis assumed a typical maximum noise level of 76 to 90 dBA Lmax at 50 feet during the noisiest construction phases. Project construction would result in short-term noise impacts on these adjacent uses. At 60 feet, there would be a decrease of approximately 2 dBA from the increased distance
from the active construction area. Therefore, the closest off-site sensitive receptors may be subject to short-term construction noise reaching 90 dBA Lmax when construction is occurring at the project site boundary. Construction is permitted by the City when activities occur between the hours of 7:00 a.m. and 6:00 p.m. Monday through Friday and between the hours of 8:00 a.m. and 5:00 p.m. on Saturday. No construction activity is allowed on Sundays and holidays.

The proposed project would not result in any new or more significant construction-period noise impacts than were described in the SPASP FEIR. The proposed project would require the implementation of the Municipal Code, the City of El Cerrito General Plan, and Mitigation Measure 13-3, as included in the SPASP FEIR.

**Construction-Related Vibration**

The SPASP FEIR identified that construction projects within the SPASP area may, in some cases, be located directly adjacent to existing structures, including weakened structures. Construction activities may include demolition of existing structures, site preparation work, excavation of below-grade levels, foundation work, pile driving, and new building erection. Demolition for an individual site may last several weeks and at times may produce substantial vibration. Excavation for underground levels would also occur on some project sites and vibratory pile driving could be used to stabilize the walls of the excavated area. Piles or drilled caissons may also be used to support building foundations.

Depending on the proximity of existing structures to each construction site, the structural soundness of the existing buildings, and the methods of construction used, vibration levels may be high enough to damage existing structures. Given the scope of the SPASP and the close proximity of many existing structures, ground-borne vibration impacts would be potentially significant.

As with any type of construction, vibration levels may at times be perceptible. However, construction phases that have the highest potential of producing vibration (pile driving and use of jackhammers and other high power tools) would be intermittent and would only occur for short periods of time for any individual project site. By use of administrative controls such as notifying neighbors of scheduled construction activities and scheduling construction activities with the highest potential to produce perceptible vibration to hours with least potential to affect nearby businesses, perceptible vibration can be kept to a minimum and would not result in a physical or perceived significant impact.

The SPASP FEIR found construction-related vibration impacts to be potentially significant. The SPASP FEIR identified Mitigation Measure 13-4. However, it may not be possible to avoid using pile drivers, vibratory rollers, and tampers entirely during construction associated with the SPASP. Due to the density of development in the area, some of these activities may take place near sensitive areas. In these cases, Mitigation Measure 13-4 may not be sufficient to reduce ground-borne vibrations below a level of significance. Therefore, this impact would be significant and unavoidable.

Common sources of ground-borne vibration and noise include trains and construction activities such as blasting, pile driving and operating heavy earthmoving equipment. Construction of the proposed project would involve grading, site preparation, and construction activities but would not involve the use of construction equipment that would result in substantial ground-borne vibration or ground-borne noise on properties near to the project site. No existing structures are located directly adjacent to the project site. No pile driving, blasting, or significant grading activities are proposed.

Therefore, the proposed project would not result in any new or more significant construction-period vibration impacts than were described in the SPASP FEIR. The proposed project would require the implementation of the Mitigation Measure 13-4, as included in the SPASP FEIR.
Aircraft Noise
The SPASP FEIR did not address potential aircraft noise impacts for the proposed project. The proposed project is not located within 2 miles of a public or public use airport. Oakland International Airport is the closest airport and is located approximately 20 miles southeast of the project site. Aircraft noise is occasionally audible at the project site; however, no portion of the project site lies within the 65 dBA CNEL noise contours of any public airport nor does any portion of the project site lie within 2 miles of any private airfield or heliport. Therefore, the proposed project would not result in the exposure of sensitive receptors to the excessive noise levels from aircraft noise sources.

APPLICABLE MITIGATION
Implementation of measures detailed in project-specific condition of approval, would reduce potential operational noise impacts on future sensitive receptors to less-than-significant levels. With implementation of this measure, SPASP Mitigation Measure 13-1 is satisfied, and no further analysis is required. Implementation of SPASP Mitigation Measures 13-2, 13-3, and 13-4 are also applicable to the proposed project.

CONCLUSION
The proposed project is consistent with the type of development analyzed within the SPASP FEIR and would be generally consistent with the development standards envisioned in the SPASP FEIR. With implementation of the project-specific condition of approval and SPASP Mitigation Measures 13-2, 13-3, and 13-4, the proposed project would not result in a significant increase in noise levels. Therefore, the SPASP FEIR adequately evaluated the noise impacts of the proposed project and no new impacts related to noise would result.

3.13. POPULATION AND HOUSING:

<table>
<thead>
<tr>
<th>Would the project:</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant Impact with Mitigation</th>
<th>Less Than Significant Impact</th>
<th>No New Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Induce substantial growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☑</td>
</tr>
<tr>
<td>b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☑</td>
</tr>
<tr>
<td>c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☑</td>
</tr>
</tbody>
</table>

Sources: San Pablo Avenue Specific Plan EIR.

The SPASP FEIR evaluated potential environmental impacts that could associated with approximately 243,112 net new square feet of commercial space, 1,706 units of residential development, and 3,840 new
residents. The SPASP FEIR concluded that the population growth associated with the SPASP would not directly or indirectly induce substantial population growth beyond the SPASP boundaries. SPASP implementation would facilitate the projected residential and commercial growth within a transit-rich, mixed-use plan area identified for such growth in both local and regional plans and forecasts.

The project would introduce 21 dwelling units and have a population size of 47 people, which is consistent with what was anticipated by the Specific Plan and analyzed in the Specific Plan EIR. For these reasons, implementation of the proposed project would not result in significant impacts related to population and housing that were not identified in the San Pablo Avenue Specific Plan EIR.

**APPLICABLE MITIGATIONS**

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the SPASP FEIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required.

**CONCLUSION**

The proposed project is consistent with the type of development analyzed within the SPASP FEIR and would be within the growth projections evaluated in the SPASP; therefore, the SPASP FEIR adequately evaluated the population and housing impacts of the proposed project and no new impacts would result.

### 3.14. PUBLIC SERVICES

<table>
<thead>
<tr>
<th>Would the Project:</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant Impact with Mitigation</th>
<th>Less Than Significant Impact</th>
<th>No New Impact</th>
</tr>
</thead>
</table>

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

- a) Fire protection?  
- b) Police protection?  
- c) Schools?  
- d) Parks?  
- e) Other public facilities?

Sources: San Pablo Avenue Specific Plan EIR.
DISCUSSION
The SPASP area is located within the West Contra Costa Unified School District (WCCUSD). The SPASP FEIR evaluated the impact that the SPASP’s anticipated 1,706 new residences, and associated increase in expected student population, would have on the services provided and facilities operated by the WCCUSD. The SPASP FEIR concluded that the new residences would generate approximately 1,147 new students in the District schools over the approximately 25-year horizon of the SPASP implementation. The SPASP FEIR concluded that new students would be accommodated in existing schools, and plan implementation would not result in the need for new or expanded school facilities. As the population and housing units proposed by the project would fall within the total development anticipated by the SPASP FEIR, the project would also generate students within the assumptions of the SPASP FEIR. As such, existing school facilities could accommodate the proposed project.

The SPASP FEIR concluded that the El Cerrito Fire Department and Richmond Fire Department would not need to expand fire protection facilities and personnel to accommodate additional demand associated with implementation of the SPASP. Specifically, the SPASP FEIR identified that any demand for additional fire protection personnel or equipment resulting from SPASP implementation would be funded by currently adopted public facility fees levied on the new development (in Richmond) and by the annual budget review and allocation (in El Cerrito). Given this, impacts to fire protection services are anticipated to be less than significant. As the population and housing units would fall within the total development anticipated by the SPASP FEIR, the project would result in no new impacts associated with fire services.

As noted in the SPASP FEIR, the increased demand associated with implementation of the SPASP would not require new or physically altered police protection facilities. The SPASP FEIR also determined that implementation of the SPASP would result in more “eyes-on-the-street” by facilitating a more pedestrian-friendly plan area which would provide a safer public environment. The SPASP identified police department approvals that would be required on a project-by-project basis that would ensure the department is equipped and has the ability to maintain acceptable levels of service. In addition, the proposed project would fall within the total development anticipated by the SPASP FEIR and would not result in new impacts associated with police services.

The SPASP FEIR concluded that the combination of parks and recreation facilities meets the expected park requirements for the SPASP area given the anticipated population associated with implementation of the SPASP. The SPASP FEIR concludes that the impacts to parks and recreation would be less than significant with compliance with plan provisions for new open spaces. In addition, the SPASP FEIR determined that implementation of the SPASP would not facilitate the need for new or physically altered government facilities.

APPLICABLE MITIGATION
No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the SPASP FEIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required.

CONCLUSION
The SPASP FEIR adequately evaluates public service impacts and the proposed project’s impacts are included in and analyzed by the SPASP FEIR. Development of the proposed project would fall within the development assumptions evaluated within the SPASP FEIR. Therefore, the proposed project has no new impacts on public services.
3.15. RECREATION

<table>
<thead>
<tr>
<th>Would the Project:</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant Impact with Mitigation</th>
<th>Less Than Significant Impact</th>
<th>No New Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
<td>☒</td>
</tr>
<tr>
<td>b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
<td>☒</td>
</tr>
</tbody>
</table>

Sources: San Pablo Avenue Specific Plan EIR.

DISCUSSION
The SPASP FEIR concluded that the combination of parks and greenways within the SPASP area would meet the expected park requirements for the SPASP area given the anticipated population at full implementation of the SPASP. Specifically, implementation of the SPASP would generate 1,706 new residences and increase the local population by 3,840 people. The increase in residents in the area would increase the demand for parks and recreational facilities, reducing the City's level of service to 5.85 acres per 1,000 residents (below the 2010 level of 6.67 acres per 1,000 residents) with no increase in acreage of parks or open spaces; however, this ratio is above the level of service standard adopted under the City's General Plan.

As the population and housing units would fall within the total development anticipated by the SPASP FEIR, and the project would conform to SPASP open space standards, the project would result in no new impacts associated with parks and recreational facilities.

APPLICABLE MITIGATION
No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the SPASP FEIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required.

CONCLUSION
The SPASP FEIR adequately evaluated the environmental impacts associated with implementation of the SPASP, including parks and recreations impacts. Development of the proposed project would fall within the development assumptions evaluated within the SPASP FEIR. Therefore, the proposed project has no new impacts on parks and recreation.

3.16. TRANSPORTATION AND CIRCULATION

<table>
<thead>
<tr>
<th>Would the Project:</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant Impact with Mitigation</th>
<th>Less Than Significant Impact</th>
<th>No New Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Conflict with an applicable plan, ordinance or policy</td>
<td>☐</td>
<td>☒</td>
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</tr>
</tbody>
</table>
establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

e) Result in inadequate emergency access?

f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Sources: San Pablo Avenue Specific Plan EIR; Fehr and Peers, 10192 San Pablo Avenue Preliminary Transportation Analysis, February 13, 2017.

DISCUSSION
This section compares traffic impacts from the proposed project with impacts identified in the SPASP FEIR. A Preliminary Transportation Analysis (TIA) was conducted for the proposed project and is referenced in this section. The report includes an analysis to ensure that sufficient traffic operations are maintained with the construction of the proposed project.

Trip Generation
Using the same trip generation methodology used in the SPASP FEIR, the transportation analysis conducted for the proposed project estimated that the proposed project would generate about 6 AM peak-hour and 9 PM peak-hour trips. Thus, the proposed project would not result in significant impacts related to project trip generation beyond those identified in the SPASP EIR.

Vehicle Access
The Project would provide nine surface parking spaces, 12 individual garage spaces, and one accessible space, for a total of 22 parking spaces. Vehicles would access the site through a full-access driveway on Lincoln Avenue.
Project Driveway Site Distance
The project-specific transportation analysis conducted for the proposed project included recommendations to improve project site circulation. The driveway on Lincoln Avenue would provide adequate sight distance between vehicles exiting the driveway and pedestrians on the adjacent sidewalk. Vehicles parked on both sides of the driveway may block sight distance between vehicles exiting the driveway and vehicles on Lincoln Avenue. Trees planted on both sides of the driveway may also affect visibility of exiting vehicles if the tree canopy is lower than six feet from the ground. Therefore, the transportation analysis recommendation would be applied to the project as a condition of approval to ensure adequate sight distance for vehicles to avoid impacts with pedestrians on the adjacent sidewalk.

Project Specific Condition of Approval: Ensure that on-street parking on both sides of the Project driveway on Lincoln Avenue would not restrict sight distance for exiting vehicles by providing at least 10 feet of red curb on both sides of the driveway.

Bicycle Parking, Access and On-Site Circulation
Section 2.05.07.04 of the SPASP Form-Based Code requires bicycle parking for residential and commercial uses. The Project would consist of 21 residential units, requiring 32 long-term bicycle parking spaces and two short-term bicycle parking spaces. The Project would provide 32 covered long-term bicycle parking spaces, 18 would be located in the outside covered bicycle corral just south of the project driveway and 14 that would be located inside individual garages as vertical racks. The Project would also provide two short-term spaces along the building frontage on San Pablo Avenue, meeting City requirements.

Pedestrian Access and On-Site Circulation
Pedestrians can access the building via multiple lobby entrances along San Pablo Avenue. The lobby entrances would provide direct access to units on the first floor, as well as stair access to the second and third floor units. Pedestrian access between the parking lot and the building would be provided via multiple lobby entrances in the rear of the building, adjacent to the parking lot. Individual garages would also provide pedestrian access to the lobbies.

The SPASP Form-Based Code (2.04.02) requires a minimum clear space of eight feet on all sidewalks in commercial zones and six feet clear space in neighborhood zones. The Project would provide eight feet of clear sidewalk space for pedestrians along San Pablo Avenue and six feet of clear sidewalk space along Lincoln Avenue, meeting City requirements.

Transit Access
AC Transit (as well as WestCAT, Soltrans, and FAST Transit) provides bus service to the project site with bus stops at the El Cerrito del Norte BART Station and on northbound and southbound San Pablo Avenue, south of the Cutting Boulevard intersection. The bus stops at the BART station provide bus shelters and benches, as well as BART station amenities such as bicycle parking. Both bus stops on San Pablo Avenue provide a bench but do not include a bus shelter.

AC Transit provides nearby transit service to the Project site with a bus stop on northbound San Pablo Avenue, directly in front of the project site at Lincoln Avenue. Currently, the bus stop provides a bench and no shelter.

Project Specific Condition of Approval: Consider providing a bus shelter at the AC Transit bus stop on northbound San Pablo Avenue directly adjacent to the Project.

Parking and TDM Requirements
The San Pablo Avenue Specific Plan Form-Based Code requirements for the TOHIMU zoning district apply to the project site. TOHIMU zoning requires a maximum of 1.0 automobile parking spaces per dwelling unit and a basic Transportation Demand Management (TDM) plan. For projects proposing a parking ratio between zero and 0.5 spaces per unit, a parking study and additional TDM measures may be required.

The project would provide nine surface parking spaces, 12 individual garage spaces, and one accessible space, for a total of 22 parking spaces. The project would require a maximum of 21 off-street residential parking spaces. Based on a project site plan, the project would provide 22 parking spaces. Pursuant to the Section 2.05.07.05: Parking Adjustments of the San Pablo Avenue Specific Plan, the project applicant has submitted a parking study to the Zoning Administrator to request an increase of one parking space, bringing the project into compliance with the Specific Plan parking standards.

**APPLICABLE MITIGATION**
The proposed project is consistent with the type of development analyzed within the SPASP FEIR and would be generally consistent with the development standards envisioned in the SPASP FEIR. With implementation of the project-specific conditions of approvals, the proposed project would not result in new impacts related to transportation. Therefore, the SPASP FEIR adequately evaluated the transportation impacts of the proposed project and no new impacts related to transportation would result.

**CONCLUSION**
No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the SPASP FEIR was certified leading to new or more severe significant impacts, and with implementation of the project-specific condition of approvals, no new impacts related to transportation would result.

### 3.17. TRIBAL CULTURAL RESOURCES

<table>
<thead>
<tr>
<th>Would the Project:</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant Impact with Mitigation</th>
<th>Less Than Significant Impact</th>
<th>No New Impact</th>
</tr>
</thead>
</table>

a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

[ ] [ ] [ ] [ ]
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Sources: San Pablo Avenue Specific Plan EIR

**DISCUSSION**

As previously discussed in the Cultural Resources section of this checklist, Mitigation Measure 7-2 applies to the proposed project; this mitigation will protect previously unrecorded or unknown cultural resources, including Native American artifacts and human remains.

In addition, subsequent to certification of the SPASP FEIR, the California Legislature passed Assembly Bill (AB) 52, which provides for consultation between lead agencies and Native American tribal organizations during the CEQA process. Effective July 1, 2015, AB 52 states that prior to the release of an environmental impact report or negative declaration/mitigated negative declaration for public review, a lead agency must provide the opportunity to consult with local tribes. However, the SPASP FEIR was certified prior to July 1, 2015, and because (a) this Program EIR Checklist supports the findings that, pursuant to CEQA Guidelines Section 15162, (b) no new or substantially more severe significant effects could occur under the proposed project, (c) no new mitigation measures would be required, (d) the project is within the scope of the environmental review of the SPASP FEIR, and (e) no further review under CEQA is required, then the City is not required to conduct formal consultation under AB 52 for this project. However, as stated above, SPASP FEIR Mitigation Measure 7-2 applies to the project, and will protect previously unrecorded or unknown cultural resources, including Native American artifacts and human remains.

**APPLICABLE MITIGATION**

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the SPASP FEIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required.

**CONCLUSION**

The SPASP FEIR adequately evaluated the potential cultural resources impacts (and by extension, impacts to tribal cultural resources) of the proposed project and no new impacts would result.

### 3.18. UTILITIES AND SERVICE SYSTEMS

<table>
<thead>
<tr>
<th>Would the Project:</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant Impact with Mitigation</th>
<th>Less Than Significant Impact</th>
<th>No New Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Exceed wastewater treatment requirements of the applicable San Francisco Bay Regional Quality Control Board?</td>
<td>☐</td>
<td>☐</td>
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<td>☒</td>
</tr>
</tbody>
</table>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?  

☐ ☐ ☐ ☐ ☒

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?  

☐ ☐ ☐ ☐ ☒

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?  

☐ ☐ ☐ ☐ ☒

e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?  

☐ ☐ ☐ ☐ ☒

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?  

☐ ☐ ☐ ☐ ☒

g) Comply with federal, state, and local statutes and regulations related to solid waste?  

☐ ☐ ☐ ☐ ☒

Sources: San Pablo Avenue Specific Plan EIR.

DISCUSSION:
The SPASP FEIR determined that there would be an increase in water demand as a result of build-out of the SPASP – average daily demand would be 882,720 gallons per day (gpd) which represents approximately 0.38 percent of the planning level water demand forecasted in the Urban Water Management Plan (UWMP). The SPASP FEIR concluded that this represents a small increase and is considered a less-than-significant impact on water supply. The SPASP FEIR also noted that development within the SPASP would incorporate the City's requirements for providing adequate water supply, including compliance with adopted performance standards, application of these standards in each jurisdictional City's development review process, coordination of development review with EBMUD (including consistency with the UWMP), and the requirement that new development pay its share of the costs associated with provision of water facilities through project-specific mitigations required as conditions of approval. The SPASP FEIR concluded that since future development facilitated by the SPASP, including the proposed project, would require about 0.38 percent of EBMUD's forecasted planning level water demand for its service area by the year 2040, and would be subject to EBMUD and jurisdictional City plans, regulations, and ordinances regarding water supply, the impact on water supply is considered less than significant.

The SPASP FEIR concluded that development associated with the SPASP would result in less-than significant impacts on utilities and service systems, including wastewater treatment, stormwater drainage, and solid waste disposal. However, the SPASP FEIR determined that the wastewater, and storm drainage infrastructure systems would require improvements, including the upgrading of existing deficiencies, in order to accommodate new development facilitated by the SPASP. The SPASP FEIR provided

Sources: San Pablo Avenue Specific Plan EIR.
recommendations and design considerations for proposed infrastructure improvements. The construction of the project-related utility infrastructure would be temporary and would occur within existing public rights-of-way, City property, a project development site, or private property subject to a municipal easement.

The Stege Sanitary District (SSD) provides wastewater service to businesses along San Pablo Avenue, including the proposed project site. This project has agreed to participate in the San Pablo Avenue Sewer Capacity Improvement Fee Program. This fee is intended to satisfy the requirement for a Sewer Capacity Study.

**Project-Specific Condition of Approval:** Participate in the implementation of San Pablo Avenue Sewer Capacity Improvement Fee Program. This fee is intended to satisfy the requirement for a Sewer Capacity Study.

The increase in commercial and residential density under the SPASP would result in an increase in the amount of solid waste generated within the SPASP area. The SPASP FEIR concluded that the increase in solid waste generation would be incremental but would not exceed acceptable rates established by plans, policies, and regulation. Moreover, the projected solid waste would be served by solid waste and recycling facilities with sufficient capacities to accommodate development included as part of the SPASP, including the proposed project. As such, solid waste impacts would remain less than significant.

**APPLICABLE MITIGATION**
The proposed project is consistent with the type of development analyzed within the SPASP FEIR and would be generally consistent with the development standards envisioned in the SPASP FEIR. With implementation of the project-specific condition of approval, the proposed project would not result in new impacts related to utilities and service systems. Therefore, the SPASP FEIR adequately evaluated the utilities and service systems impacts of the proposed project and no new impacts related to transportation would result.

**CONCLUSION**
No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the SPASP FEIR was certified leading to new or more severe significant impacts, and with implementation of the project-specific mitigation measure, no new impacts related to utilities and service systems would result.
4. REFERENCE DOCUMENTS

Technical Appendices

The following resources were prepared in order to further identify project specific parameters. Copies of these technical documents are incorporated herein by reference and are available for review during normal business hours at the City of El Cerrito.

1) LSA, Historical Resource Evaluation of 10192 San Pablo Avenue/State Route 123, El Cerrito, Contra Costa County, California, January 26, 2017.


3) AEI Consultants, Phase I Environmental Site Assessment of a Commercial Property at 10192 San Pablo Avenue El Cerrito, California 94530, June 8, 2016.

4) AEI Consultants, Limited Phase II Subsurface Investigation at 10192 San Pablo Avenue El Cerrito, California 94530, June 10, 2016.


The Technical Appendices to this checklist are available at the following links:

1) LSA, Historical Resource Evaluation of 10192 San Pablo Avenue/State Route 123, El Cerrito, Contra Costa County, California, January 26, 2017.  
http://ca-elcerrito.civicplus.com/DocumentCenter/View/7495

http://ca-elcerrito.civicplus.com/DocumentCenter/View/7496

3) AEI Consultants, Phase I Environmental Site Assessment of a Commercial Property at 10192 San Pablo Avenue El Cerrito, California 94530, June 8, 2016.  
http://ca-elcerrito.civicplus.com/DocumentCenter/View/7497

4) AEI Consultants, Limited Phase II Subsurface Investigation at 10192 San Pablo Avenue El Cerrito, California 94530, June 10, 2016.  
http://ca-elcerrito.civicplus.com/DocumentCenter/View/7498

http://ca-elcerrito.civicplus.com/DocumentCenter/View/7499

http://ca-elcerrito.civicplus.com/DocumentCenter/View/7500

http://ca-elcerrito.civicplus.com/DocumentCenter/View/7501
Cool, hope it gets through entitlement quickly!

Any of the other "incomplete" projects also now have complete applications, or just this one?

Sent from my iPhone

> On Jun 15, 2017, at 7:42 PM, Sean Moss <SMoss@ci.el-cerrito.ca.us> wrote:
> > ?Hi Mike,
> >
> > Thanks for your interest in the project. The application is now complete and is scheduled to be considered by the Design Review Board on July 5. I will be updating the website next week with the submitted plans and additional information. Feel free to stop by City Hall any time before then if you want to review the application.
> >
> >
> > Best,
> >
> > Sean Moss, AICP
> > Senior Planner
> >
> > CITY OF EL CERRITO
> > 10890 San Pablo Avenue · El Cerrito, CA 94530
> > Direct 510.215.4359 · Fax 510.233.5401
> >
> > From: Michael Cunningham <mjcunnin65@yahoo.com>
> > Sent: Thursday, June 15, 2017 9:44 AM
> > To: Sean Moss
> > Subject: 10192 San Pablo project advancing?
> >
> > I thought I caught a glimpse of a Proposed Development notice board while riding past Rob's Automotive this morning; has the project advanced beyond the predevelopment stage described here http://www.el-cerrito.org/index.aspx?NID=1017 ?
> >
> > Thanks,
> > Mike Cunningham
> > 6823 Lincoln Ave
**Application Number:** PL16-0136  

**Applicant:** Lisa Vilhauer, Winfield Development, LLC  

**Location:** 10290 and 10296 San Pablo Avenue  

**APNs:** 503-394-024 and -026  

**Zoning:** Transit-Oriented Higher-Intensity Mixed Use (TOHIMU)  

**General Plan:** Transit-Oriented Higher-Intensity Mixed Use (TOHIMU)  

**Request:** Design Review Board consideration of Tier II Design Review, pursuant to the San Pablo Avenue Specific Plan, for a new 4-story building containing 14 residential units.  

**CEQA:** This project has been found to be consistent with the Program Environmental Impact Report prepared for the San Pablo Avenue Specific Plan, pursuant to CEQA Guidelines Sections 15168 and 15182.

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**EXECUTIVE SUMMARY**

The requested entitlement for Design Review Board review consists of a Tier II Design Review, pursuant to the San Pablo Avenue Specific Plan.  

The proposed project includes 14 new residential units in one 4-story building, with parking located behind the building.  

The project requires Tier II Design Review approval from the Design Review Board. This review includes authority over the following elements only:  

- Exterior building colors, materials, and textures  
- Landscaping  
- Site Plan  
- Building facades and articulation  
- Relationship of the development to adjacent public rights-of-way  
- Signs  
- Locations and footprints of bioretention facilities as required for stormwater management  

The building features a mixture of traditional and contemporary design elements. Two building entries are located on San Pablo Avenue. The ground floor would be clad in stone tile, while the upper floors would be painted plaster. Black vinyl windows are proposed throughout the project.  

Landscaping would be located in the public right-of-way, in front of the building, and behind the building adjacent to the parking area.  

Based on the information in this report, which supports the required findings, staff recommends approval of the project.
Background

Site Location and Layout

The project site is located at the southeast corner of San Pablo Avenue and Eureka Avenue. The site is comprised of two parcels (APNs 503-394-024 and 503-394-026). The combined site is a total of 12,500 square feet (0.29 acres). The site is 100 feet deep, extending halfway through the block that extends back to Kearney Street. The site slopes up gently from San Pablo Avenue. The adjacent properties on Kearney Street sit at a slightly higher elevation than the site. The project site is within the San Pablo Avenue Specific Plan area.

Vicinity Map

Existing Public Right-of-Way

The site has 125 feet of street frontage along San Pablo Avenue and 100 feet of street frontage along Eureka Avenue. The existing right or way improvements feature one bike rack, rain gardens and a pedestrian bulb-out which were installed as part of the San Pablo Avenue streetscape project. In addition, a historical paver, adjacent to the site, commemorates the historic farms and dairies in the area.

The existing public right-of-way on Eureka Avenue contains a 15-foot area on the sidewalk side of the curb, which is almost entirely paved adjacent to the project site.

Existing/Previous Land Use

The site contains two buildings. Each building has historically been utilized as various office and commercial uses. Most recently, the site has served as offices for the El Cerrito Chamber of Commerce, a church and other professional businesses uses.
Adjacent Land Uses

North: Eureka Avenue. (Across Eureka Avenue sits a vacant commercial building. 30 new residential units and 2 new live-work units are proposed on the site.)

East: Single-family residences on Kearney Street.

South: Commercial parking lot

West: San Pablo Avenue. (Across San Pablo Avenue sits various retail businesses in the City of Richmond.)

Analysis

Project Description

The proposed project consists of a 21,171 square foot building containing 14 residential units. The building would front onto San Pablo Avenue with two entries onto the street. Behind the building would be a parking area consisting of 7 surface parking spaces and 8 parking spaces in garages at the back of the proposed building. The parking area would be accessed from Eureka Avenue. Two building entries would also be present on the backside of the building from the parking area.

The building would feature a combination of flats and two-story units. The project contains two three-bedroom units; all other units are two-bedroom units. The fourth floor of the building contains only the
second floor of the units which are accessed via the third floor (i.e. the fourth floor does not contain any corridors or building entries.)

21 long term bicycle parking spaces are required for the proposed 14 units. 12 long-term spaces would be accommodated with vertical racks in the garages. An additional 20 bike parking spaces would be accommodated in the covered bicycle parking area at the rear of the site.

A trash enclosure accommodating the required bins would be located near the entrance to the parking area and would be accessed from Eureka Avenue.

Compliance with the San Pablo Avenue Specific Plan

Chapter Two of the San Pablo Avenue Specific Plan establishes the land use regulations and development standards of the Specific Plan Area.

Some development standards apply throughout the Plan area. These include:
- Regulation by Street Type – which includes building placement, building form, and shadow analysis.
- Open Space Requirements – which include private, common and public types of open space.

Other development standards vary by transect zone. The development standards that are related to the transect zone include:
- Use-Types of land use permitted, conditionally permitted or prohibited.
- Building Height- the minimums and maximums heights allowed.
- Parking of vehicles – the minimum and maximum number of spaces allowed.
- Parking of bicycles- the minimum number of spaces allowed.

This project is located in the Transit-Oriented Higher-Intensity Mixed-Use (TOHIMU) Transect and meets all of the relevant development standards specified for its location in the Plan Area.

The tables below show the relevant Specific Plan standards and the compliance of the project with those standards.

The project is located on the corner of San Pablo Avenue and Eureka Avenue. This section of San Pablo Avenue is designated a Community Street. Eureka Avenue is a Neighborhood Street.

### Regulation by Street Type:

<table>
<thead>
<tr>
<th>SPA Community Street</th>
<th>Required</th>
<th>Provided</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Building Placement</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sidewalk Amenity Zone</td>
<td>6 ft. min</td>
<td>8 ft. 10 in.</td>
</tr>
<tr>
<td>Sidewalk Pedestrian Zone</td>
<td>8 ft. min</td>
<td>8 ft.</td>
</tr>
<tr>
<td>Sidewalk Activity Zone</td>
<td>0 ft. min</td>
<td>3 ft. 2 in.</td>
</tr>
<tr>
<td>Ground Floor Front Setback</td>
<td>Min: distance needed to accommodate required zones Max: 10 ft. for non-residential uses, 15 ft. for residential uses</td>
<td>0 ft.</td>
</tr>
<tr>
<td>Side Setback</td>
<td>0 ft.</td>
<td>5 ft. 1 in. min on Eureka Ave side, 6 ft. on interior side</td>
</tr>
</tbody>
</table>
### Rear Setback

**Pedestrian Access**
- Entries on front or side streets
- 2 building entries on San Pablo Avenue

**Vehicular Access**
- Max 20 ft. 2-way driveways.
- Side access on corner lots
  - (1) 20 ft. driveway (side access)

### Building Form

#### Upper Floor Setbacks

**Ground Floor Ceiling Height**
- 14 ft. min clear

**Upper Floor Ceiling Height**
- 9 ft. min clear

**Building Length**
- 200 ft. max

**Ground Floor Transparency**
- Non-residential 75% min, Residential 40% min.

**Upper Floor Transparency**
- 30% min

**Front Encroachments**
- 4 ft. max

**Rear Encroachments**
- 4 ft. max

**Allowed Frontage Types**
- Min: 50% Flex, Max: 50% Forecourt
  - Max: 100% Shop Front, Arcade

---

### Neighborhood Street

<table>
<thead>
<tr>
<th>Required</th>
<th>Provided</th>
</tr>
</thead>
</table>

#### Building Placement

**Sidewalk Amenity Zone**
- 5 ft. min

**Sidewalk Pedestrian Zone**
- 6 ft. min adjacent to commercial uses, 5 ft. min adjacent to residential uses
- 6 ft.

**Sidewalk Activity Zone**
- 0 ft. min
- Min: distance needed to accommodate required zones
  - Max: 10 ft. for non-residential uses, 15 ft. for residential uses

**Ground Floor Front Setback**
- Min: distance needed to accommodate required zones
  - Max: 10 ft. for non-residential uses, 15 ft. for residential uses
- 5 ft. 1 in. min

**Pedestrian Access**
- Entries on front or side streets
- 2 building entries on San Pablo Avenue

**Vehicular Access**
- Max 20 ft. 2-way driveways.
- Side access on corner lots
  - (1) 20 ft. driveway (side access)

#### Building Form

**Upper Floor Setbacks**

**Ground Floor Ceiling Height**
- 14 ft. min clear

**Upper Floor Ceiling Height**
- 9 ft. min clear

**Building Length**
- 200 ft. max

**Ground Floor Transparency**
- Non-residential 50% min, Residential 30% min.
<table>
<thead>
<tr>
<th>Upper Floor Transparency</th>
<th>25% min</th>
<th>28%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front Encroachments</td>
<td>4 ft. max</td>
<td>0 ft.</td>
</tr>
<tr>
<td>Rear Encroachments</td>
<td>4 ft. max</td>
<td>0 ft.</td>
</tr>
<tr>
<td>Allowed Frontage Types</td>
<td>Front Yard, Forecourt (NE side), Flex (commercial), Shop Front (commercial)</td>
<td>Front Yard</td>
</tr>
</tbody>
</table>

Note: For the purposes of administering the development standards detailed above, the Zoning Administrator has determined that San Pablo Avenue is the front of the project site, and in the event of a conflict, the San Pablo Avenue Community Street standards prevail.

<table>
<thead>
<tr>
<th>Open Space Requirements</th>
<th>Required</th>
<th>Provided</th>
</tr>
</thead>
<tbody>
<tr>
<td>Private/Common Open Space</td>
<td>80 sq. ft./unit min</td>
<td>Min 80 sq. ft. deck/unit</td>
</tr>
<tr>
<td>Public Open Space</td>
<td>25 sq. ft./1,000 sq. ft. of building for buildings &gt;25,000 sq. ft.</td>
<td>0 sq. ft. (None required – Building is under 25,000 sq. ft.)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Transit-Oriented Higher-Intensity Mixed Use Zone</th>
<th>Required</th>
<th>Provided</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parking</td>
<td>Up to 1 space/unit (Reductions and increases allowed with Zoning Administrator approval)</td>
<td>1 space per unit plus one accessible space (total of 15 spaces)</td>
</tr>
<tr>
<td>Auto Parking</td>
<td>Min 1 short-term space/10 units Min 1.5 long-term spaces/unit</td>
<td>2 short-term spaces 32 long-term spaces</td>
</tr>
<tr>
<td>Bicycle Parking</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Building Height</td>
<td>65 ft. max</td>
<td>54 ft.</td>
</tr>
<tr>
<td>Maximum Height</td>
<td>3 stories residential, 2 stories commercial</td>
<td>4 residential stories</td>
</tr>
</tbody>
</table>

In addition, the project will implement the following strategies of the San Pablo Avenue Specific Plan:

**Strategy A.3:** Optimize Placemaking in all developments.

*The project addresses San Pablo Avenue with entries onto the street and improvements within the public-right-of-way. The project will enhance San Pablo Avenue, as a place, in conformance with the San Pablo Avenue Specific Plan.*
Strategy B.1: Maximize TOD potential (BART and AC Transit).

The project will provide 14 new housing units in close proximity to existing AC Transit lines and the El Cerrito Plaza BART station. The project includes bike parking as required by the San Pablo Avenue Specific Plan and will face San Pablo Avenue, providing a pleasant pedestrian environment along the street.

Strategy C.3: Allow ground floor residential development to provide flexibility and expand the Specific Plan Area’s residential base.

The project proposes ground floor residential units and will expand the residential base within the San Pablo Avenue Specific Plan Area.

Strategy E.1: Promote infill development through increased land use intensity close to existing transit infrastructure.

The project will provide 14 new housing units (48 units/acre) in close proximity to existing public transit infrastructure.

Design Review Process

Pursuant to Section 2.03.08.01.02.B of the San Pablo Avenue Specific Plan, Tier II Design Review is the entitlement process for new projects that have been designed in full-compliance with the design standards of the San Pablo Avenue Specific Plan.

The Design Review Board is the body of decision for Tier II Design Review. The discretionary scope of Tier II Design Review includes the following components:

- Exterior building colors, materials, and textures
- Landscaping
- Site Plan
- Building facades and articulation
- Relationship of the development to adjacent public rights-of-way
- Signs
- Locations and footprints of bioretention facilities as required for stormwater management

Architectural Design

The project borrows elements from both traditional and contemporary design. The building will feature a traditional-looking ground floor and street presence. The upper floors feature pop-outs that express a more contemporary aesthetic. The pop-outs have recesses at the upper floor balconies. The rear of the building also features architectural pop-outs with recessed balconies adjacent to them. The balcony edges throughout the project would feature a steel and metal mesh railing system. The ground floor would be clad in stone tile (Neolith, Fusion Neolith, Basalt Black). The upper floors would be a plaster finish, with paint colors (Benjamin Moore, Cape May Cobblestone and Tapestry Beige) that accentuated the architectural features of the building.

The ground floor features slightly more than the required percentage of transparency, but the unit windows would be elevated slightly. This will create a pleasant pedestrian environment on the street, while still allowing some degree of privacy for the ground floor units along San Pablo Avenue. These ground floor windows would also feature a 4-foot powder-coated galvanized panel beneath. The project proposes to use black vinyl windows (VPI Quality Windows) throughout. At key locations,
powder-coated galvanized siding would be utilized between windows, accentuating the verticality of the pop-outs. The building integrates differing window shapes and sizes at appropriate locations, to create a consistent architectural language.

The lighting plan for the site features two wall-mounted fixtures and one ceiling-mounted fixture at each of the six building entries and two pole-mounted lights at opposite ends of the parking area.

The covered bike parking area will consist of fences with 2”x10” redwood boards, framed by metal posts. The roof will be corrugated metal, framed with a fascia that will mask the edge of the corrugated metal roof.

Project Rendering

Landscape Design

The project includes new landscaping in the adjacent streetscapes. One *Acer Rubrum* ‘Autum Sunset’ (Red Maple) tree have been selected for San Pablo Avenue with *Platanus Acerfolia* ‘Columbia’ (London Plane) on Eureka Avenue. Low accent landscaping would also be accommodated in the new planter areas.

Landscaping would also be located adjacent to the building to soften the building edge at the street. These areas would feature plants such as *Pennisetum* ‘Red Bunny Tails’ (Dwarf Fountain Grass), *Lantana* ‘Confetti’ (Lantana), and *Festuca glauca* ‘Elija Blue’ (Blue Fescue).

Additional landscaping is located at the rear of the project site adjacent to the parking area and at the corner of San Pablo Avenue and Eureka Avenue. The northwest corner of the site would feature a landscaped area which would also serve as stormwater filtration areas. These areas would feature *Cercis Occidentalis* (Western Redbud) trees, which are compatible with stormwater areas.
Art in Public Places

The project is required to comply with Chapter 13.50: Art in Public Places of the El Cerrito Municipal Code. Provision of public art onsite has not been included as part of the project submittal. The applicant will, therefore, be required to pay an in-lieu fee of one percent of the development costs to a public art fund for the commission of public art throughout the city.

Complete Streets Plan

The project will be required to make a fair-share contribution toward the improvements contained in the Complete Streets chapter of the San Pablo Avenue Specific Plan. These improvements will be made as funds become available. For the stretch of San Pablo Avenue north of Lincoln Avenue and south of Potrero Avenue, the improvements include pedestrian bulb-outs at intersections, bulb-outs at bus stops, and a buffered bike lane that would be separated from traffic by parked cars. Street parking will be preserved.

Public Notice and Comment

The required public notice for the project was published in the East Bay Times, mailed to owners of property within 300 feet of the project site and posted on the site on June 14, 2017.

Staff received no comments.

Environmental Review

A Program Environmental Impact Report (program EIR) was certified for the San Pablo Avenue Specific Plan in 2014. This type of environmental documentation is authorized by section 15168 of the California Environmental Quality Act (CEQA) Guidelines for use in documenting the environmental impacts of specific plans, and other planning "programs." As explained in the CEQA Guidelines, a program EIR is useful in evaluating the potential environmental impacts of a project that involves a series of interrelated actions that can reasonably be characterized as a single project. Subsequent activities that fall within the scope of the program may not be subject to further environmental review if the environmental effects of the subsequent activity have been adequately addressed in the program EIR. CEQA Guidelines Section 15168(c)(4) recommends using a written checklist or similar device to confirm whether the environmental effects of a subsequent activity were adequately covered in a program EIR.

An Initial Study Checklist has been prepared for this project (Attachment 3). The responses contained in the checklist confirm that the project is considered within the scope of the evaluation completed for the program EIR. No new impacts were identified and no new mitigation measures are required.

Several conditions of approval have been included in the draft resolution to ensure that key mitigation measures of the San Pablo Avenue Specific Plan Program EIR are implemented with regard to this project. The inclusion of these conditions ensure that the project will not have environmental effects which have not previously been addressed in the San Pablo Avenue Specific Plan EIR.

Compliance with the General Plan

The project is consistent with and will implement the following policies of the El Cerrito General Plan:

**LU1.5: Suitable Housing.** Promote suitably located housing and services for all age groups within the city. Within the San Pablo Avenue Specific Plan area, allow ground floor residential development and increased land use intensity close to existing transit infrastructure to promote residential infill development and catalyze mode shift.
The project will provide 14 new housing units on San Pablo Avenue, with close proximity to public transportation and commercial uses. The infill project contains ground-floor residential units in a location adjacent to an existing bus stop.

LU2.1: San Pablo Avenue Specific Plan Area. Promote retail, office, and mixed uses within the San Pablo Avenue Specific Plan Area to provide more tax revenues to the city.

In accordance with the goals of the San Pablo Avenue Specific Plan, the proposed project will add housing units to San Pablo Avenue which will promote a balanced mixture of land uses in the corridor. The new residents of the project will support new and existing businesses along San Pablo Avenue.

LU4.1: Mixture of Uses. Encourage a mix of uses that promotes such community values as convenience, economic vitality, fiscal stability, public safety, a healthy environment, and a pleasant quality of life.

The proposed project will enhance the mixture of uses along San Pablo Avenue. The location of the project will provide the residents with convenient access to businesses, parks, schools, public transit and the Ohlone Greenway. The design of the project will allow for surveillance of the street, enhancing public safety.

LU6.2: Circulation Alternatives. To the extent possible, encourage alternatives to the use of private automobiles. Encourage a full range of transportation options – driving, transit, walking and biking – without allowing any one to preclude the others. On San Pablo Avenue, in many constrained right-of-ways, it is not possible to provide optimum facilities for all user groups and in the event that trade-offs are necessary, transit users and pedestrians are the highest priority.

The location of the project provides convenient access to frequent public transit along San Pablo Avenue as well as the El Cerrito Plaza BART station. The location also provides convenient walking access to local businesses.

CD1.9: Building Design. A variety of attractive images will be achieved by encouraging a variety of building styles and designs, within a unifying context of consistent “pedestrian” scale along streets and compatibility among neighboring land uses.

The proposed project is designed at a pedestrian scale and addresses San Pablo Avenue with building entries and windows along the street.

CD2.1: Street Frontages. Encourage street frontages that are safe, by allowing for surveillance of the street by people inside buildings and elsewhere, and are interesting for pedestrians. Require buildings in the San Pablo Avenue Specific Plan area to be directly abutting sidewalks, with window openings, entries and high levels of transparency along the pedestrian frontage.

The building will abut the sidewalk on San Pablo Avenue and features ample window openings, decks, and doors along the street. These windows and decks will allow surveillance of the street from the units within the project. The project meets or exceeds the transparency standards of the San Pablo Avenue Specific Plan.

CD2.3: Streetscape Improvements. Maintain an active program of street tree planting and improved roadway landscaping through both public and private means. Design guidelines shall describe appropriate types of trees for commercial areas – to enhance the shopping experience rather than detract from it.
The San Pablo Avenue Specific Plan implemented standards and requirements for public right-of-way improvements. The project is consistent with the standards and will enhance the adjacent public rights of way in compliance with the San Pablo Avenue Specific Plan.

CD3.2: Usable Open Space. Require the provision of usable open space in the form of ground-floor patios, upper-floor decks, and balconies, as well as common recreational facilities and amenities.

The project features decks on both ground floor and upper floor units.

CD3.3: Site Landscaping. Improve the appearance of the community by requiring aesthetically designed screening and landscaping on public and private sites. Ensure that public landscaping includes entry areas, street medians, parks, and schools. Require landscaping for all private sites, yard spaces, parking lots, plazas, courtyards, and recreational areas.

The project has provided landscaping in conformance with the standards in the San Pablo Avenue Specific Plan. Landscaping will be provided to soften the building edge along San Pablo Avenue, and landscaping is provided as a buffer between the parking area and adjacent properties.

CD3.12: Landscape Species. Indigenous and drought-tolerant species that reduce water usage and are compatible with El Cerrito’s climate are encouraged.

The proposed plant palette includes native, drought-tolerance plants such as Western Redbud, Berkeley Sedge, Deer Grass, and Gray Rush.

CD4.2: Building Articulation. Ensure that buildings are well articulated. Avoid large unarticulated shapes in building design. Ensure that building designs include varied building facades, rooflines, and building heights to create more interesting and differentiated building forms and shapes. Encourage human scale detail in architectural design. Do not allow unarticulated blank walls or unbroken series of garage doors on the facades of buildings facing the street or the Ohlone Greenway.

The proposed building is articulated in compliance with the San Pablo Avenue Specific Plan. The building includes a varied roofline and interesting building form. The project meets or exceeds the transparency standards of the San Pablo Avenue Specific Plan. The building is designed at a human scale with building entries along San Pablo Avenue.

CD5.1: Design Review Process. Continue design review and approval process for all new development, changes, additions, and modifications of existing buildings (except for single-family homes on existing lots).

The proposed project requires Tier II Design Review approval from the Design Review Board in compliance with the San Pablo Avenue Specific Plan.

T2.1: Land Use Patterns. Recognize the link between land use and transportation. Promote land use and development patterns that encourage walking, bicycling, and transit use. Emphasize high-density and mixed land use patterns that promote transit and pedestrian travel. Where feasible, emphasize the following land use measures:

1. Promote conveniently located neighborhood complexes that provide housing and commercial services near employment centers and within transit corridors.

2. Promote land use patterns that maximize trip-linking opportunities by assembling uses that allow people to take care of a variety of daily needs.
3. Encourage pedestrian-oriented land use and urban design that can have a demonstrable effect on transportation choices.

4. Direct growth to occur along transit corridors.

5. Encourage retail, commercial, and office uses in ground floor space in combination with upper-floor housing along San Pablo Avenue.

The project will provide 14 new residences in close proximity to public transportation and local businesses. In accordance with the goals of the San Pablo Avenue Specific Plan, the project will add housing units along San Pablo Avenue, a major transit corridor.

**T2.2: Project Design.** Projects should be designed to include features that encourage walking, bicycling, and transit use.

The project will have building entries directly onto San Pablo Avenue that provide convenient access to the adjacent bus stop.

**H2.2:** Encourage the construction of transit-oriented developments (TODs) that seek to maximize opportunities for the use of public transit and transportation corridors through high-density residential and mixed-use projects along those corridors in accordance with the San Pablo Avenue Specific Plan and the City’s Incentives Program (Chapter 19.23 of the El Cerrito Zoning Ordinance.)

The project provides high-density housing along a transit corridor consistent with the Transit-Oriented Higher-Intensity Mixed Use Transect Zone in the San Pablo Avenue Specific Plan.

**H2.3:** Continue to enforce the sections of the Zoning Ordinance that increase density, reduce parking requirements, and establish design and development standards to create inviting, mixed-use neighborhoods around transit, and enforce the San Pablo Avenue Specific Plan.

The San Pablo Avenue Specific Plan reduced parking requirements and eliminated maximum density in the plan area. This project will enhance the mix of uses in the corridor adjacent to public transit. The project complies fully with the standards of the San Pablo Avenue Specific Plan.

**Required Findings**

Pursuant to Section 2.03.08.01.02.B.3 of the San Pablo Avenue Specific Plan, in acting to approve or conditionally approve an application for the Design Component of a Tier II Site Plan and Design Review, the Design Review Board shall make the following findings:

a. That the project complies with all applicable Specific Plan design standards; and

   *As discussed in this report, the project complies with all standards of the San Pablo Avenue Specific Plan.*

b. That the project implements applicable goals and policies of the El Cerrito General Plan.

   *As discussed in this report, the project will implement the following policies of the El Cerrito General Plan: LU1.5: Suitable Housing, LU2.1: San Pablo Avenue, LU4.1: Mixture of Uses, LU6.2: Circulation Alternatives, CD1.9: Building Design, CD2.1: Street Frontages, CD2.3: Streetscape*

Staff Recommendation

Based on the information contained in this report, staff recommends approval of Planning Application No. PL16-0136, as conditioned by the draft resolution in Attachment 1.

Proposed Motion

Move adoption of Design Review Board Resolution DRB17-02 granting Tier II Design Review approval to Planning Application No. PL16-0136: a project that includes a 4-story residential building containing 14 dwelling units located at 10290 San Pablo Avenue.

Appeal Period

Within ten (10) working days after the date of the decision, the Design Review Board action may be appealed to the Planning Commission.

Attachments

1. Draft resolution
2. Project Plans, dated April 5, 2017
3. Color rendering and materials page
4. Initial Study Checklist and appendices
A RESOLUTION OF THE CITY OF EL CERRITO DESIGN REVIEW BOARD GRANTING TIER II DESIGN REVIEW APPROVAL FOR CONSTRUCTION OF A NEW BUILDING CONTAINING 14 RESIDENTIAL UNITS AT 10290 AND 10296 SAN PABLO AVENUE.

WHEREAS, the site is located within the San Pablo Avenue Specific Plan Area;

WHEREAS, the General Plan land use classification of the site is Transit-Oriented Higher-Intensity Mixed Use;

WHEREAS, the zoning district of the site is Transit-Oriented Higher-Intensity Mixed Use and the project is located on a San Pablo Avenue Community Street and Neighborhood Street designations;

WHEREAS, the project has been found to be consistent with the Program Environmental Impact Report certified for the San Pablo Avenue Specific Plan, pursuant to CEQA Guidelines Sections 15168(c) and 15182;

WHEREAS, the site is located at 10290 and 10296 San Pablo Avenue;

WHEREAS, the existing Assessor’s Parcel Numbers of the site are 503-394-024 and 503-394-026;

WHEREAS, on October 17, 2016, the applicant submitted an application for Tier II Design Review;

WHEREAS, on May 22, 2017, the applicant was determined to be complete; and

WHEREAS, on July 5, 2017, the Design Review Board, after due consideration of all evidence and reports offered for review does find and determine the following:

1. The project complies with all applicable standards of the San Pablo Avenue Specific Plan. The project complies with the standards for the San Pablo Avenue Community Street type and Neighborhood Street type, the standards for the Transit-Oriented Higher-Intensity Mixed Use district, and all other applicable standards of the San Pablo Avenue Specific Plan.


NOW, THEREFORE, BE IT RESOLVED, that after careful consideration of maps, facts, exhibits, correspondence, and testimony, and other evidence submitted in this matter, and, in consideration of the findings, the El Cerrito Design Review Board hereby approves Application No. PL16-0136, subject to the following conditions:

Planning Division:

Standard conditions- All projects:

1. The project will be constructed substantially in conformance with the plans dated June 23, 2017. Minor changes may be approved by the Zoning Administrator. All improvements shall be installed in
accordance with these approvals. Once constructed or installed, all improvements shall be maintained as approved.

2. If Applicant constructs buildings or makes improvements in accordance with these approvals, but fails to comply with any of the Conditions of Approval or limitations set forth in these Conditions of Approval and does not cure any such failure within a reasonable time after notice from the City of El Cerrito, then such failure shall be cause for nonissuance of a certificate of occupancy, revocation or modification of these approvals or any other remedies available to the City.

3. These Conditions of Approval shall apply to any successor in interest in the property and Applicant shall be responsible for assuring that the successor in interest is informed of the terms and conditions of this approval.

4. If not used, this design review approval shall expire two years from the date of this action.

5. The applicant shall share the conditions of approval with their general contractor for the project. The general contractor shall sign a copy of the conditions of approval to acknowledge that he/she is aware of all these conditions of approval and will comply as directed.
   a. Prior to the issuance of a building permit, this signed copy shall be returned to the planning and building division and kept as part of the project file. The conditions of approval shall be reviewed at the mandatory pre-construction meeting held between the City and the General Contractor. A copy of the conditions of approval shall be maintained on the project site at all times during construction.

6. Prior to issuance of building permit, the applicant shall demonstrate compliance with Chapter 13.50: Art in Public Places of the El Cerrito Municipal Code to the satisfaction of the Zoning Administrator. The project shall be fully compliant with Chapter 13.50 prior to issuance of Certificate of Occupancy.

7. In lieu of providing the entire amount of public open space required by the San Pablo Avenue Specific Plan on the project site, the applicant shall pay a fee for the balance of public open space not provided on the site, prior to issuance of building permit, based on a formula determined by the Community Development Director.

8. In compliance with Chapter 16.34 of the El Cerrito Municipal Code, the applicant shall submit plans for undergrounding of utilities adjacent to the project to the satisfaction of the Building Official prior to issuance of building permit.

9. The cost of all automobile parking shall be separate from the sale or rental price of all residential units. All renters and/or buyers of residential units shall be free to not rent and/or purchase parking.

Conditions based on applicable mitigation measures from the San Pablo Avenue Specific Plan Program EIR:

10. Air Quality (Mitigation Measure 5.1): Implement the following BAAQMD-recommended measures to control particulate matter emissions during construction. City staff will spot check that these measures are being implemented throughout the construction phase of the project. These measures reduce diesel particulate matter PM2.5 and PM10 created from construction to ensure that short-term health impacts to nearby sensitive receptors are avoided or reduced:

   Dust (PM2.5 and PM10) Control Measures:
b. Water all active construction areas at least twice daily and more often during windy periods. Active areas adjacent to residences should be kept damp at all times.

c. Cover all hauling trucks or maintain at least two feet of freeboard.

d. Pave, apply water at least twice daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas and sweep streets daily (with water sweepers) if visible soil material is deposited onto the adjacent roads.

e. Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (i.e., previously graded areas that are inactive for 10 days or more).

f. Enclose, cover, water twice daily, or apply (non-toxic) soil binders to exposed stockpiles.

g. Limit traffic speeds on any unpaved roads to 15 mph.

h. Replant vegetation in disturbed areas as quickly as possible.

i. Suspend construction activities that cause visible dust plumes to extend beyond the construction site.

j. Post a publically visible sign(s) with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District’s phone number shall also be visible to ensure compliance with applicable regulations.

Additional Measures to Reduce Diesel Particulate Matter and PM2.5 and other construction emissions:

k. The developer or contractor shall provide a plan for approval by the City or BAAQMD demonstrating that the heavy-duty (>50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project wide fleet-average 20 percent NOX reduction and 45 percent particulate reduction compared to the most recent CARB fleet average for the year 2011.

l. Clear signage at all construction sites shall be posted indicating that diesel and gasoline equipment standing idle for more than five minutes shall be turned off. This would include trucks waiting to deliver or receive soil, aggregate or other bulk materials. Rotating drum concrete trucks could keep their engines running continuously as long as they were on-site or adjacent to the construction site.

m. The contractor shall install temporary electrical service whenever possible to avoid the need for independently powered equipment (e.g., compressors).

n. Properly tune and maintain equipment for low emissions.

11. Air Quality (Mitigation Measure 5.2): Prior to issuance of building permit the applicant shall require project-level construction health risk assessment shall be completed to the satisfaction of the Zoning Administrator. This assessment shall be completed either through screening or refined modeling to identify impacts and, if necessary, include performance standards and industry-recognized measures to be accomplished through, though is not limited to, the following measures:

a. Construction equipment selection.

b. Use of alternative fuels and engine retrofits temporary line power or electric equipment.

c. Modified construction schedule; and

d. Implementation of BAAQMD Basic and/or Additional Construction Mitigation Measures for control of fugitive dust.

12. Biological Impacts (Mitigation Measure 6.1): Removal of trees, shrubs, or weedy vegetation between February 1 and August 31 shall require a survey for nesting birds by a qualified wildlife biologist to the satisfaction of the Zoning Administrator. The survey shall be conducted no sooner than 14 days prior
to the start of removal of trees, shrubs, or weedy vegetation. Survey results shall be valid for 21 days following the survey. Any removal of trees, shrubs, or weedy vegetation more than 21 days after a survey shall require a new survey. The area surveyed shall include all construction sites, access roads, and staging areas, as well as areas within 150 feet outside the boundaries of the areas to be cleared or as otherwise determined by the biologist.

In the event that an active nest is discovered in the areas to be cleared, or in other habitats within 150 feet of construction boundaries, clearing and construction shall be postponed for at least two weeks or until a wildlife biologist has determined that the young have fledged (left the nest), the nest is vacated, and there is no evidence of second nesting attempts.

A qualified biologist shall conduct preconstruction surveys for bats and suitable bat roosting habitat at work sites where culverts, structures and/or trees would be removed or otherwise disturbed prior to the initiation of construction. If bats or suitable bat roosting habitat is detected, CDFW shall be notified immediately for consultation and possible on-site monitoring.

The survey for nesting birds, bats and suitable bat roosting habitat may be conducted simultaneously.

13. Prior to the issuance of a building permit, the applicant shall implement a program that includes the following elements:
   a. Archeological resource identification training procedures for construction personnel
   b. Procedures for reporting archeological discoveries

14. Historic and Cultural Resources (Mitigation Measure 7.2): If subsurface archeological or cultural resources are encountered during ground-disturbing activities, work in the immediate vicinity shall be stopped and a qualified archaeologist shall be retained to evaluate the finds following the procedures described in Mitigation Measure 7-3 of the San Pablo Avenue Specific Plan Environmental Impact Report. Project personnel shall not collect cultural resources. If human remains are found, special rules set forth in State Health and Safety Code section 7050.5 and CEQA Guidelines section 15126.4(b) shall apply, and there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the Contra Costa County Coroner has been notified of the remains and has determined that the remains are not subject to the provisions of Section 27491 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code.

15. Paleontological Resources (Mitigation Measure 7.3): The applicant shall implement a program that includes the following elements:
   c. Paleontological resource identification training procedures for construction personnel
   d. Spot-checks by a qualified paleontological monitor of all excavations deeper than seven feet below ground surface
   e. Procedures for reporting paleontological discoveries and their geologic context

If subsurface paleontological resources are encountered, excavation shall halt in the vicinity of the resources, and the project paleontologist shall evaluate the resource and its stratigraphic context. The monitor shall be empowered to temporarily halt or redirect construction activities to ensure avoidance of adverse impacts to paleontological resources. During monitoring, if potentially significant paleontological resources are found, “standard” samples shall be collected and processed by a qualified paleontologist to recover micro vertebrate fossils. If significant fossils are found and
collected, they shall be prepared to a reasonable point of identification. Excess sediment or matrix shall be removed from the specimens to reduce the bulk and cost of storage. Itemized catalogs of material collected and identified shall be provided to a local museum repository with the specimens. Significant fossils collected during this work, along with the itemized inventory of these specimens, shall be deposited in a local museum repository for permanent curatorship and storage. A report documenting the results of the monitoring and salvage activities, and the significance of the fossils, if any, shall be prepared and submitted to the Zoning Administrator.

16. Geology and Soils (Mitigation Measure 8.1): As required by the Building Official, subject to City review and approval, the applicant shall complete and implement the geotechnical mitigation recommendations identified in the required site-specific geotechnical investigations and engineering studies, in coordination with City grading permit and building permit performance standards.

17. Noise and Land Use Compatibility/Construction Noise (Mitigation Measure 13.3): Construction equipment shall be well-maintained and used judiciously to be as quiet as practical. The following measures shall be implemented to reduce noise from construction activities:
   a. Equip all internal combustion engine-driven equipment with mufflers that are in good condition and appropriate for the equipment.
   b. Utilize “quiet” models of air compressors and other stationary noise sources where technology exists.
   c. Locate stationary noise-generating equipment as far as feasible from sensitive receptors when sensitive receptors adjoin or are near a construction area.
   d. Prohibit unnecessary idling of internal combustion engines.
   e. Pre-drill foundation pile holes to minimize the number of impacts required to seat the pile.
   f. Construct solid plywood fences around construction sites adjacent to operational business, residences, or noise-sensitive land uses.
   g. If noise conflicts occur which are not irresolvable by proper scheduling, a temporary noise control blanket barrier shall be erected, as determined to be necessary by the Zoning Administrator, along building facades facing construction sites.
   h. Route construction-related traffic along major roadways and as far as feasible from sensitive receptors.
   i. Construction activities (including the loading and unloading of materials and truck movements) and excavating, grading, and filling activities (including warming of equipment motors) shall be limited to the hours of 7:00 AM to 6:00 PM on weekdays and to the hours of 9:00 AM and 5:00 PM on Saturdays. Work shall be prohibited on Sundays and Holidays.
   j. Businesses, residences, or noise-sensitive land uses adjacent to construction sites shall be notified of the construction schedule in writing.
   k. Designate a “construction liaison” who would be responsible for responding to any local complaints about construction noise. The liaison would determine the cause of the noise complaints (e.g., starting too early, bad muffler, etc.) and institute reasonable measures to correct the problem. Conspicuously post a telephone number for the liaison at the construction site.

**Project Specific Conditions of Approval:**

18. The following interior noise reduction measures shall be included for all west facing (facing San Pablo Avenue) units:
   a. Living room and bedroom windows shall have a sound transmission class (STC) rating of 38.
   b. Exterior finish shall be three-coat stucco or system with equivalent weight per square foot;
   c. Interior gypsum at exterior walls shall be 5/8” Type X or Type C hung on resilient channel (RC);
   d. Ceiling gypsum shall be 5/8” type X or Type C;
e. Mechanical ventilation shall be installed in all residential uses to allow residents to keep doors and windows closed, as desired for acoustical isolation.

As an alternative to the above-listed interior noise control measures, the applicant may provide a detailed analysis of interior noise control measures once building plans become available. The analysis shall be prepared by a qualified noise control engineer and shall outline the specific measures required to meet the City’s 45 dB Ldn and 50-55 dBA Lmax, interior noise level standards. The Zoning Administrator shall approve any substitute measures or alternatives to the measures detailed above.

19. Prior to issuance of building permit the applicant shall submit a request to the Public Works Department for at least 10 feet of red curb on both sides of the project driveway on Eureka Avenue.

Public Works Department:

20. The existing rain gardens and street furniture along the project frontage shall remain in place or shall be relocated consistent with the public right-of-way improvement standards of the San Pablo Avenue Specific Plan to the satisfaction of the Public Works Director.

21. Any new landscaping in the exiting rain garden planers along the project frontage shall be reviewed and approved by the Public Works Department prior to installation.

22. Prior to the issuance of a building permit, the applicant shall submit a detailed grading plan, obtain a Grading & Transportation Permit, and pay all associated fees for earthwork and grading operations in excess of 50 cubic yards.

23. Prior to the issuance of a building permit, the applicant shall provide a drainage plan for new roof and any rain leaders. All drainage shall stay on-site, draining away from the foundations, 10’ from property lines, and shall not cause a nuisance to neighboring properties.

24. The building plans shall note that all sidewalk, curb and gutter along the development’s public right-of-way frontages shall be replaced to meet current City and ADA standards to the satisfaction of the Public Works Director.

25. All improvements on the property frontage shall comply with the standards of the San Pablo Avenue Specific Plan, including the Complete Streets chapter to the satisfaction of the Public Works Director.

26. Before any work commences related to any street tree, sidewalk and driveway, applicant shall obtain a Public Works Encroachment Permit and pay all associated fees.

27. If any new street trees are to be installed, they must be from the City Master Tree List and approved by the City Arborist before installation. Tree species, location, spacing, tree well size, and planting details, are to be approved by the City Arborist before installation.

28. Any new street trees are required to have irrigation and an establishment period of 3 years prior to acceptance by the City.

29. Applicant shall pay a fair share of the San Pablo Avenue Specific Plan Complete Streets Improvements as determined by the Public Works Director.
Building/Fire Department:


31. Prior to issuance of building permit:
   a. The applicant shall provide code analysis of required total firefighting water. Based on required fire flow, the applicant shall show on plans the number of fire hydrants required and locations based on maximum spacing requirements.
   b. The applicant shall submit plans for fire service underground.
   c. Fire sprinkler plans shall be submitted for review and approval to the satisfaction of the Fire Marshall.

32. The following information shall be included on the Construction Plans:
   a. Fire Department Connections (FDC’s) shall be in locations acceptable to the fire department for emergency operations.
   b. Fire FDC’s shall be interconnected between standpipes and fire sprinkler system and shall be located on Lincoln Ave.
   c. A fire standpipe shall be required in each common stairway.
   d. Smoke detection shall be installed in each bedroom, in hallways adjacent to bedrooms, and one detector per floor level (top and bottom of stairs). Smoke detectors shall be 120v powered with battery backup. Smoke detectors shall be interconnected.
   e. Carbon monoxide alarm shall be installed outside of and adjacent to sleeping areas where fuel-burning appliances are installed; and in dwelling units that have attached garages. Carbon Monoxide detectors shall be installed in accordance with NFPA 720. Carbon Monoxide alarms shall be 120 v Powered with battery backup and be interconnected with the smoke detectors.
   f. All electrical breakers shall be labeled.
   g. Approved numbers or address shall be provided in such a position to be plainly visible and legible from the street fronting the property. Address shall be either internally or externally illuminated.
   h. Automatic Fire Sprinklers shall be installed throughout the Complex.
   i. An automatic fire alarm system is required in all common areas of the building. The automatic fire alarm system shall be interconnected with the fire sprinkler system.
   j. Every sleeping room shall have at least one operable window or door approved for emergency escape or rescue in accordance with CBC 310.4. Escape or rescue windows shall be installed in accordance with CBC 310.4.

33. Prior to issuance of building permit, the applicant shall provide analysis for angle of approach and departure for driveway entering off Lincoln Ave. If necessary, the Zoning Administrator may approve minor modifications to the project site plan to meet Fire Department requirements.

34. Prior to issuance of a Certificate of Occupancy, a “KNOX BOX” shall be installed with keys for all common areas.

Stege Sanitary District:

35. This applicant shall participate in the San Pablo Avenue Sewer Capacity Improvement Fee Program, and pay all applicable fees. This fee is intended to satisfy the requirement for a Sewer Capacity Study.
CERTIFICATION

I Certify that this resolution was adopted by the El Cerrito Design Review Board at a regular meeting held on July 5, 2017, upon motion of Boardmember _____, second by Boardmember ______:

AYES:
NOES:
ABSTAIN:
ABSENT:

_________________________
Sean Moss, AICP
Senior Planner
San Pablo Ave. El Cerrito - 10290
PRELIMINARY EROSION CONTROL PLAN

CITY OF EL CERRITO         CONTRA COSTA COUNTY          CALIFORNIA

Scale: 1" = 10'

LEGEND

DATE: JUNE 22, 2017

JOB NO.: 2642-000

SHEETS
HYDROZONE / PLANTING DESCRIPTION

PLANT FACTOR (PF)

IRRIGATION METHOD

IRRIGATION EFFICIENCY (IE)

ETAF (PF / IE)

LANDSCAPE AREA (sq. ft.) ETAF x AREA

ESTIMATED TOTAL WATER USE (ETWU)

LOW WATER USE 0.3 DRIP 0.81 0.3703703 2631 974.4442593 27126.6

MEDIUM WATER USE 0.5 BUBBLER 0.81 0.6172839 81 49.9999959 1391.9

TOTALS: 2712 1024

REC. AREA 00 0 0

WATER FEATURE 1 00 0 0

WATER FEATURE 2 00 0 0

TOTALS: 00 28,518 33,973

1,024 2,712 0.38

0.38 SITEWIDE ETAF

NOTE: AVERAGE ETAF FOR REGULAR LANDSCAPE AREAS MUST BE 0.55 OR BELOW FOR RESIDENTIAL AREAS, AND 0.45 OR BELOW FOR NON-RESIDENTIAL AREAS.

ETAF CALCULATIONS:

REGULAR LANDSCAPE AREAS:

TOTAL ETAF x AREA

TOTAL LANDSCAPE AREA

AVERAGE ETAF

ALL LANDSCAPE AREAS:

MAXIMUM ALLOWED WATER ALLOWANCE (MAWA):

ETWU TOTAL:

TOTAL ETAF x AREA

TOTAL LANDSCAPE AREA

GENERAL NOTES:

WATER EFFICIENT LANDSCAPE WORKSHEET

REFERENCE EVAPOTRANSPIRATION (ETo):

REGULAR LANDSCAPE AREAS:

SPECIAL LANDSCAPE AREAS:

HYDROZONE DEFINITIONS:

LOW WATER USE: DRIP IRRIGATION APPLICATION

MEDIUM WATER USE: TREE BUBBLERS
Unit Breakdown
14 Units:
(2) 3-bedroom Flat (+/-1,262sf)
(12) 2-bedroom 2-Story (+/-926sf - 1,253sf)

Vehicle Parking Count
15 Parking Spaces:
(6 Regular Spaces + 8 Garage Spaces + 1 ADA Space)
(3 Spaces Pre-wired for Electric Vehicles)

Bicycle Parking Count
21 Covered Long-term Bike Parking:
(9 Outside Bike Corral + 12 Inside Vertical Racks at Garages)
2 Short-term Bike Parking
(see landscape drawings for location)
San Pablo Ave. El Cerrito 10290
Planning Dept. Submittal
TOTAL - 967sf
(462sf + 505sf)

LIVING 6'-3" 10'-6" 7'-9 1/2"

POWDER 5'-7 1/2"

KITCHEN 9'-10 1/2"

ENTRY 7'-0"

PLANTER BOX 30'-5 1/2" 11'-7"

OUTDOOR PATIO 10'-8" 11'-10"

505sf DN W/D 22'-6" 24'-6 1/2"

9'-0" 13'-6"

5'-10" 5'-9"

10'-8" 11'-10"

14'-4" 10'-2 1/2"

11'-7" 10'-11"

San Pablo Ave. El Cerrito
Planning Dept. Submittal
San Pablo Ave. El Cerrito
Planning Dept. Submittal
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<td>R1</td>
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San Pablo Ave. El Cerrito
Planning Dept. Submittal
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14 Units

F.F.E. = 36.00'
## 10290 SAN PABLO AVENUE
### CEQA ENVIRONMENTAL CHECKLIST AND INITIAL STUDY

<table>
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<tr>
<th><strong>Project Title:</strong></th>
<th>10290 San Pablo Avenue</th>
</tr>
</thead>
</table>
| **Lead agency name and address:** | City of El Cerrito Planning Division  
10890 San Pablo Avenue  
El Cerrito, CA 94530 |
| **Contact person and phone number:** | Sean Moss (510) 215-4359 |
| **Project Location:** | City of El Cerrito – San Pablo Avenue Specific Plan Area |
| **File Number:** | PL16-0136 |
| **Project sponsor’s name and address:** | Lisa Vilhauer  
Winfield Development L.L.C.  
3800 Mount Diablo Blvd., Suite 200  
Lafayette, CA 94549 |
| **Property Owner:** | Sapient Real Estate Investment I, LLC  
10 Orinda View Road  
Orinda, CA 94563 |
| **General Plan Designation:** | Transit-Oriented Higher-Intensity Mixed Use (TOHIMU) |
| **Zoning:** | Transit-Oriented Higher-Intensity Mixed Use (TOHIMU) |
| **Description of project:** | The project site is located in the southern portion of the City of El Cerrito, Contra Costa County, California at the southeast corner of the San Pablo Avenue and Eureka Avenue intersection on a 12,500 square-foot site. Two buildings occupy the site: a 6,300 square-foot building at 10290 San Pablo Avenue and a 2,700 square-foot building at 10296 San Pablo Avenue. 10290 San Pablo Avenue was originally constructed as office space in 1965; the latest use was a church. The proposed project would demolish the existing building and parking lot and construct a new 21,171 square-foot, four-story, 54-foot tall multi-family residential building with a total of 14 dwelling units. Access to the proposed residential units is provided at two entrances along San Pablo Avenue and two entrances from the parking lot at the rear of the project site. The proposed residential units include a combination of two-story, 2-bedroom units and 3-bedroom flats. |
| **Surrounding land uses and setting; briefly describe the project’s surroundings:** | North of the project site and across Eureka is a commercial building which is the site of the proposed residential development at 10300 San Pablo Avenue. East of the project site are single-family residences. South of the project site is a commercial property, and west of the project site across San Pablo Avenue are commercial properties within the City of Richmond. |
| **Other public agencies whose approval is required (e.g. permits, financial approval, or participation agreements):** | None |
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1. INTRODUCTION
This checklist and attached supporting documentation have been prepared to analyze the potential
environmental impacts of the 10290 San Pablo Avenue development (project or proposed project) in
relationship to the prior environmental review conducted for the site in the City of El Cerrito San Pablo
Avenue Specific Plan EIR. The analysis considers whether the environmental impacts of the project have
already been analyzed under the California Environmental Quality Act (CEQA) (Pub. Resources Code (PRC),
Section 21000, et seq.).

This document is an Environmental Compliance Checklist to examine the environmental effects of the
proposed 10290 San Pablo Avenue Project (“project”). This document has been prepared in accordance with
the relevant provisions of the California Environmental Quality Act (CEQA) and the State CEQA Guidelines as
implemented by the City of El Cerrito. According to Section 15168(c)(2) of the State CEQA Guidelines, a
program Environmental Impact Report (EIR) can be used in compliance with CEQA to address the effects of a
subsequent activity so long as the activity is within the scope of the project covered by the program EIR and
no new effects are found and no new mitigation measures would be required. As supported by the analysis
in this document, the 10290 San Pablo Avenue Project would not result in new or substantially more severe
significant environmental effects than what was analyzed in the San Pablo Avenue Specific Plan EIR.

1.1. PROJECT BACKGROUND AND PRIOR CEQA DOCUMENTATION
In 2014, the City of El Cerrito adopted the San Pablo Avenue Specific Plan (“SPASP FEIR”) and certified the
accompanying EIR (State Clearinghouse #2014042025). The Specific Plan represents a planning effort to
identify a vision for the future of San Pablo Avenue, identify improvement needs, and adopt implementing
regulations that can be applied consistently in the planning area. A major goal of the planning effort is to
achieve a coordinated, cohesive environment and character in the Specific Plan area through (1) a Form-
Based Code (FBC); (2) multimodal transportation goals and policies, recommended streetscape design
improvements, and design standards as part of the Complete Streets Plan; and (3) infrastructure
improvements.

The former El Cerrito Redevelopment Agency undertook development of the Specific Plan beginning in 2007
to develop a vision for the future of San Pablo Avenue. On April 2, 2013, City Council received an update on
the Specific Plan, including a staff recommendation to add a Complete Streets Element and Programmatic
Environmental Impact Report (EIR). Community Development and Public Works Staff worked with
consultants to update and complete the draft Specific Plan in response to Council comments and to develop
a more implementation-focused, market-driven Specific Plan that better incorporates contemporary land
use planning and transportation strategies. Additionally, the Specific Plan included incorporation of recent
Council adopted policies, including the 2013-2017 Strategic Plan (adopted April 2, 2013), the Climate Action
Plan (adopted May 21, 2013) and Plan Bay Area (adopted by MTC and ABAG on July 18, 2013). The San Pablo
Avenue Specific Plan was adopted and the Final Environmental Impact Report was certified by the City in
December 2014.

1.2. CEQA REQUIREMENTS
CEQA Guidelines Section 15168(c)(4) recommends using a written checklist or similar device to confirm
whether the environmental effects of a subsequent activity were adequately covered in a program
Environmental Impact Report (EIR). This checklist confirms that the proposed 10290 San Pablo Avenue
Project is within the planning area for the San Pablo Avenue Specific Plan Final EIR and will have no new
significant environmental effects nor substantially increase the severity of previously identified significant
effects, and no new mitigation measures are required beyond those identified in the SPASP FEIR and, as
such, the City of El Cerrito (City) can approve the 10290 San Pablo Avenue Project as being within the scope
of the SPASP covered by its EIR and no new environmental document is required. Pursuant to Public
Resources Code Section 21166 and CEQA Guidelines Section 15168, the 10290 San Pablo Avenue Project does not require any further review under CEQA.

2. PROJECT DESCRIPTION

2.1. PROJECT LOCATION AND SETTING
The project site (APN 503-394-026 & 503-394-024) is located in the southern portion of the City of El Cerrito, Contra Costa County, California (See Figure 1: Regional Map) at the southeast corner of the San Pablo Avenue and Eureka Avenue intersection (See Figure 2: Site Vicinity Map) on a 12,500 square-foot site. Although the general topography around the site gently slopes upwards towards the east, the site is largely flat. Two buildings occupy the site: a 6,300 square foot building at 10290 San Pablo Avenue and a 2,700 square foot building at 10296 San Pablo Avenue. 10290 San Pablo Avenue was originally constructed as office space in 1965; the latest use was a church. 10296 San Pablo Avenue was originally constructed as a real estate office with residential above; the last use was the office of the El Cerrito Chamber of Commerce and as space for a private law office and a hair salon (See Figure 3: Project Site Map).

The project site has General Plan Land Use designation of Transit-Oriented Higher-Intensity Mixed Use through the San Pablo Avenue Specific Plan (See Figure 4: General Plan Land Use Designation Map) – and is located within the San Pablo Avenue Specific Plan area (See Figure 5: San Pablo Avenue Specific Plan Map). The San Pablo Specific Plan zoning designates this property as within the Transit-Oriented Higher-Intensity Mixed Use (TOHIMU) zoning district. San Pablo Avenue, south of Eureka Avenue, is designated as a San Pablo Avenue (SPA) Community Street and Eureka Avenue is designated as a Neighborhood Street. The proposed project would be compliant with all zoning requirements for the TOHIMU district, SPA Community Street classification and Neighborhood Street. North of the project site and across Eureka Avenue is the residential development approved for 10300 San Pablo Avenue. East of the project site are single-family residences. South of the project site is a commercial property, and west of the project site across San Pablo Avenue are commercial properties within the City of Richmond.

2.2. PROJECT CHARACTERISTICS
The proposed project would demolish the existing buildings and parking lot and construct a new 21,171 square-foot, four-story, 54-foot tall multi-family residential building with a total of 14 dwelling units (See Figure 6: Project Site Plan). Access to the proposed residential units is provided at two entrances along San Pablo Avenue and two entrances from the parking lot at the rear of the project site. The proposed residential units include a combination of two-story, 2-bedroom units and 3-bedroom flats as summarized in Table 1 below (See Figures 7 & 8: Floor Plans).

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<tr>
<th>Level</th>
<th>Description</th>
<th>Area</th>
<th>Unit Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>2 Story Unit – 2 bedroom/1.5 Bath</td>
<td>967 Square Feet</td>
<td>4</td>
</tr>
<tr>
<td>2nd</td>
<td>1 Story Unit – 3 bedroom/2 Bath</td>
<td>1,262 Square Feet</td>
<td>2</td>
</tr>
<tr>
<td>3rd</td>
<td>2 Story Unit – 2 bedroom/1.5 Bath</td>
<td>926 Square Feet</td>
<td>4</td>
</tr>
<tr>
<td>3rd</td>
<td>2 Story Unit – 2 bedroom/1.5 Bath</td>
<td>1,253 Square Feet</td>
<td>2</td>
</tr>
<tr>
<td>3rd</td>
<td>2 Story Unit – 2 bedroom/1.5 Bath + Office</td>
<td>1,253 Square Feet</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>Total</td>
<td>14</td>
<td></td>
</tr>
</tbody>
</table>

The project is designed to front onto San Pablo Avenue with a driveway entrance to the unit garages and parking lot on Eureka Avenue. The front of the building along San Pablo Avenue has front doors for the first-
floor units, these units are designed with large glazing areas. They upper floor units are accessed from common staircases within the building that can be accessed from the San Pablo Avenue entrances and the entrances located at the rear of the property in the parking lot.

The project is accessible by auto, public transit bicycle and walking. A bus stop is located at the corner of San Pablo Avenue and Eureka Avenue. The El Cerrito Plaza Bart station is located approximately 0.5 miles away from the project. Long term bicycle storage for 21 bicycles will be provided either within the proposed garages or within the common entryway to the building. Two (2) short-term bicycle parking spaces will be provided for the project along San Pablo Avenue. Because of the close proximity to transit, the project parking spaces have been reduced to just one space per unit. The project would provide six surface parking spaces, eight individual garage parking spaces, and one ADA accessible space for a total of 15 parking spaces. Vehicles would access the site through a full-access driveway on Eureka Avenue.

Landscaping will be provided along San Pablo Avenue, Eureka Avenue, and within the surface parking lot. The streetscape along San Pablo Avenue and Eureka Avenue will comply with the San Pablo Avenue Specific Plan streetscape designs for a SPA Community Street and a Neighborhood Street. San Pablo Avenue will have an 8-foot & 10 inch wide "amenity zone" which will include landscaping and street trees. There will be an 8-foot wide pedestrian walkway space and a 3-foot & 2 inch wide activity zone.

The proposed project is designed to be a sustainable community. The site plan has been designed to integrate the architecture into the natural topography of the site, and the buildings are oriented to take advantage of solar. The community will enhance pedestrian access to the surrounding community by updating the sidewalks surrounding the project site. The proximity to downtown as well as the pedestrian and bicycle access to and from the site will help reduce vehicle trips. The project has been designed to meet all required stormwater quality standards and best management practices. As proposed, the project will reduce impervious surfaces relative to the existing condition. As such, the project would result in an overall decrease in stormwater runoff from what currently exists on the project site today. As well as integrating stormwater runoff treatment into the overall landscape design. Landscaping for the proposed project has been designed with drought-tolerant and mostly native Californian plants to reduce the water demand. Construction of the proposed project is expected to last approximately 12 months.
FIGURE 1: REGIONAL LOCATION MAP
FIGURE 3: PROJECT SITE MAP
FIGURE 5: SAN PABLO AVENUE SPECIFIC PLAN MAP

10290 San Pablo Avenue Residential Development
El Cerrito, California

Zoning Map

Source: City of El Cerrito GIS and More
FIGURE 6: PROJECT SITE PLAN
FIGURE 7: 1ST & 2ND FLOOR PLANS
3. EVALUATION OF ENVIRONMENTAL IMPACTS

The following discussion addresses the potential level of impact relating to each aspect of the environment.

3.1. AESTHETICS

<table>
<thead>
<tr>
<th>Would the project:</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant Impact with Mitigation</th>
<th>Less Than Significant Impact</th>
<th>No New Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Have a substantial adverse effect on a scenic vista?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
<tr>
<td>b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
<tr>
<td>c) Substantially degrade the existing visual character or quality of the site and its surroundings?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
<tr>
<td>d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
</tbody>
</table>

Sources: San Pablo Avenue Specific Plan EIR; Sean Moss, City of El Cerrito Planning Division, Email Communication, May 4, 2017.

As noted in the SPASP FEIR, implementation of the SPASP would enhance the visual and aesthetic character of the planning area by incorporating Form-Based Code (FBC) and Complete Streets design and development standards that support and maintain a strong sense of place and visual identity on San Pablo Avenue. These design and development standards are included in Chapter 2, Form Based Code and Chapter 3, Complete Streets of the SPASP.

The primary potentially significant impact to scenic resources identified in the SPASP FEIR was the potential for implementation of the SPASP to obstruct scenic views of Mt. Tamalpais, the Golden Gate Bridge, San Francisco skyline, East Bay Hills, and Albany Hill from public rights-of-way including roadways and sidewalks, BART station platforms, and areas of lower elevation hillside homes in El Cerrito and Richmond (Impact 4-1). This impact was determined to be significant and unavoidable; however, it was determined that the individual development projects would be subject to further evaluation to determine if they meet the standards and guidelines set forth in the SPASP related to visual resources (Mitigation Measure 4-1). The mitigation measure requires preparation of a viewshed analysis to determine if the proposed building meets the standards set forth in the SPASP. However, the El Cerrito Zoning Administrator determined that a visual analysis was not required for the proposed project for the following reasons:

- Due to the orientation of the project site, any potential view impacts would be limited to Kearney Street.
- Due to the relatively low elevation of Kearney Street, the Golden Gate Bridge, Mt. Tamalpais and the San Francisco skyline are not generally visible adjacent to the project site.
• Albany Hill is visible from Kearney Street. However, from the public street, existing buildings block much of the view and only intermittent views of Albany Hill are present along Kearney Street.
• Kearney Street and the properties that face it are at a higher elevation than properties on San Pablo Avenue, including the project site. The grade difference will limit any visual impact of the project from adjacent properties and from Kearney Street.
• The San Pablo Avenue Specific Plan limited building lengths to 200 feet in order to preserve intermittent views. The proposed project would be less than 200 feet in length.

The SPASP FEIR also found that potentially significant impacts could result from the introduction of new light and glare in the plan area (Impact 4-2), but concluded that implementation of Mitigation Measure 4-2, which requires the installation of non-reflective building materials and windows, would reduce potential glare impacts of individual development projects to a less-than-significant level. The proposed project would not cause any new light and glare impacts.

APPLICABLE MITIGATION
No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the SPASP FEIR was certified leading to new or more severe significant impacts, and no new mitigation measures, beyond implementation of SPASP Mitigation Measure 4-2, are required.

CONCLUSION
The proposed project is generally consistent with the type and intensity of development analyzed in the SPASP FEIR; it is within the allowable height limits, would be consistent with policies related visual character and design, and would not result in a substantial increase in light and glare. As such, the SPASP FEIR adequately evaluated the potential aesthetic impacts related to the proposed project and there is no new impact on visual and aesthetic resources.

3.2. AGRICULTURAL AND FORESTRY RESOURCES

<table>
<thead>
<tr>
<th>Would the project:</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant Impact with Mitigation</th>
<th>Less Than Significant Impact</th>
<th>No New Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☑</td>
</tr>
<tr>
<td>b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☑</td>
</tr>
<tr>
<td>c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☑</td>
</tr>
</tbody>
</table>
defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?  

| d) Result in the loss of forest land or conversion of forest land to non-forest use? | ☐ | ☐ | ☐ | ☒ |

| e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? | ☐ | ☐ | ☐ | ☒ |

Sources: San Pablo Avenue Specific Plan EIR

There are no agricultural or forestry resources located within or near the project site. The SPASP area is predominantly urbanized and is classified as “Urban and Built-Up Land” by the State Department of Conservation. The City of El Cerrito, and the SPASP area, does not contain any land designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The proposed project is also not located on land that is currently under a Williamson Act contract. In addition, the City does not contain woodland or forestland cover, nor land zoned for timberland production. Therefore, the proposed project would not result in a significant impact to agriculture or forestry resources.

### 3.3. AIR QUALITY

<table>
<thead>
<tr>
<th>Would the project:</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant Impact with Mitigation</th>
<th>Less Than Significant Impact</th>
<th>No New Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Conflict with or obstruct implementation of the applicable air quality plan?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
<tr>
<td>b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
<tr>
<td>c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
</tbody>
</table>
d) Exposure of sensitive receptors to substantial pollutant concentrations?

e) Create objectionable odors affecting a substantial number of people?

Sources: San Pablo Avenue Specific Plan EIR; Sean Moss, City of El Cerrito Planning Division, Email Communication, May 4, 2017; Bay Area Air Quality Management District, 2017. Final 2017 Bay Area Clean Air Plan.

DISCUSSION

Clean Air Plan Consistency

An air quality plan describes air pollution control strategies to be implemented by a city, county, or region classified as a non-attainment area. The main purpose of an air quality plan is to bring an area into compliance with the requirements of federal and State air quality standards.

The Bay Area Air Quality Management District (BAAQMD) guidelines were referenced to determine if the project would conflict with or obstruct implementation of an applicable air quality plan, which for the SPASP FEIR was the 2010 Bay Area Clean Air Plan. The SPASP FEIR found that vehicle miles traveled (VMT) would increase at a lower rate under the SPASP than population or service population growth, thus resulting in a less-than-significant impact related to consistency with the applicable clean air plan.

The BAAQMD’s current clean air plan is the 2017 Clean Air Plan, which was adopted on April 19, 2017. The 2017 Clean Air Plan provides a regional strategy to protect public health and protect the climate. To protect public health, the plan describes how the BAAQMD will continue progress toward attaining all State and federal air quality standards and eliminating health risk disparities from exposure to air pollution among Bay Area communities. To protect the climate, the plan defines a vision for transitioning the region to a post-carbon economy needed to achieve ambitious greenhouse gas reduction targets for 2030 and 2050, and provides a regional climate protection strategy that will put the Bay Area on a pathway to achieve greenhouse gas (GHG) reduction targets.

The 2017 Clean Air Plan (CAP) includes a wide range of control measures designed to decrease emissions of the air pollutants that are most harmful to Bay Area residents, such as particulate matter, ozone, and toxic air contaminants, to reduce emissions of methane and other “super-GHGs” that are potent climate pollutants in the near-term, and to decrease emissions of carbon dioxide by reducing fossil fuel combustion.

The proposed project would locate future residents within walking distance of public transportation, jobs, restaurants, and services. The proposed project would develop high-intensity residential uses on the site, similar to what the SPASP envisioned. In addition, the population and housing units included in the proposed project would fall within the total development anticipated by the SPASP FEIR. The proposed project would not result in new or more significant population growth impacts than were analyzed and described in the SPASP FEIR. Therefore, the population growth associated with the proposed project is consistent with the SPASP.

Consistency with the CAP is determined by whether or not the proposed project would result in significant and unavoidable air quality impacts or hinder implementation of control measures (e.g., excessive parking or preclude extension of transit lane or bicycle path). As discussed above, implementation of the proposed project would not substantially increase population, vehicle trips, or vehicle miles traveled. Therefore, the project would support the goals of the CAP and would not conflict with any of the control measures.
identified in the plan or designed to bring the region into attainment. This impact would remain less than significant as identified in the SPASP FEIR.

**Construction-Related Impacts**

The SPASP FEIR identified that construction activities associated with implementation of the SPASP would result in short-term emissions from construction activities including site grading, asphalt paving, building construction, and architectural coating. Emissions commonly associated with construction activities include fugitive dust from soil disturbance, fuel combustion from mobile heavy-duty diesel- and gasoline-powered equipment, portable auxiliary equipment, and worker commute trips. During construction fugitive dust is generated when wheels or blades disturb surface materials. Uncontrolled dust from construction can become a nuisance and potential health hazard to those living and working nearby. The SPASP FEIR identified Mitigation Measure 5-1 to reduce construction impacts to a less-than-significant level.

Development of the proposed project would result in similar construction-related, short-term air quality impacts as those impacts identified in the SPASP FEIR. Therefore, the proposed project would not result in any new or more significant construction-related air quality impacts than were evaluated in the SPASP FEIR. This impact would remain less than significant with mitigation as identified in the SPASP FEIR.

**Ambient Air Quality Impacts**

The SPASP FEIR identified that monitoring data from all ambient air quality monitoring stations in the Bay Area indicate that existing carbon monoxide levels are currently below national and California ambient air quality standards. Monitored carbon monoxide (CO) levels have decreased substantially since 1990 as newer vehicles with greatly improved exhaust emission control systems have replaced older vehicles. The Bay Area has been designated as an attainment area for the CO standards. At the time that the SPASP FEIR was certified, the highest measured levels in San Pablo (the closest monitoring station to the plan area) during the past three years were 1.3 ppm (parts per million) for eight-hour averaging periods, compared with state and federal criteria of 9.0 ppm.

Even though CO levels in the Bay Area are well below ambient air quality standards, and there have been no exceedances of CO standards in the Bay Area since 1991, elevated levels of CO still warrant analysis. CO hotspots (occurrences of localized high CO concentrations) could still occur near busy congested intersections. Recognizing the relatively low CO concentrations experienced in the Bay Area, the BAAQMD's CEQA Air Quality Guidelines state that a project would have a less-than-significant impact if it would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour. As identified in the SPASP, peak hour traffic volumes attributed to implementation of the SPASP would be far below this threshold. Since intersections affected by the project would have volumes less than the threshold of 44,000 vehicles per hour, the impact of the project related to localized CO concentrations would therefore be less than significant.

The proposed project would generate fewer vehicle trips than the uses assumed for this project site in the SPASP FEIR. Therefore, impacts related to CO hotspots would remain less-than-significant.

**Short-Term Exposure of Sensitive Receptors to Toxic Air Contaminants**

Sensitive receptors are defined as residential uses, schools, daycare centers, nursing homes, and medical centers. Individuals particularly vulnerable to diesel particulate matter are children, whose lung tissue is still developing, and the elderly, who may have serious health problems that can be aggravated by exposure to diesel particulate matter. Exposure from diesel exhaust associated with construction activity contributes to both cancer and chronic non-cancer health risks.
According to the BAAQMD, a project would result in a significant impact if it would: individually expose sensitive receptors to toxic air contaminants (TACs) resulting in an increased cancer risk greater than 10.0 in one million, increased non-cancer risk of greater than 1.0 on the hazard index (chronic or acute), or an annual average ambient PM2.5 increase greater than 0.3 micrograms per cubic meter (µg/m³). A significant cumulative impact would occur if the project in combination with other projects located within a 1,000-foot radius of the project site would expose sensitive receptors to TACs resulting in an increased cancer risk greater than 100.0 in one million, an increased non-cancer risk of greater than 10.0 on the hazard index (chronic), or an ambient PM2.5 increase greater than 0.8 µg/m³ on an annual average basis. Impacts from substantial pollutant concentrations are discussed below.

The SPASP FEIR determined that construction activities could result in short-term emissions of diesel particulate matter (DPM), a known TAC. Construction could result in the generation of DPM emissions from the use of off-road diesel equipment required for site grading and excavation, paving, and other construction activities. The amount to which the receptors are exposed (a function of concentration and duration of exposure) is the primary factor used to determine health risk (i.e., potential exposure to TAC emission levels that exceed applicable standards). Health-related risks associated with diesel-exhaust emissions are primarily linked to long-term exposure and the associated risk of contracting cancer. The calculation of cancer risk associated with exposure to TACs is typically based on a 70-year period of exposure. The use of diesel-powered construction equipment, however, would be temporary and episodic and would occur over a relatively large area. The SPASP FEIR determined that implementation of Mitigation Measure 5-2 would be required to reduce potential impacts associated with TAC exposure. Mitigation Measure 5-2 requires individual projects to undergo individual assessment for construction health risks, either through screening or refined modeling.

Sensitive receptors are located adjacent to the project site. Construction of the proposed project may expose surrounding sensitive receptors to airborne particulates, as well as a small quantity of construction equipment pollutants (i.e., usually diesel-fueled vehicles and equipment). However, construction contractors would be required to implement the best management practices during construction, as required by Mitigation Measure 5-1. With implementation of Mitigation Measure 5-1, project construction emissions would be below the BAAQMD’s significance thresholds as described above. Therefore, sensitive receptors would not be expected to be exposed to substantial pollutant concentrations during project construction. The proposed project would result in no new or more severe impacts related to short term exposure to TACs than analyzed in the TASP FEIR and further analysis is not required.

**Long-Term Exposure of Sensitive Receptors to Toxic Air Contaminants**

Implementation of the SPASP would allow new residential land uses that could include sensitive receptors, as well as new non-residential land uses that would be potential new emissions sources. The roadway screening analysis tables from the SPASP FEIR indicate that health risk from high volume surface streets such as Central Avenue, Carlson Boulevard, and Potrero Avenue would be less-than-significant at average daily traffic volumes (ADT) of 40,000 vehicles or less at a distance of 10 feet. The SPASP FEIR determined that if projects under the SPASP are located within close proximity to surface streets with daily traffic volumes higher than 40,000 ADT, this would represent a potentially significant impact; however, the project site is not located within close proximity to any of these roadways (Carlson Boulevard is the closest to the project site, at a distance of approximately 500 feet). The proposed project would result in no new or more severe impacts related to long term exposure to TACs than analyzed in the TASP FEIR and further analysis is not required.

**Odors**

The SPASP FEIR identified that the SPASP area would include potential odor sources that could affect new sensitive receptors. Most of these major existing sources are however already buffered by existing uses.
Responses to odors are subjective, and vary by individual and type of use. Sensitive land uses that include outdoor uses, such as residences and possibly daycare facilities, are likely to be affected most by existing odors. Consistent with SPASP policies and SPASP FEIR Mitigation Measure 5-4, the proposed project would be located in an area surrounded by commercial uses and would not be located in an area where substantial odors (such as those associated with industrial, manufacturing, processing, or treatment uses) are generated.

**APPLICABLE MITIGATION**
No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the SPASP FEIR was certified leading to new or more severe significant impacts, and no new mitigation measures, beyond implementation of SPASP Mitigation Measure 5-1, are required.

**CONCLUSION**
The proposed project is consistent with the type of development analyzed within the SPASP FEIR and construction activities would be required to comply with SPASP Mitigation Measure 5-1. As such, the SPASP FEIR adequately evaluated the potential air quality impacts of the proposed project there would be no new impact associated with air quality.

### 3.4. BIOLOGICAL RESOURCES

<table>
<thead>
<tr>
<th>Would the project:</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant Impact with Mitigation</th>
<th>Less Than Significant Impact</th>
<th>No New Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (Formerly Fish and Game) or U.S. Fish and Wildlife Service?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☑</td>
</tr>
<tr>
<td>b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife (formerly Fish and Game) or U.S. Fish and Wildlife Service?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☑</td>
</tr>
<tr>
<td>c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal,</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☑</td>
</tr>
</tbody>
</table>
filling, hydrological interruption, or other means?

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

☐ ☐ ☐ ☒

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

☐ ☐ ☐ ☒

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

☐ ☐ ☐ ☒

Sources: San Pablo Avenue Specific Plan EIR.

DISCUSSION

The SPASP FEIR found that implementation of the SPASP would largely result in minimal impacts to biological resources because the SPASP area is a highly developed urban area with approximately 90 percent of the land developed, recently disturbed, or ruderal. The SPASP FEIR concluded that the plan area does not contain any plant or animal species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service (USFWS), nor does the plan area contain any federally protected wetlands. The only identified riparian habitat or other sensitive natural community in the plan area is riparian habitat adjacent to Cerrito Creek (near the El Cerrito Plaza Shopping Center parking lot and Ohlone Greenway) and Baxter Creek. However, the project is not located within the vicinity of either of these resources and therefore would not result in any impacts to these habitats.

The SPASP FEIR identified potential impacts associated with the removal of existing trees with implementation of the SPASP. Removal of existing trees containing nests or eggs of migratory birds, raptors, or bird species during the nesting season could be considered an "unlawful take" under the Federal Migratory Bird Treaty Act and USFW provisions protecting migratory and nesting birds. The FEIR identified Mitigation Measure 6-1 to minimize potentially significant impacts associated with tree removal on nesting birds to less-than-significant levels. The project would not result in tree removal.

APPLICABLE MITIGATION

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the SPASP FEIR was certified leading to new or more severe significant impacts, and no new mitigation measures, beyond implementation of SPASP Mitigation Measure 6-1, are required.

CONCLUSION

The proposed project would be consistent with the type of development analyzed within the SPASP FEIR. Tree removal activities would be conducted in conformance with SPASP Mitigation Measure 6-1. As such, the SPASP FEIR adequately evaluated the potential biological impacts of the proposed project there would be no new impact on biological resources.
### CULTURAL RESOURCES

<table>
<thead>
<tr>
<th>Would the project:</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant Impact with Mitigation</th>
<th>Less Than Significant Impact</th>
<th>No New Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
<tr>
<td>b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
<tr>
<td>c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
<tr>
<td>d) Disturb any human remains, including those interred outside of formal cemeteries?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
</tbody>
</table>

Sources: San Pablo Avenue Specific Plan EIR; LSA, Historical Resource Evaluation of 10290 and 10296 San Pablo Avenue/State Route 123, El Cerrito, Contra Costa County, California, February 8, 2017.

### DISCUSSION

The SPASP FEIR identified properties or features within the SPASP area that may be eligible for listing in a local, State, or Federal register of historic resources (Impact 7-1). The SPASP FEIR identified Mitigation Measure 7-1 to be applied to any individual discretionary project within the Specific Plan area that the City determines may involve a property that contains a potentially significant historic resource (e.g., a recorded historic resource or an unrecorded building or structure 45 years or older), the resource shall be evaluated by City staff, and if warranted, shall be assessed by a qualified professional on the California Historical Resources Information System (CHRIS) list of consultants who meet the Secretary of the Interior's Professional Qualifications Standards to determine whether the property is a significant historical resource and whether or not the project may have a potentially significant adverse effect on the historical resource.

The two-story former office building at 10290 San Pablo Avenue was constructed in 1965 and the two-story mixed-use building at 10296 San Pablo Avenue was constructed in 1944. The Historic Resource Evaluation (HRE) conducted for the proposed project concluded that the building does not appear eligible for inclusion in the California Registry of Historic Resources under any significance criteria. The building is not a notable example of Vernacular architecture, and background research did not identify any persons associated with the building important to the past. For these reasons, this building does not appear to qualify as a “historical resource” for the purposes of CEQA (Public Resources Code Section 21084.1).

The SPASP FEIR concluded that the potential impact of development within the plan area on cultural resources, including historic, archaeological and paleontological resources and human remains would be less than significant with implementation of recommended mitigation measures. Specifically, disturbance of previously unknown archaeological or paleontological resources, including human remains, could occur during grading and development of individual project sites within the SPASP area, and there is a reasonable possibility that archaeological and paleontological resources could be uncovered during these activities.
(Impacts 7-2 and 7-3). The SPASP FEIR identifies Mitigation Measures 7-2 and 7-3 that would reduce the potential impacts on known or undisclosed cultural resources to less-than-significant levels.

In compliance with SPASP FEIR Mitigation Measure 7-2, a records search was undertaken at the Northwest Information Center (NWIC) of the California Historical Resources Information System (CHRIS) at Sonoma State University in Rohnert Park for the project site and vicinity. Based on the records search, there are no known historic or archeological resources located within the immediate project site or vicinity. Nevertheless, the potential exists for previously unknown cultural resources to be encountered during ground disturbing activities at the site. Implementation of Mitigation Measures 7-2 and 7-3, which specify compliance with existing codes and regulations applicable to the accidental discovery of archeological and paleontological resources and human remains during construction activities, would be required to be implemented.

**APPLICABLE MITIGATION**

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the SPASP FEIR was certified leading to new or more severe significant impacts, and no new mitigation measures, beyond implementation of SPASP Mitigation Measures 7-2 and 7-3, are required.

**CONCLUSION**

The proposed project would be consistent with the type of development analyzed within the SPASP FEIR. Ground disturbing activities would be conducted in conformance with SPASP Mitigation Measures 7-2 and 7-3. As such, the SPASP FEIR adequately evaluated the potential cultural resource impacts of the proposed project there would be no new impact on cultural resources.

**3.6. GEOLOGY AND SOILS**

<table>
<thead>
<tr>
<th>Would the project:</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant Impact with Mitigation</th>
<th>Less Than Significant Impact</th>
<th>No New Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Publication 42.</td>
<td>☐ ☐ ☐ ☑</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ii. Strong Seismic ground shaking?</td>
<td>☐ ☐ ☐ ☑</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>iii. Seismic-related ground failure, including liquefaction?</td>
<td>☐ ☐ ☐ ☑</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>iv. Landslides?</td>
<td>☐ ☐ ☐ ☑</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
b) Result in substantial soil erosion or the loss of topsoil?  

☐ ☐ ☐ ☒

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?  

☐ ☐ ☐ ☒

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?  

☐ ☐ ☐ ☒

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?  

☐ ☐ ☐ ☒

Sources: San Pablo Avenue Specific Plan EIR; Friar and Associates, Inc., Geotechnical Investigation Proposed Multi-Purpose Development 10290/10296 San Pablo Avenue El Cerrito, California, November 2016.

DISCUSSION

The SPASP FEIR concluded that the geologic and soil impacts in the plan area are primarily related to potential ground shaking and associated impacts related to ground failure. Since the SPASP is not located within an Earthquake Fault Hazard Zone, the likelihood of surface fault rupture is minimal. In addition, the SPASP FEIR found that the slope instability hazards are also minimal due to the absence of appreciable slopes in the SPASP area. Furthermore, the SPASP area is served by a comprehensive, integrated wastewater collection, treatment, and disposal system. Neither septic tank systems nor alternative wastewater disposal systems are proposed as part of the SPASP, including the proposed project.

The Hayward Fault is the nearest active fault to the plan area and is approximately 1 mile to the east. The SPASP area is susceptible to ground shaking from the Hayward Fault or one of the other active faults in the region. However, the SPASP FEIR determined that impacts related to ground shaking would be less than significant with compliance with the latest California Building Standards Code. The proposed project would be designed and constructed in accordance with these requirements.

The SPASP FEIR concluded that grading and construction activities within the SPASP area may result in minor erosion or the minor loss of some topsoil. However, implementation of City-required grading and construction-period erosion control techniques would mitigate the potential impact to a less-than-significant level.

The SPASP FEIR determined that implementation of the SPASP would have potentially significant impacts related to earthquake-induced on-site liquefaction, differential settlement, lateral spreading, and subsidence, and associated damage to project buildings and other improvements within the SPASP area. However, potential impacts would be reduced to less-than-significant levels with implementation of Mitigation Measure 8-1, which requires preparation and implementation of the recommended measures of a site-specific design-level geotechnical study for individual development projects.
The proposed project’s incorporation of the recommended mitigations outlined in the Friar and Associates Geotechnical Investigation report would ensure that potential impacts related geological conditions are reduced to less-than-significant levels. Therefore, the project would not result in significant impacts related to geology and soils that were not identified in the SPASP FEIR.

**APPLICABLE MITIGATION**

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the SPASP FEIR was certified leading to new or more severe significant impacts, and no new mitigation measures, beyond implementation of SPASP Mitigation Measure 8-1, are required.

**CONCLUSION**

The proposed project is consistent with the type of development analyzed within the SPASP FEIR and would be required to comply with the California Building Code, City-required erosion control techniques, and SPASP Mitigation Measure 8-1. As such, the SPASP FEIR adequately evaluated the potential geology and soil impacts of the proposed project there would be no new impact associated with geology and soils.

### 3.7. GREENHOUSE GAS EMISSIONS

<table>
<thead>
<tr>
<th>Would the project:</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant Impact with Mitigation</th>
<th>Less Than Significant Impact</th>
<th>No New Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
<tr>
<td>b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
</tbody>
</table>

*Sources: San Pablo Avenue Specific Plan EIR; El Cerrito Climate Action Plan May 21, 2013.*

**DISCUSSION**

As identified in the SPASP FEIR, the BAAQMD CEQA Air Quality Guidelines contain methodology and thresholds of significance for evaluating GHG emissions. The BAAQMD suggests applying a specific plan-level GHG efficiency threshold of 4.6 MT per year per capita. Specific plans with emissions above the threshold would be considered to have an impact that, cumulatively, would be significant.

For the SPASP, GHG emissions were computed for both traffic scenarios, Without Mode Shift and With Mode Shift, with operational emissions in 2040 using the California Emissions Estimator Model (CalEEMod) Version 2013.2.2. SPASP land use types and size, plus trip generation rates, were input to CalEEMod. CalEEMod predicts emissions of GHGs in the form of equivalent carbon dioxide emissions (CO2e).

For construction-related GHG emissions, the BAAQMD does not have an adopted threshold of significance. The BAAQMD encourages the incorporation of best management practices to reduce GHG emissions during construction where feasible and applicable, including, but not limited to: using local building materials of at least 10 percent, and recycling or reusing at least 50 percent of construction waste or demolition materials.
The 2016 California Green Building Standards Code (CALGreen) requires a diversion rate of at least 65 percent of construction waste or demolition materials.

The SPASP FEIR found that 2040 full development capacity associated with development under the SPASP would have per capita emissions of 3.9 and 3.7 metric tons (MT) of CO2e per year under Without Mode Shift and With Mode Shift cases, respectively, which would not exceed the BAAQMD specific plan-level threshold of 4.6 MT CO2e/year. Therefore, this impact is considered less-than-significant.

In addition, the SPASP FEIR found that the SPASP would be subject to new requirements under rule making developed at the State and local level regarding GHG emissions. The SPASP would also be subject to local and General Plan policies, including the El Cerrito Climate Action Plan, that are expected to reduce GHG emissions. Therefore, this impact is considered less-than-significant.

The proposed project adheres to the building guidelines of the SPASP, is consistent with the El Cerrito Climate Action Plan, and promotes reductions in GHG emissions through mixed-use development in close proximity to transit. The proposed project would result in no new or more severe impacts related to GHG emissions than analyzed in the TASP FEIR and further analysis is not required.

**APPLICABLE MITIGATION**

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the SPASP FEIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required.

**CONCLUSION**

The proposed project is consistent with the type of development analyzed within the SPASP FEIR and would be required to comply with the 2016 California Green Building Standards Code and El Cerrito Climate Action Plan. As such, the SPASP FEIR adequately evaluated the potential GHG emissions impacts of the proposed project there would be no new impact associated with GHG emissions.

### 3.8. HAZARDS/HAZARDOUS MATERIALS

<table>
<thead>
<tr>
<th>Would the project:</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant Impact with Mitigation</th>
<th>Less Than Significant Impact</th>
<th>No New Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?</td>
<td>☐️</td>
<td>☐️</td>
<td>☐️</td>
<td>☑️</td>
</tr>
<tr>
<td>b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions</td>
<td>☐️</td>
<td>☐️</td>
<td>☐️</td>
<td>☑️</td>
</tr>
</tbody>
</table>
involving the release of hazardous materials into the environment?

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? □ □ □ □ □

d) Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment? □ □ □ □ □

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport of public use airport, would the project result in a safety hazard for people residing or working in the project area? □ □ □ □ □

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? □ □ □ □ □

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? □ □ □ □ □

h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? □ □ □ □ □

Sources: San Pablo Avenue Specific Plan EIR; AEI Consultants, Phase I Environmental Site Assessment of a Commercial Property at 10290 & 10296 San Pablo Avenue and 6306 & 6308 Eureka Avenue El Cerrito, California 94530, September 29, 2015.

DISCUSSION

The SPASP FEIR concluded that there are no significant impacts associated with hazards and hazardous materials within the SPASP plan area. The SPASP did identify the potential to expose construction workers to existing spilled, leaked, or otherwise discharged hazardous materials or wastes during project construction due to the large number of auto-related businesses in the SPASP area. However, the SPASP FEIR determined that compliance with all applicable, existing jurisdictional City-, regional- and State-mandated site assessment, remediation, removal, and disposal requirements for soil, surface water, and/or groundwater contamination would ensure potential impacts are less than significant. Specifically, compliance with City, the Regional Water Quality Control Board (Water Board), and the California Department of Toxic Substances Control (DTSC) requirements would ensure that health and safety impacts associated with implementation of individual development projects are less than significant.
The SPASP FEIR determined that the residential, commercial, and open space uses proposed as part of the SPASP would not involve the routine transport, use, storage, or disposal of hazardous materials to the extent that a significant public or environmental hazard would occur. Operations in the SPASP area may involve the occasional transport, use, storage, or disposal of common hazardous substance such as fuel, paint, and solvents but would be subject to local, State, and Federal regulations. The SPASP determined that implementation of these standard regulations would ensure potential impacts would be less than significant.

AEI performed a Phase I ESA in conformance with the scope and limitations of ASTM Standard Practice E1527-13 and the EPA Standards and Practices for All Appropriate Inquiries (40 CFR Part 312) of 10290 & 10296 San Pablo Avenue and 6306 & 6308 Eureka Avenue, El Cerrito, Contra Costa County, California, the subject property. AEI did not identify evidence of RECs or CRECs in connection with the subject property during the course of this assessment. AEI recommended no further investigation for the subject property at this time.

The nearest school to the project site is Fairmont Elementary School located 0.1 miles east of the project site. Although the school is within 0.25 miles of the project site, the project is a residential use and no impacts related to handling hazardous materials near a school would occur. The project site is located approximately 30 miles northwest of the nearest public airport, Oakland International Airport. As the project is not located within the Oakland International Airport Influence Area, no safety hazards would be anticipated. No private airstrips are located in the project vicinity. In addition, the SPASP area, including the project site, is not within or adjacent to wildland area and would not be subject to wildland fire risks.

**APPLICABLE MITIGATION**
No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the SPASP FEIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required.

**CONCLUSION**
The proposed project is consistent with the type of development analyzed within the SPASP FEIR and would be required to comply with existing regulations related to hazardous soil or groundwater conditions at the site during ground disturbing activities. As such, the SPASP FEIR adequately evaluated potential impacts related to hazards and hazardous materials at or affecting the proposed project site and there would be no new impact associated with hazards and hazardous materials.

<table>
<thead>
<tr>
<th>Would the project:</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant Impact with Mitigation</th>
<th>Less Than Significant Impact</th>
<th>No New Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Violate any water quality standards or waste discharge requirements?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
<tr>
<td>b) Substantially deplete groundwater supplies or</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
</tbody>
</table>

1. Alameda County Airport Land Use Commission, 2010. *Oakland International Airport, Airport Land Use Compatibility Plan, Figure 3-2.* September.
interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

c) Substantially alter the existing drainage pattern on the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site? □ □ ☒ ☒

d) Substantially alter the existing drainage pattern on the site or area, including through the alteration of the course of a stream or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site? □ □ □ ☒

e) Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? □ □ □ ☒

f) Otherwise substantially degrade water quality? □ □ □ ☒

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? □ □ □ ☒

h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows? □ □ □ ☒

i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? □ □ □ ☒

j) Inundation by seiche, tsunami, or mudflow? □ □ □ ☒


DISCUSSION
The SPASP FEIR determined that long-term water quality impacts associated with implementation of the SPASP could result in contamination of plan area stormwater runoff with petroleum and other contaminants from motor vehicles; however, the compliance with Water Board and jurisdictional City - required post-construction, non-point source pollution control measures would ensure that such impacts
would be reduced to a less-than-significant level. In addition, the SPASP FEIR determined that compliance with applicable Water Board, City of El Cerrito, and City of Richmond water quality protection requirements and conditions would ensure any potential construction period and post-construction water quality impacts to a less-than-significant level.

In addition, construction projects are required to prepare a Stormwater Control Plan, which requires implementation of Best Management Practices (BMPs) to control stormwater peak flows and pollutant levels. This requirement is stipulated in Provision C.3 of the Contra Costa County National Pollutant Discharge Elimination System (NPDES). All projects within the SPASP area must comply with NPDES requirements, including the proposed project. The applicant submitted a Stormwater Control Plan as part of the project application materials. The City will confirm that this plan conforms to all applicable local and State requirements as part of the development review process.

The proposed increase in population and traffic associated with the project could increase discharge of pollutants in stormwater runoff beyond current levels after partial or full build-out of the SPASP. However, the proposed project would increase the amount of pervious surface on the site by replacing existing impervious surfaces on the site with 6,427 square feet of impervious and 3,683 square feet of pervious surfaces. In addition, full compliance with the Contra Costa County NPDES permit guidelines for stormwater discharge would ensure impacts would be less than significant.

The SPASP FEIR identified that portions of the plan area in Richmond along Central Avenue are located within a 100-year flood zone. However, the proposed project site is not located within this zone and would therefore not result in any impacts related to flooding. Furthermore, the SPASP area is also not subject to inundation by seiche or mudflow. The southwest portion of the SPASP along Central Avenue in the City of Richmond is located near a Tsunami Inundation Zone; however, the proposed project is not located near this area.

APPLICABLE MITIGATION
No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the SPASP FEIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required.

CONCLUSION
The proposed project is consistent with the type of development analyzed within the SPASP FEIR and would be required to comply with existing regulations related to stormwater discharge. As such, the SPASP FEIR adequately evaluated the hydrology and water quality impacts of the proposed project and here would be no new impact associated with hydrology and water quality.

3.10. LAND USE AND PLANNING

<table>
<thead>
<tr>
<th>Would the project:</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant Impact with Mitigation</th>
<th>Less Than Significant Impact</th>
<th>No New Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Physically divide an established community?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
<tr>
<td>b) Conflict with any applicable land use plan, policy, or regulation of an agency with</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
</tbody>
</table>
jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

Sources: San Pablo Avenue Specific Plan EIR.

DISCUSSION

The SPASP FEIR concluded that implementation of the SPASP would provide for the expansion of housing choices by encouraging compact, transit-accessible, pedestrian-oriented housing and mixed-use (commercial/housing) development in the plan area at densities and heights greater than currently permitted. Implementation of the SPASP would not result in the division of an established community because the area was primarily developed prior to completion of the SPASP. The SPASP FEIR determined that implementation of the SPASP would result in beneficial effects related to land use and planning by revitalizing the San Pablo Avenue corridor; facilitating development where services and infrastructure can be most efficiently provided by promoting higher residential densities near or within an existing shopping, service, employment, and public transportation centers; and promoting compact, transit-accessible, pedestrian-oriented, mixed-use development patterns and land uses.

The project site is designated TOHIMU in the City's General Plan and SPASP. In addition, the site is also zoned as TOHIMU. The intent of the TOHIMU designation is to provide for a vibrant, walkable, transit-oriented higher density area within ½ mile of BART that allows a variety of uses including retail, commercial, residential, and public uses in the Downtown and Uptown areas. The TOHIMU designation allows for a 65-foot height limit (85 feet is permissible for affordable housing projects) and requires a minimum height limit of three stories for residential uses. The proposed project is consistent with the mix, intensity, and scale of development contemplated by the SPASP in this location.

The City's Planning Commission will consider the proposed project site plan and make findings related to any project design elements that do not specifically conform to SPASP development standards, as contemplated by the form based code guidelines articulated in the SPASP. The proposed project would comply with the standards of the TOHIMU designation and would develop the site with high density residential uses in close proximity to transit as envisioned in the SPASP FEIR.

APPLICABLE MITIGATION

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the SPASP FEIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required.

CONCLUSION

The proposed project is consistent with the type of development analyzed within the SPASP FEIR and would be generally consistent with the development standards envisioned in the SPASP FEIR; therefore, the SPASP FEIR adequately evaluated the land use impacts of the proposed project and no new impacts related to land use and planning would result.
3.11. MINERAL RESOURCES

Would the project:

<table>
<thead>
<tr>
<th>Potentially Significant Impact</th>
<th>Less Than Significant Impact with Mitigation</th>
<th>Less Than Significant Impact</th>
<th>No New Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?</td>
<td>☑</td>
<td>☑</td>
<td>☑</td>
</tr>
<tr>
<td>b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?</td>
<td>☑</td>
<td>☑</td>
<td>☑</td>
</tr>
</tbody>
</table>

Sources: San Pablo Avenue Specific Plan EIR.

The City of El Cerrito General Plan does not identify mineral resources within the Specific Plan area. Therefore, the proposed project would have no new impacts on mineral resources.

3.12. NOISE

Would the project:

<table>
<thead>
<tr>
<th>Potentially Significant Impact</th>
<th>Less Than Significant Impact with Mitigation</th>
<th>Less Than Significant Impact</th>
<th>No New Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?</td>
<td>☑</td>
<td>☑</td>
<td>☑</td>
</tr>
<tr>
<td>b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?</td>
<td>☑</td>
<td>☑</td>
<td>☑</td>
</tr>
<tr>
<td>c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?</td>
<td>☑</td>
<td>☑</td>
<td>☑</td>
</tr>
<tr>
<td>d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?</td>
<td>☑</td>
<td>☑</td>
<td>☑</td>
</tr>
<tr>
<td>e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area</td>
<td>☑</td>
<td>☑</td>
<td>☑</td>
</tr>
</tbody>
</table>
DISCUSSION

This section compares noise impacts from the proposed project with impacts identified in the SPASP FEIR. The proposed project would include residential uses in a developed area in the City of El Cerrito. Operational noise can be categorized as mobile source noise and stationary source noise. Mobile source noise would be attributable to the additional trips that would be a result of the proposed project. Stationary source noise includes noise generated by the residential land uses.

A Noise Impact Study was conducted for the proposed project and is referenced in this section. The Noise Memo is intended to satisfy the City’s requirement for a project-specific noise impact analysis, per SPASP Mitigation Measure 13-1, and examines the impacts of the proposed noise-sensitive uses on the project site together with the project design features and standard conditions. Future noise level impacts are based on the noise measurement data gathered at the project site to properly account for the impacts associated with surrounding traffic and commercial uses.

The primary existing noise sources in the project area are transportation facilities. Traffic on Central Avenue and San Pablo Avenue contribute to the ambient noise environment. Train related activities associated with BART, including the El Cerrito Plaza BART Station, located 0.4 mile southeast of the project site, also contributes to the existing noise environment in the project vicinity. In addition, operational noise from the adjacent commercial uses (e.g., parking lot activities and people talking) is audible on the project site.

Certain land uses are considered more sensitive to noise than others. Examples of these include residential areas, educational facilities, hospitals, childcare facilities, and senior housing. The project site is located within the San Pablo Avenue corridor that is predominantly developed with commercial, retail uses and multi-family residential uses. The closest sensitive receptors include residential uses located east of the project site. Residential uses are also located north and west of the project site.

Noise and Land Use Compatibility

The SPASP FEIR found that residential land uses facilitated by the SPASP would be exposed to exterior noise levels exceeding 70 dBA Ldn from traffic and BART noise. Future noise levels would exceed both El Cerrito’s and Richmond’s noise and land use compatibility standards. This was identified as a potentially significant impact. The SPASP FEIR identified Mitigation Measure 13-1, which requires project-specific acoustical analyses, to reduce potential noise and land use compatibility impacts to a less-than-significant level.

In the project-specific noise study conducted for the proposed project, traffic from San Pablo Avenue is predicted to be 71 dBA Ldn at the building façade of the proposed project. Based upon a typical 25 dB exterior-to-interior noise level reduction achieved by modern building construction, an interior noise level of 46 dBA Ldn would be expected. This would exceed the City’s 45 dB Ldn interior noise level standard. Additionally, the City applies an interior maximum noise level standard of 50 dBA Lmax to bedrooms and 55 dBA Lmax to other occupied rooms. Based upon a typical 25 dB noise level reduction and the predicted exterior noise level range of 81-85 dBA Lmax, maximum interior noise levels are predicted to range between
Based on the EPA's Protective Noise Levels, with a combination of walls, doors, and windows, standard construction for Northern California residential buildings (STC-24 to STC-28) would provide more than 25 dBA in exterior-to-interior noise reduction with windows closed and 15 dBA or more with windows open. With windows open, residents would not meet the City's normally acceptable residential interior noise standard of 45 dBA Ldn (i.e., 72.5 dBA - 15 dBA = 57.5 dBA). Therefore, an alternate form of ventilation, such as an air-conditioning system, would be required to ensure that windows can remain closed for a prolonged period of time for all units at the proposed project. A ventilation system would reduce traffic noise levels for residents with windows closed; however, interior noise levels would still remain above the City's normally acceptable interior noise level criterion of 45 dBA (i.e., 72.5 dBA - 25 dBA = 47.5 dBA). Implementation of the following noise reduction measure, consistent with the recommendations of SPASP FEIR Mitigation Measure 13-1, would be required to reduce interior noise impacts to a less-than-significant level.

**Project-Specific Condition of Approval:** Consistent with SPASP Mitigation Measures 13-1, the project design shall implement the following measures for all west facing (facing San Pablo Avenue) units to reduce interior noise impacts in compliance with City noise standards:

- **Interior Noise Control Measures:**
  - Living room and bedroom windows shall have a sound transmission class (STC) rating of 38.
  - Exterior finish shall be three-coat stucco or system with equivalent weight per square foot;
  - Interior gypsum at exterior walls shall be 5/8” Type X or Type C hung on resilient channel (RC);
  - Ceiling gypsum shall be 5/8” type X or Type C;
  - Mechanical ventilation shall be installed in all residential uses to allow residents to keep doors and windows closed, as desired for acoustical isolation.

- As an alternative to the above-listed interior noise control measures, the applicant may provide a detailed analysis of interior noise control measures once building plans become available. The analysis should be prepared by a qualified noise control engineer and shall outline the specific measures required to meet the City's 45 dB Ldn and 50-55 dBA Lmax, interior noise level standards.

**Stationary Source Noise Impacts**

The SPASP FEIR identified that implementation of the SPASP would introduce commercial uses adjacent to residential land uses. New commercial development proposed adjacent to residential development could result in noise levels exceeding City standards. Typical noise levels generated by loading and unloading would be similar to noise levels generated by truck movements on local roadways. Mechanical equipment would also have the potential to generate noise and would be a potential noise impact. The SPASP FEIR identified this as a potentially significant impact and identified Mitigation Measure 13-2, which requires site-specific analysis for proposed commercial uses to reduce long-term noise impacts to a less-than-significant level. The proposed project would not introduce new commercial uses as part of the project.

Implementation of the proposed project would generate various on-site stationary noise sources, including heating, ventilation, and air conditioning (HVAC) equipment, and parking lot activities. HVAC equipment could be a primary noise source associated with residential uses. HVAC equipment is often mounted on rooftops, located on the ground, or located within mechanical rooms. The noise sources could take the form of fans, pumps, air compressors, chillers, or cooling towers. HVAC operations would be required to meet all noise standards.

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Precise details of HVAC equipment, including future location and sizing, are unknown at this time; therefore, for purposes of this analysis, 75 dBA at 3 feet was assumed to represent HVAC-related noise. Some off-site noise-sensitive receptors would be within 100 feet of proposed multi-family residential building. Adjusted for distance to the nearest off-site sensitive receptors, the off-site residences would be exposed to a noise level of 49 dBA Lmax generated by HVAC equipment. This noise level is lower than the City's maximum allowable noise level standards of 70 Lmax during the day and 60 dBA Lmax during the night. Therefore, operations associated with the HVAC equipment would be in compliance with the City's exterior daytime and nighttime noise standards for residential uses.

Parking lot noise, including engine sounds, car doors slamming, car alarms, loud music, and people conversing, would occur as a result of the proposed project at the project site and on nearby streets. Typical parking lot activities, such as people conversing or doors slamming, generates approximately 60 dBA to 70 dBA Lmax at 50 feet. Existing sensitive receptors are located approximately 50 feet from the proposed parking lot. Adjusted for distance, the nearest off-site residences would be exposed to a noise level of 60 to 70 dBA Lmax generated by parking lot activities. This noise level would not exceed the City's maximum allowable noise level standards of 70 Lmax during the day and 60 dBA Lmax during the night.

Additional on-site stationary noise sources would include delivery trucks and loading noise. Of the on-site stationary noise sources, noise generated by delivery truck activity would generate the highest maximum noise levels. Delivery truck loading and unloading activities would result in maximum noise levels from 75 dBA to 85 dBA Lmax at 50 feet.

There are generally two types of loading that would occur on the site: small deliveries like parcels and packages. The former are typically made via passenger car, van, or single-unit truck. These activities are potential noise sources that could affect noise-sensitive receptors in the project site vicinity. Precise details of loading areas, are unknown at this time; therefore, this analysis assumes a worst case scenario of noise levels from 73 to 83 dBA Lmax at the closest off-site receptor, which is above the City's maximum allowable noise level standards of 70 Lmax during the day. However, because there would be no nighttime activity, the nighttime maximum noise level standard is not expected to be violated. In addition, peak noise levels from loading and unloading would be intermittent and when averaged over a one hour period would be much lower than the peak noise levels. In accordance with SPASP Mitigation Measure 13-2, as identified in the SPASP FEIR, to reduce loading and delivery noise levels at nearby sensitive receptors, design considerations and shielding must be implemented to ensure that the loading and delivery activities are located in areas that would create the greatest possible distance between loading- and delivery-related noise sources and nearest off-site sensitive receptors. In addition, noise-generating activities, such as maintenance activities and loading and unloading activities, are required to be reduced to the hours of 7:00 a.m. to 9:00 p.m.

Mobile Source Noise Impacts
Motor vehicles with their distinctive noise characteristics are the dominant noise source in the project vicinity. The amount of noise varies according to many factors, such as volume of traffic, vehicle mix (percentage of cars and trucks), average traffic speed, and distance from the observer. Implementation of the proposed project would result in new daily trips on local roadways in the project site vicinity. A characteristic of sound is that a doubling of a noise source is required in order to result in a perceptible (3 dBA or greater) increase in the resulting noise level.

The SPASP FEIR found that cumulative traffic noise levels, with or without implementation of the SPASP, are not anticipated to increase substantially along the roadways serving the Specific Plan area, and the project's contribution to cumulative traffic noise level increases is calculated to be less than 1 dBA Ldn. Cumulative

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traffic noise increases would not be considered substantial, and the project would not make a cumulatively considerable contribution to increased noise levels. Therefore, this impact is considered less-than-significant.

Implementation of the proposed project would result in new daily trips on local roadways in the project site vicinity. It should be noted that the traffic generated by the proposed project was considered along with the traffic generated by the 10192 San Pablo and 10300 San Pablo development projects which are currently in the permitting process. Based on the traffic study prepared for the project, traffic generated from all three projects would result in 19 AM and 29 PM peak hour trips, which is less than what was identified for this project site in the SPASP FEIR. Project daily trips would not result in a doubling of traffic volumes along any roadway segment in the project vicinity, and therefore would not result in a perceptible increase in traffic noise levels at receptors in the project vicinity. This impact would remain less-than-significant.

**Construction Noise**

The highest construction noise levels would be generated during grading and excavation, with lower noise levels occurring during building construction. Large pieces of earth-moving equipment, such as graders, scrapers, and bulldozers, generate maximum noise levels of 85 to 90 dBA at a distance of 50 feet. Typical hourly average construction-generated noise levels are about 80 to 85 dBA measured at a distance of 50 feet from the site during busy construction periods. In addition, pile driving may occur at some of the project sites. This type of construction activity can produce very high noise levels of approximately 105 dBA at 50 feet, which are difficult to control. These noise levels drop off at a rate of about 6 dBA per doubling of distance between the noise source and receptor. Intervening structures or terrain would result in lower noise levels.

The SPASP identified that although construction noise would be localized to the individual site location, businesses and residences would be intermittently exposed to high levels of noise throughout the plan horizon. Construction would elevate noise levels at adjacent businesses and residences by 15 to 20 dBA or higher. Such a large increase in noise levels, although short-term in duration, would be a potentially significant impact. The SPASP identified Mitigation Measure 13-3, but identified that construction noise impacts would remain significant and unavoidable.

The noise analysis assumed a typical maximum noise level of 76 to 90 dBA Lmax at 50 feet during the noisiest construction phases. Project construction would result in short-term noise impacts on these adjacent uses. At 60 feet, there would be a decrease of approximately 2 dBA from the increased distance from the active construction area. Therefore, the closest off-site sensitive receptors may be subject to short-term construction noise reaching 90 dBA Lmax when construction is occurring at the project site boundary. Construction is permitted by the City when activities occur between the hours of 7:00 a.m. and 6:00 p.m. Monday through Friday and between the hours of 8:00 a.m. and 5:00 p.m. on Saturday. No construction activity is allowed on Sundays and holidays.

The proposed project would not result in any new or more significant construction-period noise impacts than were described in the SPASP FEIR. The proposed project would require the implementation of the Municipal Code, the City of El Cerrito General Plan, and Mitigation Measure 13-3, as included in the SPASP FEIR.

**Construction-Related Vibration**

The SPASP FEIR identified that construction projects within the SPASP area may, in some cases, be located directly adjacent to existing structures, including weakened structures. Construction activities may include demolition of existing structures, site preparation work, excavation of below-grade levels, foundation work, pile driving, and new building erection. Demolition for an individual site may last several weeks and at times
may produce substantial vibration. Excavation for underground levels would also occur on some project sites and vibratory pile driving could be used to stabilize the walls of the excavated area. Piles or drilled caissons may also be used to support building foundations.

Depending on the proximity of existing structures to each construction site, the structural soundness of the existing buildings, and the methods of construction used, vibration levels may be high enough to damage existing structures. Given the scope of the SPASP and the close proximity of many existing structures, ground-borne vibration impacts would be potentially significant.

As with any type of construction, vibration levels may at times be perceptible. However, construction phases that have the highest potential of producing vibration (pile driving and use of jackhammers and other high power tools) would be intermittent and would only occur for short periods of time for any individual project site. By use of administrative controls such as notifying neighbors of scheduled construction activities and scheduling construction activities with the highest potential to produce perceptible vibration to hours with least potential to affect nearby businesses, perceptible vibration can be kept to a minimum and would not result in a physical or perceived significant impact.

The SPASP FEIR found construction-related vibration impacts to be potentially significant. The SPASP FEIR identified Mitigation Measure 13-4. However, it may not be possible to avoid using pile drivers, vibratory rollers, and tampers entirely during construction associated with the SPASP. Due to the density of development in the area, some of these activities may take place near sensitive areas. In these cases, Mitigation Measure 13-4 may not be sufficient to reduce ground-borne vibrations below a level of significance. Therefore, this impact would be significant and unavoidable.

Common sources of ground-borne vibration and noise include trains and construction activities such as blasting, pile driving and operating heavy earthmoving equipment. Construction of the proposed project would involve grading, site preparation, and construction activities but would not involve the use of construction equipment that would result in substantial ground-borne vibration or ground-borne noise on properties near to the project site. No existing structures are located directly adjacent to the project site. No pile driving, blasting, or significant grading activities are proposed.

Therefore, the proposed project would not result in any new or more significant construction-period vibration impacts than were described in the SPASP FEIR. The proposed project would require the implementation of the Mitigation Measure 13-4, as included in the SPASP FEIR.

**Aircraft Noise**
The SPASP FEIR did not address potential aircraft noise impacts for the proposed project. The proposed project is not located within 2 miles of a public or public use airport. Oakland International Airport is the closest airport and is located approximately 20 miles southeast of the project site. Aircraft noise is occasionally audible at the project site; however, no portion of the project site lies within the 65 dBA CNEL noise contours of any public airport nor does any portion of the project site lie within 2 miles of any private airfield or heliport. Therefore, the proposed project would not result in the exposure of sensitive receptors to the excessive noise levels form aircraft noise sources.

**APPLICABLE MITIGATION**
Implementation of measures detailed in project-specific condition of approval, would reduce potential operational noise impacts on future sensitive receptors to less-than-significant levels. With implementation of this measure, SPASP Mitigation Measure 13-1 is satisfied, and no further analysis is required. Implementation of SPASP Mitigation Measures 13-2, 13-3, and 13-4 are also applicable to the proposed project.
CONCLUSION
The proposed project is consistent with the type of development analyzed within the SPASP FEIR and would be generally consistent with the development standards envisioned in the SPASP FEIR. With implementation of the project-specific condition of approval and SPASP Mitigation Measures 13-2, 13-3, and 13-4, the proposed project would not result in a significant increase in noise levels. Therefore, the SPASP FEIR adequately evaluated the noise impacts of the proposed project and no new impacts related to noise would result.

3.13. POPULATION AND HOUSING:

<table>
<thead>
<tr>
<th>Would the project:</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant Impact with Mitigation</th>
<th>Less Than Significant Impact</th>
<th>No New Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Induce substantial growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>✓</td>
</tr>
<tr>
<td>b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>✓</td>
</tr>
<tr>
<td>c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>✓</td>
</tr>
</tbody>
</table>

Sources: San Pablo Avenue Specific Plan EIR.

The SPASP FEIR evaluated potential environmental impacts that could associated with approximately 243,112 net new square feet of commercial space, 1,706 units of residential development, and 3,840 new residents. The SPASP FEIR concluded that the population growth associated with the SPASP would not directly or indirectly induce substantial population growth beyond the SPASP boundaries. SPASP implementation would facilitate the projected residential and commercial growth within a transit-rich, mixed-use plan area identified for such growth in both local and regional plans and forecasts.

The project would introduce 14 dwelling units and have a population size of 32 people, which is consistent with what was anticipated by the Specific Plan and analyzed in the Specific Plan EIR. For these reasons, implementation of the proposed project would not result in significant impacts related to population and housing that were not identified in the San Pablo Avenue Specific Plan EIR.

APPLICABLE MITIGATIONS
No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the SPASP FEIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required.

CONCLUSION
The proposed project is consistent with the type of development analyzed within the SPASP FEIR and would be within the growth projections evaluated in the SPASP; therefore, the SPASP FEIR adequately evaluated the population and housing impacts of the proposed project and no new impacts would result.

### 3.14. PUBLIC SERVICES

<table>
<thead>
<tr>
<th>Would the Project:</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant Impact with Mitigation</th>
<th>Less Than Significant Impact</th>
<th>No New Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
<tr>
<td>a) Fire protection?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
<tr>
<td>b) Police protection?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
<tr>
<td>c) Schools?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
<tr>
<td>d) Parks?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
<tr>
<td>e) Other public facilities?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
</tbody>
</table>

Sources: San Pablo Avenue Specific Plan EIR.

**DISCUSSION**

The SPASP area is located within the West Contra Costa Unified School District (WCCUSD). The SPASP FEIR evaluated the impact that the SPASP’s anticipated 1,706 new residences, and associated increase in expected student population, would have on the services provided and facilities operated by the WCCUSD. The SPASP FEIR concluded that the new residences would generate approximately 1,147 new students in the District schools over the approximately 25-year horizon of the SPASP implementation. The SPASP FEIR concluded that new students would be accommodated in existing schools, and plan implementation would not result in the need for new or expanded school facilities. As the population and housing units proposed by the project would fall within the total development anticipated by the SPASP FEIR, the project would also generate students within the assumptions of the SPASP FEIR. As such, existing school facilities could accommodate the proposed project.

The SPASP FEIR concluded that the El Cerrito Fire Department and Richmond Fire Department would not need to expand fire protection facilities and personnel to accommodate additional demand associated with implementation of the SPASP. Specifically, the SPASP FEIR identified that any demand for additional fire protection personnel or equipment resulting from SPASP implementation would be funded by currently adopted public facility fees levied on the new development (in Richmond) and by the annual budget review
and allocation (in El Cerrito). Given this, impacts to fire protection services are anticipated to be less than significant. As the population and housing units would fall within the total development anticipated by the SPASP FEIR, the project would result in no new impacts associated with fire services.

As noted in the SPASP FEIR, the increased demand associated with implementation of the SPASP would not require new or physically altered police protection facilities. The SPASP FEIR also determined that implementation of the SPASP would result in more “eyes-on-the-street” by facilitating a more pedestrian-friendly plan area which would provide a safer public environment. The SPASP identified police department approvals that would be required on a project-by-project basis that would ensure the department is equipped and has the ability to maintain acceptable levels of service. In addition, the proposed project would fall within the total development anticipated by the SPASP FEIR and would not result in new impacts associated with police services.

The SPASP FEIR SPASP FEIR concluded that the combination of parks and recreation facilities meets the expected park requirements for the SPASP area given the anticipated population associated with implementation of the SPASP. The SPASP FEIR concludes that the impacts to parks and recreation would be less than significant with compliance with plan provisions for new open spaces. In addition, the SPASP FEIR determined that implementation of the SPASP would not facilitate the need for new or physically altered government facilities.

**APPLICABLE MITIGATION**

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the SPASP FEIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required.

**CONCLUSION**

The SPASP FEIR adequately evaluates public service impacts and the proposed project’s impacts are included in and analyzed by the SPASP FEIR. Development of the proposed project would fall within the development assumptions evaluated within the SPASP FEIR. Therefore, the proposed project has no new impacts on public services.

### 3.15. RECREATION

<table>
<thead>
<tr>
<th>Would the Project:</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant Impact with Mitigation</th>
<th>Less Than Significant Impact</th>
<th>No New Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
<tr>
<td>b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
</tbody>
</table>

Sources: San Pablo Avenue Specific Plan EIR.
DISCUSSION
The SPASP FEIR concluded that the combination of parks and greenways within the SPASP area would meet the expected park requirements for the SPASP area given the anticipated population at full implementation of the SPASP. Specifically, implementation of the SPASP would generate 1,706 new residences and increase the local population by 3,840 people. The increase in residents in the area would increase the demand for parks and recreational facilities, reducing the City's level of service to 5.85 acres per 1,000 residents (below the 2010 level of 6.67 acres per 1,000 residents) with no increase in acreage of parks or open spaces; however, this ratio is above the level of service standard adopted under the City's General Plan.

As the population and housing units would fall within the total development anticipated by the SPASP FEIR, and the project would conform to SPASP open space standards, the project would result in no new impacts associated with parks and recreational facilities.

APPLICABLE MITIGATION
No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the SPASP FEIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required.

CONCLUSION
The SPASP FEIR adequately evaluated the environmental impacts associated with implementation of the SPASP, including parks and recreations impacts. Development of the proposed project would fall within the development assumptions evaluated within the SPASP FEIR. Therefore, the proposed project has no new impacts on parks and recreation.

3.16. TRANSPORTATION AND CIRCULATION

<table>
<thead>
<tr>
<th>Would the Project:</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant Impact with Mitigation</th>
<th>Less Than Significant Impact</th>
<th>No New Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
<tr>
<td>b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
<tr>
<td>c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
</tbody>
</table>
location that results in substantial safety risks?

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

☐ ☐ ☐ ☒

e) Result in inadequate emergency access?

☐ ☐ ☐ ☒

f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

☐ ☐ ☐ ☒

Sources: San Pablo Avenue Specific Plan EIR; Fehr and Peers, 10290 San Pablo Avenue Preliminary Transportation Analysis, February 13, 2017.
DISCUSSION
This section compares traffic impacts from the proposed project with impacts identified in the SPASP FEIR. A Preliminary Transportation Analysis (TIA) was conducted for the proposed project and is referenced in this section. The report includes an analysis to ensure that sufficient traffic operations are maintained with the construction of the proposed project.

Trip Generation
Using the same trip generation methodology used in the SPASP FEIR, the transportation analysis conducted for the proposed project estimated that the proposed project would generate about 4 AM peak-hour and 6 PM peak-hour trips. Thus, the proposed project would not result in significant impacts related to project trip generation beyond those identified in the SPASP EIR.

Vehicle Access
The Project would provide six surface parking spaces, eight individual garage spaces, and one accessible space, for a total of 15 parking spaces. Vehicles would access the site through a full-access driveway on Eureka Avenue.

Project Driveway Site Distance
The project-specific transportation analysis conducted for the proposed project included recommendations to improve project site circulation. The driveway on Eureka Avenue would provide adequate sight distance between vehicles exiting the driveway and pedestrians on the adjacent sidewalk. Vehicles parked on both sides of the driveway may block sight distance between vehicles exiting the driveway and vehicles on Eureka Avenue. Trees planted on both sides of the driveway may also affect visibility of exiting vehicles if the tree canopy is lower than six feet from the ground. Therefore, the transportation analysis recommendation would be applied to the project as a condition of approval to ensure adequate sight distance for vehicles to avoid impacts with pedestrians on the adjacent sidewalk.

Project Specific Condition of Approval: Ensure that on-street parking on both sides of the Project driveway on Eureka Avenue would not restrict sight distance for exiting vehicles by providing at least 10 feet of red curb on both sides of the driveway.

Bicycle Parking, Access and On-Site Circulation
Section 2.05.07.04 of the SPASP Form-Based Code requires bicycle parking for residential and commercial uses. The Project would consist of 14 residential units, requiring 21 long-term bicycle parking spaces and two short-term bicycle parking spaces. The Project would provide 21 covered long-term bicycle parking spaces, 9 would be located in the outside covered bicycle corral just south of the project driveway and 12 that would be located inside individual garages as vertical racks. The Project would also provide two short-term spaces along the building frontage on San Pablo Avenue, meeting City requirements.

Pedestrian Access and On-Site Circulation
Pedestrians can access the building via multiple lobby entrances along San Pablo Avenue. The lobby entrances would provide direct access to units on the first floor, as well as stair access to the second and third floor units. Pedestrian access between the parking lot and the building would be provided via multiple lobby entrances in the rear of the building, adjacent to the parking lot. Individual garages would also provide pedestrian access to the lobbies.

The SPASP Form-Based Code (2.04.02) requires a minimum clear space of eight feet on all sidewalks in commercial zones and six feet clear space in neighborhood zones. The Project would provide eight feet of clear sidewalk space for pedestrians along San Pablo Avenue and six feet of clear sidewalk space along Eureka Avenue, meeting City requirements.
Transit Access
AC Transit (as well as WestCAT, Soltrans, and FAST Transit) provides bus service to the project site with bus stops at the El Cerrito del Norte BART Station and on northbound and southbound San Pablo Avenue, south of the Cutting Boulevard intersection. The bus stops at the BART station provide bus shelters and benches, as well as BART station amenities such as bicycle parking. Both bus stops on San Pablo Avenue provide a bench but do not include a bus shelter.

AC Transit provides nearby transit service to the Project site with a bus stop on northbound San Pablo Avenue, north of the project site at Eureka Avenue. Currently, the bus stop provides a bench and no shelter.

Parking and TDM Requirements
The San Pablo Avenue Specific Plan Form-Based Code requirements for the TOHIMU zoning district apply to the project site. TOHIMU zoning requires a maximum of 1.0 automobile parking spaces per dwelling unit and a basic Transportation Demand Management (TDM) plan. For projects proposing a parking ratio between zero and 0.5 spaces per unit, a parking study and additional TDM measures may be required.

The project would provide six surface parking spaces, 8 individual garage spaces, and one accessible space, for a total of 15 parking spaces. The project would require a maximum of 14 off-street residential parking spaces. Based on a project site plan, the project would provide 15 parking spaces. Pursuant to the Section 2.05.07.05: Parking Adjustments of the San Pablo Avenue Specific Plan, the project applicant has submitted a parking study to the Zoning Administrator to request an increase of one parking space, bringing the project into compliance with the Specific Plan parking standards.

APPLICABLE MITIGATION
The proposed project is consistent with the type of development analyzed within the SPASP FEIR and would be generally consistent with the development standards envisioned in the SPASP FEIR. With implementation of the project-specific conditions of approvals, the proposed project would not result in new impacts related to transportation. Therefore, the SPASP FEIR adequately evaluated the transportation impacts of the proposed project and no new impacts related to transportation would result.

CONCLUSION
No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the SPASP FEIR was certified leading to new or more severe significant impacts, and with implementation of the project-specific condition of approvals, no new impacts related to transportation would result.

3.17. TRIBAL CULTURAL RESOURCES

<table>
<thead>
<tr>
<th>Would the Project:</th>
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<th>Less Than Significant Impact with Mitigation</th>
<th>Less Than Significant Impact</th>
<th>No New Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

[ ] [ ] [ ] [X]

ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Sources: San Pablo Avenue Specific Plan EIR

**DISCUSSION**

As previously discussed in the Cultural Resources section of this checklist, Mitigation Measure 7-2 applies to the proposed project; this mitigation will protect previously unrecorded or unknown cultural resources, including Native American artifacts and human remains.

In addition, subsequent to certification of the SPASP FEIR, the California Legislature passed Assembly Bill (AB) 52, which provides for consultation between lead agencies and Native American tribal organizations during the CEQA process. Effective July 1, 2015, AB 52 states that prior to the release of an environmental impact report or negative declaration/mitigated negative declaration for public review, a lead agency must provide the opportunity to consult with local tribes. However, the SPASP FEIR was certified prior to July 1, 2015, and because (a) this Program EIR Checklist supports the findings that, pursuant to CEQA Guidelines Section 15162, (b) no new or substantially more severe significant effects could occur under the proposed project, (c) no new mitigation measures would be required, (d) the project is within the scope of the environmental review of the SPASP FEIR, and (e) no further review under CEQA is required, then the City is not required to conduct formal consultation under AB 52 for this project. However, as stated above, SPASP FEIR Mitigation Measure 7-2 applies to the project, and will protect previously unrecorded or unknown cultural resources, including Native American artifacts and human remains.

**APPLICABLE MITIGATION**

No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the SPASP FEIR was certified leading to new or more severe significant impacts, and no new mitigation measures are required.

**CONCLUSION**

The SPASP FEIR adequately evaluated the potential cultural resources impacts (and by extension, impacts to tribal cultural resources) of the proposed project and no new impacts would result.

3.18. **UTILITIES AND SERVICE SYSTEMS**
Would the Project: | Potentially Significant Impact | Less Than Significant Impact with Mitigation | Less Than Significant Impact | No New Impact
---|---|---|---|---
a) Exceed wastewater treatment requirements of the applicable San Francisco Bay Regional Quality Control Board? | | | | X
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | | | | X
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | | | | X
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? | | | | X
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | | | | X
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? | | | | X
g) Comply with federal, state, and local statutes and regulations related to solid waste? | | | | X

Sources: San Pablo Avenue Specific Plan EIR.

**DISCUSSION:**
The SPASP FEIR determined that there would be an increase in water demand as a result of build-out of the SPASP – average daily demand would be 882,720 gallons per day (gpd) which represents approximately 0.38 percent of the planning level water demand forecasted in the Urban Water Management Plan (UWMP). The SPASP FEIR concluded that this represents a small increase and is considered a less-than-significant impact on water supply. The SPASP FEIR also noted that development within the SPASP would incorporate the City's requirements for providing adequate water supply, including compliance with adopted performance standards, application of these standards in each jurisdictional City's development review process, coordination of development review with EBMUD (including consistency with the UWMP), and the requirement that new development pay its share of the costs associated with provision of water facilities through project-specific mitigations required as conditions of approval. The SPASP FEIR concluded that since future development facilitated by the SPASP, including the proposed project, would require about 0.38 percent of EBMUD's forecasted planning level water demand for its service area by the year 2040, and
would be subject to EBMUD and jurisdictional City plans, regulations, and ordinances regarding water supply, the impact on water supply is considered less than significant.

The SPASP FEIR concluded that development associated with the SPASP would result in less-than significant impacts on utilities and service systems, including wastewater treatment, stormwater drainage, and solid waste disposal. However, the SPASP FEIR determined that the wastewater, and storm drainage infrastructure systems would require improvements, including the upgrading of existing deficiencies, in order to accommodate new development facilitated by the SPASP. The SPASP FEIR provided recommendations and design considerations for proposed infrastructure improvements. The construction of the project-related utility infrastructure would be temporary and would occur within existing public rights-of-way, City property, a project development site, or private property subject to a municipal easement.

The Stege Sanitary District (SSD) provides wastewater service to businesses along San Pablo Avenue, including the proposed project site. This project has agreed to participate in the San Pablo Avenue Sewer Capacity Improvement Fee Program. This fee is intended to satisfy the requirement for a Sewer Capacity Study.

**Project-Specific Condition of Approval:** Participate in the implementation of San Pablo Avenue Sewer Capacity Improvement Fee Program. This fee is intended to satisfy the requirement for a Sewer Capacity Study.

The increase in commercial and residential density under the SPASP would result in an increase in the amount of solid waste generated within the SPASP area. The SPASP FEIR concluded that the increase in solid waste generation would be incremental but would not exceed acceptable rates established by plans, policies, and regulation. Moreover, the projected solid waste would be served by solid waste and recycling facilities with sufficient capacities to accommodate development included as part of the SPASP, including the proposed project. As such, solid waste impacts would remain less than significant.

**APPLICABLE MITIGATION**
The proposed project is consistent with the type of development analyzed within the SPASP FEIR and would be generally consistent with the development standards envisioned in the SPASP FEIR. With implementation of the project-specific condition of approval, the proposed project would not result in new impacts related to utilities and service systems. Therefore, the SPASP FEIR adequately evaluated the utilities and service systems impacts of the proposed project and no new impacts related to transportation would result.

**CONCLUSION**
No substantial changes in environmental circumstances have occurred for this topic, nor revisions to the project, nor new information that could not have been known at the time the SPASP FEIR was certified leading to new or more severe significant impacts, and with implementation of the project-specific mitigation measure, no new impacts related to utilities and service systems would result.
4. REFERENCE DOCUMENTS

Technical Appendices

The following resources were prepared in order to further identify project specific parameters. Copies of these technical documents are incorporated herein by reference and are available for review during normal business hours at the City of El Cerrito.

1) LSA, Historical Resource Evaluation of 10290 and 10296 San Pablo Avenue/State Route 123, El Cerrito, Contra Costa County, California, February 8, 2017.


3) AEI Consultants, Phase I Environmental Site Assessment of a Commercial Property at 10300 San Pablo Avenue El Cerrito, California 94530, July 21, 2016.


The Technical Appendices to this checklist are available at the following links:

1) LSA, Historical Resource Evaluation of 10290 and 10296 San Pablo Avenue/State Route 123, El Cerrito, Contra Costa County, California, February 8, 2017.  
   http://ca-elcerrito.civicplus.com/DocumentCenter/View/7489

   http://ca-elcerrito.civicplus.com/DocumentCenter/View/7490

3) AEI Consultants, Phase I Environmental Site Assessment of a Commercial Property at 10300 San Pablo Avenue El Cerrito, California 94530, July 21, 2016.  
   http://ca-elcerrito.civicplus.com/DocumentCenter/View/7491

   http://ca-elcerrito.civicplus.com/DocumentCenter/View/7492

   http://ca-elcerrito.civicplus.com/DocumentCenter/View/7493

   http://ca-elcerrito.civicplus.com/DocumentCenter/View/7494