AGENDA

SPECIAL MEETING OF THE
PLANNING COMMISSION
AND DESIGN REVIEW BOARD

7:30 p.m.
Tuesday, February 27, 2018
El Cerrito City Hall
Council Chambers
10890 San Pablo Avenue, El Cerrito

This Meeting Place Is Wheelchair Accessible

Roll Call:
Planning Commission: Chair: Lisa Motoyama; Commissioners: Brendan Bloom, Kevin Colin, Carla Hansen, Michael Iswalt, Andrea Lucas, and Leslie Mendez.
Design Review Board: Chair: Carl Groch; Board Members: Maggie Leighly, Patrick Riley, John Thompson, and Glenn Wood.

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

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

3. Study Session – Tier IV Site Plan and Design Review – 11048/11060 San Pablo Avenue
Application: PL17-0134
Applicant: Paul Van Konyenenburg, Bavak El Cerrito, LLC
Location: 11048/11060 San Pablo Avenue
APN: 502-441-021
Zoning: Transit-Oriented Mid-Intensity Mixed Use (TOMIMU)
General Plan: Transit-Oriented Mid-Intensity Mixed Use (TOMIMU)
Request: Planning Commission and Design Review Board study session for a proposed 170-unit project.
CEQA: As part of the review of the project, the project will be evaluated for consistency with the Program Environmental Impact Report prepared for the San Pablo Avenue Specific Plan, pursuant to CEQA Guidelines Sections 15168 and 15182.

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 Sean Moss, 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: smoss@ci.el-cerrito.ca.us
City of El Cerrito
Planning Commission Meeting Agenda

4. Study Session – Pre-Application – 1755 Eastshore Boulevard
   Application: PL17-0182
   Applicant: Fuad Sweiss, 1755 Eastshore Boulevard, LLC
   Location: 1755 Eastshore Boulevard
   APN: 513-371-002
   Zoning: Transit-Oriented Higher-Intensity Mixed Use (TOHIMU)
   General Plan: Transit-Oriented Higher-Intensity Mixed Use (TOHIMU)
   Request: Planning Commission and Design Review Board preliminary consideration of a proposed 887-unit project in two buildings.
   CEQA: Not applicable at this time at this proposal is a pre-application.

5. Staff Communications

6. Adjournment

Any writings or documents provided to a majority of the Design Review Board and Planning Commission regarding any item on this agenda will be made available for public inspection in the Planning Division office located at 10890 San Pablo Avenue during normal business hours.
**Application Number:** PL17-0134  
**Applicant:** Bavak El Cerrito LLC  
**Location:** 11048/11060 San Pablo Avenue  
**APN:** 502-411-021  
**Zoning:** Transit-Oriented Mid-Intensity Mixed Use (TOMIMU)  
**General Plan:** Transit-Oriented Mid-Intensity Mixed Use (TOMIMU)  
**Request:** Planning Commission and Design Review Board study session for a proposed 170-unit project.

**CEQA:** As part of the review of the project, the project will be evaluated for consistency 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 proposed project includes 170 residential units. The units are located in two buildings, above two levels of parking (one level underground.) Additional uses such as a business center, lobbies, a lounge, exercise room and bike stop are located on the first floor. Each building would contain a courtyard on the podium level and a deck on the roof.

The project seeks flexibility to the height and shadow standards of the San Pablo Avenue Specific Plan pursuant to the Tier IV Design Review process. The project proposes to provide public benefits including a publicly accessible bike stop and a total of $1,700,000 public benefit contribution to the City’s affordable housing fund and for implementation of San Pablo Avenue Complete Streets.

This study session is an opportunity for both the Planning Commission and Design Review Board to give the applicant preliminary feedback on the project.
Background

Site Location and Layout

The project site is located on San Pablo Avenue between Manila Avenue and Madison Avenue. The site has frontages on both San Pablo Avenue and the Ohlone Greenway. The site is 64,446 square feet (1.48 acres) in size. The site currently houses a Big 5 Sporting Goods store and parking lot.

Vicinity Map

![Vicinity Map Image]

Analysis

Project Description

The proposed project consists of a 170 residential units contained in two buildings totaling approximately 294,900 square feet. The buildings will be located atop an underground parking level which will span the entire site. One building will face San Pablo Avenue and will feature a business center and building lobby accessible from San Pablo Avenue. Two residential units would also face San Pablo Avenue on the ground floor. Behind the street facing uses, would be an at-grade parking podium parking area. Vehicular access to the parking area would be provided from San Pablo Avenue as well as from the existing end of Kearney Street. The parking area would be secured with a gate at each entrance. The main parking driveway would separate the two buildings. The underground parking area would be accessed via a ramp near the Kearney Street access. In total, 171 parking spaces would be included in the two parking levels. The rear building would feature a lobby, lounge, yoga room, exercise room, pet/bike wash room, and publicly
accessible bike stop on the ground floor. Above the ground level, both buildings would be U-shaped, with the courtyards which faced south. The courtyard or the rear building would feature a fire pit with outdoor furniture surrounding it, the front building would feature a fireplace along the southern edge with outdoor furniture adjacent to it, as well as additional seating areas in the courtyard. In addition, both buildings would feature rooftop decks along the western sides. These decks would be programmed with amenities, such as cooking facilities, bar seating, synthetic turf and shade trellises.

The project would also feature a pedestrian pathway which would link San Pablo Avenue and the Ohlone Greenway. Adjacent to this pathway, along the Ohlone Greenway, would be located a publicly accessible bike stop. For a more detailed description of the bike stop, please see the ‘Public Benefits’ section, below.

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

The tables below show the relevant Specific Plan standards. Standards below that are shaded yellow and text in bold show components of the project that do not comply with the Specific Plan standards.

The project is located between San Pablo Avenue and the Ohlone Greenway. This section of San Pablo Avenue is designated a Community Street. The project is located in the Transit-Oriented Mid-Intensity Mixed-Use (TOMIMU) Transect Zone.

### Regulation by Street Type:

**SPA Community Street**

<table>
<thead>
<tr>
<th>Building Placement</th>
<th>Required</th>
<th>Provided</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sidewalk Amenity Zone</td>
<td>6 ft. min</td>
<td>6 ft. 6 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>4 ft. min</td>
<td>11 ft. min</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>18 ft. max*</td>
</tr>
</tbody>
</table>

*Staff anticipates that discrepancies in the setback
<table>
<thead>
<tr>
<th>Requirement</th>
<th>Minimum Requirements</th>
<th>Additional Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>Side Setback</td>
<td>0 ft.</td>
<td>5 ft. 6 in. min</td>
</tr>
<tr>
<td>Rear Setback</td>
<td>See Shadows</td>
<td>Building will cast a shadow onto the Ohlone Greenway and adjacent parcels at 1:30 p.m. on December 21. Project requires exception to shadow standards via Tier IV Design Review process.</td>
</tr>
<tr>
<td>Pedestrian Access</td>
<td>Entries on front or side streets</td>
<td>Building and unit 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>(1) 20 ft. driveway and (1) 24 ft. driveway. El Cerrito Fire Department has requested a 24 ft. wide access to meet code requirements.</td>
</tr>
</tbody>
</table>

### Building Form

<table>
<thead>
<tr>
<th>Requirement</th>
<th>Minimum Requirements</th>
<th>Additional Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>Upper Floor Setbacks</td>
<td>See Shadows</td>
<td>Building requires exception to shadow standards via Tier IV Design Review process</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>131 ft. 9 in. max</td>
</tr>
<tr>
<td>Ground Floor Transparency</td>
<td>Non-residential 75% min, Residential 40% min.</td>
<td>50% for business center* 31% for residential units*</td>
</tr>
</tbody>
</table>

*Staff anticipates that discrepancies in the transparency standards will be addressed through revisions to the project and will not require Tier IV Design Review.

<table>
<thead>
<tr>
<th>Requirement</th>
<th>Minimum Requirements</th>
<th>Additional Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>Upper Floor Transparency</td>
<td>30% min</td>
<td>30% min</td>
</tr>
<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>Min: 50% Flex Front Max. 50% Shop Front, Arcade (NE side SPA), or Eco-front</td>
<td>Shop Front (34%) Flex Front (66%)</td>
</tr>
</tbody>
</table>
**Regulation by Street Type:**

**Ohlone Greenway**

<table>
<thead>
<tr>
<th>Building Placement</th>
<th>Required</th>
<th>Provided</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sidewalk Amenity Zone</td>
<td>n/a</td>
<td>6 ft. 6 in.</td>
</tr>
<tr>
<td>Sidewalk Pedestrian Zone</td>
<td>n/a</td>
<td>8 ft.</td>
</tr>
<tr>
<td>Sidewalk Activity Zone</td>
<td>n/a</td>
<td>11 ft. min</td>
</tr>
<tr>
<td>Ground Floor Front Setback</td>
<td>10 ft. max for non-residential uses. 15 ft. max for residential uses</td>
<td>10 ft. max for bike stop. 18 ft max for residential units.*</td>
</tr>
<tr>
<td></td>
<td></td>
<td>*Staff anticipates that discrepancies in the setback requirements will be addressed through revisions to the project and will not require Tier IV Design Review.</td>
</tr>
<tr>
<td>Side Setback</td>
<td>0 ft.</td>
<td>5 ft. 6 in. min</td>
</tr>
<tr>
<td>Rear Setback</td>
<td>See Shadows</td>
<td>Building will cast a shadow onto the Ohlone Greenway and adjacent parcels at 1:30 p.m. on December 21. Project requires exception to shadow standards via Tier IV Design Review process.</td>
</tr>
<tr>
<td>Pedestrian Access</td>
<td>Entries on front or side streets</td>
<td>Building and unit entries on Ohlone Greenway</td>
</tr>
<tr>
<td>Vehicular Access</td>
<td>n/a</td>
<td></td>
</tr>
<tr>
<td>Building Form</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Upper Floor Setbacks</td>
<td>See Shadows</td>
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<tr>
<td>Ground Floor Ceiling Height</td>
<td>9 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>130 ft. max</td>
</tr>
<tr>
<td>Ground Floor Transparency</td>
<td>Non-residential 50% min, Residential 30% min.</td>
<td>50% for bike stop 31% for residential units</td>
</tr>
<tr>
<td>Upper Floor Transparency</td>
<td>25% min</td>
<td>32%</td>
</tr>
<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>Forecourt (NE Side), Flex, Front Yard or Eco-front. Max 50% shop front.</td>
<td>Shop Front (20%) Flex Front (80%)</td>
</tr>
</tbody>
</table>

*Site will be buffer with greenbelt and native vegetation.*

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**Side Setback:**

- Building will cast a shadow onto the Ohlone Greenway and adjacent parcels at 1:30 p.m. on December 21. Project requires exception to shadow standards via Tier IV Design Review process.

**Rear Setback:**

- See Shadows

**Pedestrian Access:**

- Entries on front or side streets

**Vehicular Access:**

- n/a

**Building Form:**

- See Shadows

**Upper Floor Setbacks:**

- See Shadows

**Ground Floor Ceiling Height:**

- 9 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.

**Upper Floor Transparency:**

- 25% min

**Front Encroachments:**

- 4 ft. max

**Rear Encroachments:**

- 4 ft. max

**Allowed Frontage Types:**

- Forecourt (NE Side), Flex, Front Yard or Eco-front. Max 50% shop front. Shop Front (20%) Flex Front (80%)
### Open Space Requirements

<table>
<thead>
<tr>
<th></th>
<th>Required</th>
<th>Provided</th>
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</thead>
<tbody>
<tr>
<td><strong>Private/Common Open Space</strong></td>
<td>80 sq. ft./unit min (13,600 sq. ft. total)</td>
<td>17,816 sq. ft.</td>
</tr>
<tr>
<td><strong>Public Open Space</strong></td>
<td>25 sq. ft./1,000 sq. ft. of building for buildings &gt;25,000 sq. ft. (Total of 5,433 sq. ft. required) May pay fee in-lieu of providing full amount of required public open space on site.</td>
<td>4,898 sq. ft. pathway and plaza adjacent to bike station plus in lieu</td>
</tr>
</tbody>
</table>

### Transit-Oriented Mid-Intensity Mixed Use Zone

<table>
<thead>
<tr>
<th></th>
<th>Required</th>
<th>Provided</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Parking</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Auto Parking</strong></td>
<td>Up to 1.5 space/unit (Reductions and increases allowed with Zoning Administrator approval)</td>
<td>1.01 space per unit (total of 171 spaces)</td>
</tr>
<tr>
<td><strong>Bicycle Parking</strong></td>
<td>Min 1 short-term space/10 units (17 min) Min 1.5 long-term spaces/unit (255 min)</td>
<td>14 short-term spaces* 255 long-term spaces</td>
</tr>
<tr>
<td></td>
<td></td>
<td>*Staff anticipates that discrepancies in the short-term bike parking standards will be addressed through revisions to the project and will not require Tier IV Design Review.</td>
</tr>
<tr>
<td><strong>Building Height</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Maximum Height</strong></td>
<td>55 ft. max</td>
<td>69 ft. (Requires exception through Tier IV Design Review Process)</td>
</tr>
<tr>
<td><strong>Minimum Height</strong></td>
<td>3 stories residential, 2 stories commercial</td>
<td>6 residential stories</td>
</tr>
</tbody>
</table>

### Public Benefit
The SPASP Tier IV design review was intended to allow projects flexibility, and responds to Goal C of the Specific Plan “to encourage practical and market friendly development” through incorporating flexible development codes that respond to constrained parcels, surrounding context and the market (Goal C, Strategy 2). Through the Tier IV Design Review process, applicants can seek flexibility to the standards of the San Pablo Avenue Specific Plan. In order to grant flexibility, the Planning Commission must find “that the project provides a public benefit which is consistent with the goals of the Specific Plan, and furthers an important goal(s) as stated in adopted City policy documents...” The provided public benefit must be beyond what is otherwise required by the San Pablo Avenue Specific Plan.

As shown on the table above, the project is seeking flexibility to height and shadow standards. The applicant is proposing the following public benefits:

1. $1,000,000 contribution to the City’s Low-Income Housing Asset Trust Fund
2. $700,000 contribution toward projects contained in the City’s Capital Improvement Program for projects related to implementation of San Pablo Avenue Complete Streets
3. A publicly accessible bike station located adjacent to the Ohlone Greenway

The contribution to the City’s Low-Income Housing Asset Trust Fund would allow the City to support the development of affordable housing. Having funds available make affordable housing projects more competitive for grants and allows the City to better leverage other public funds.

The project’s contribution toward the Capital Improvement Program (CIP) will enable the City to construct planned physical improvements, such as the San Pablo Avenue Complete Streets project, which is estimated to cost approximately $6.5M. San Pablo Avenue Complete Streets will require multiple funding sources, including developer contributions and grants. The provision of funds as part of this project will improve the City’s ability to leverage additional outside funding. If Complete Streets is funded when this project is ready to make the contribution, the funds would go to other adopted CIP improvements.

In addition to the funds detailed above, the project would also provide the public benefit of a bike station would be situated adjacent to the Ohlone Greenway multi-use trail. The bike station will feature a large roll-up door adjacent to the Greenway and will be open to the public during normal business hours. The bike station is proposed to contain the following amenities:

- Bike stands to aid in bike repairs
- Bike repair tools available for use
- A vending machine that would allow purchase of common bike parts

Attachments

1. Project Plans
## Project Data:

<table>
<thead>
<tr>
<th>UNIT MIX:</th>
<th>UNIT NET AREA</th>
<th>PATIO NET AREA</th>
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<tbody>
<tr>
<td>STUDIO</td>
<td>488</td>
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<tr>
<td>1-BR</td>
<td>501</td>
<td>1311</td>
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<tr>
<td>1-C</td>
<td>598</td>
<td>1309</td>
</tr>
<tr>
<td>1-D</td>
<td>642</td>
<td>1309</td>
</tr>
<tr>
<td>1-E</td>
<td>617.5</td>
<td>1277</td>
</tr>
<tr>
<td>1-F</td>
<td>630</td>
<td>1277</td>
</tr>
</tbody>
</table>

| UNIT 1-A | 501 | 1311 |
| UNIT 1-B | 501 | 1311 |
| UNIT 1-C | 598 | 1309 |
| UNIT 1-D | 642 | 1309 |
| UNIT 1-E | 617 | 1277 |
| UNIT 1-F | 630 | 1277 |

- **1-BR Unit 1-B:**
  - **1-BR Unit 1-B:**
  - **1-BR Unit 1-B:**
  - **1-BR Unit 1-B:**
  - **1-BR Unit 1-B:**
  - **1-BR Unit 1-B:**

- **1-C Unit 1-C:**
  - **1-C Unit 1-C:**
  - **1-C Unit 1-C:**
  - **1-C Unit 1-C:**
  - **1-C Unit 1-C:**
  - **1-C Unit 1-C:**

- **1-D Unit 1-D:**
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- **1-E Unit 1-E:**
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  - **1-E Unit 1-E:**

- **1-F Unit 1-F:**
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  - **1-F Unit 1-F:**
  - **1-F Unit 1-F:**

- **2-BR Unit 2-A:**
  - **2-BR Unit 2-A:**
  - **2-BR Unit 2-A:**
  - **2-BR Unit 2-A:**
  - **2-BR Unit 2-A:**
  - **2-BR Unit 2-A:**

- **2-BR Unit 2-B:**
  - **2-BR Unit 2-B:**
  - **2-BR Unit 2-B:**
  - **2-BR Unit 2-B:**
  - **2-BR Unit 2-B:**
  - **2-BR Unit 2-B:**

- **2-C Unit 2-C:**
  - **2-C Unit 2-C:**
  - **2-C Unit 2-C:**
  - **2-C Unit 2-C:**
  - **2-C Unit 2-C:**
  - **2-C Unit 2-C:**

- **2-D Unit 2-D:**
  - **2-D Unit 2-D:**
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  - **2-D Unit 2-D:**
  - **2-D Unit 2-D:**

- **2-E Unit 2-E:**
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  - **2-F Unit 2-F:**
  - **2-F Unit 2-F:**
  - **2-F Unit 2-F:**
  - **2-F Unit 2-F:**

- **3-BR Unit 3-A:**
  - **3-BR Unit 3-A:**
  - **3-BR Unit 3-A:**
  - **3-BR Unit 3-A:**
  - **3-BR Unit 3-A:**
  - **3-BR Unit 3-A:**

## Total:

<table>
<thead>
<tr>
<th>TOTAL</th>
<th>170</th>
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<tbody>
<tr>
<td>142725</td>
<td>17818</td>
</tr>
<tr>
<td>100.0%</td>
<td></td>
</tr>
<tr>
<td>Building Code Name</td>
<td>Description</td>
</tr>
<tr>
<td>-------------------</td>
<td>-------------</td>
</tr>
<tr>
<td>Fire Protection</td>
<td></td>
</tr>
<tr>
<td>Egress</td>
<td></td>
</tr>
<tr>
<td>Life Safety</td>
<td></td>
</tr>
<tr>
<td>Structural</td>
<td></td>
</tr>
<tr>
<td>Mechanical</td>
<td></td>
</tr>
<tr>
<td>Accessible</td>
<td></td>
</tr>
<tr>
<td>Construction</td>
<td></td>
</tr>
</tbody>
</table>

**Fire Protection**
- Building Type: Commercial
- Number of Stories: 1
- Floor Area: 1,500 sq ft

**Egress**
- Minimum Egress Width: 36 in
- Minimum Egress Height: 72 in
- Exit Access: 3 exit access points

**Life Safety**
- Exit Access: 3 exit access points
- Exit Access: 3 exit access points

**Structural**
- Exterior Walls: 2-hour rated fire barrier
- Interior Walls: 1-hour rated fire barrier
- Roof: 1-hour rated fire barrier

**Mechanical**
- HVAC System: Centralized air conditioning
- Plumbing: 1 1/2 in diameter water lines

**Accessibility**
- Building ramps provided

**Construction**
- Building Type: Commercial
- Number of Stories: 1
- Floor Area: 1,500 sq ft

**Note:** This report is for informational purposes only and may not cover all aspects of code compliance. It is not a substitute for professional code compliance and building inspection services.
 Existing Site Conditions

11060 San Pablo Avenue
El Cerrito, California

Key Aerial Map (NTS)

View of South West Corner at San Pablo Avenue
View Along San Pablo Avenue
View of North West Corner at San Pablo Avenue

View of Alley on North Side
View of Building North of Site (El Cerrito Steel)
View of Site from Alley on North Side
View of Ohlone Trail
View from Ohlone Trail

View Across Site (East to West)
View of North East Corner
View of East Side Along BART
View of South East Corner
View of South Side
UNIT 1A | Studio
Unit Area: 488 SF
Deck Area: 30 SF

UNIT 1E | 1 Bedroom
Unit Area: 617 SF
Deck Area: 30 SF
UNIT 3A | 3 Bedroom
Unit Area: 1339 SF
Deck Area: 101 SF
11060 SAN PABLO AVENUE
EL CERRITO, CALIFORNIA

OHOLONE TRAIL (EAST) ELEVATION

SAN PABLO AVENUE (WEST) ELEVATION

SCALE: 1/16" = 1'-0"
11060 SAN PABLO AVENUE
EL CERRITO, CALIFORNIA

SCALE: 1/16" = 1'-0"

NORTH ELEVATION
FACADE: 316 SF OPENINGS (26%): 84 SF
FACADE: 391 SF OPENINGS (13%): 54 SF
FIRE SEPARATION DISTANCE: 15 TO LESS THAN 20 FEET ALLOWABLE AREA UNPROTECTED, SPRINKLERED: 45%
FACADE: 558 SF OPENINGS (34%): 190 SF
FACADE: 152 SF OPENINGS (37%): 56 SF
FACADE: 112 SF OPENINGS (37%): 42 SF
FACADE: 163 SF OPENINGS (26%): 42 SF
FACADE: 153 SF OPENINGS (36%): 56 SF
FACADE: 147 SF OPENINGS (28%): 42 SF
FACADE: 134 SF OPENINGS (41%): 56 SF
FACADE: 338 SF OPENINGS (41%): 140 SF
FACADE: 1050 SF OPENINGS (31%): 327 SF
FACADE: 1992 SF OPENINGS (37%): 738 SF
FACADE: 1,608 SF OPENINGS (30%): 476 SF

ALLOWABLE OPENINGS - NORTH ELEVATION

SCALE: 1/16" = 1'-0"

FIRE SEPARATION DISTANCE
35 TO LESS THAN 50 FEET UNPROTECTED, SPRINKLERED: 35%
FIRE SEPARATION DISTANCE
35 TO LESS THAN 50 FEET UNPROTECTED, SPRINKLERED: 35%
5865 Owens Drive
Pleasanton, CA 94588
925-251-7200

11060 SAN PABLO AVENUE
EL CERRITO, CALIFORNIA

SOUTH ELEVATION

SCALE: 1/16" = 1'-0"

A.16
11060 SAN PABLO AVENUE
EL CERRITO, CALIFORNIA

SHADOW STUDY - DEC 1:30 PM

SCALE: 1" = 40'-0"
1. Mt. Tamalpais
2. Golden Gate Bridge
3. San Francisco Skyline
11060 SAN PABLO AVENUE
EL CERRITO, CALIFORNIA

SOUTH ELEVATION

MATERIAL IMAGERY
1. STUCCO (TEXTURED-SMOOTH)
2. NATURAL STONE VENEER
3. WOOD VENEER PANELS RAIN SCREEN
4. COMPOSITE WOOD SLATS SCREEN
5. METAL SCREEN (AT GARAGE OPENING)
6. METAL GUARDRAIL
7. ALUMINUM WOOD (STUCCO & CEMENTITY)
8. CYLINDRICAL WALL SCONE

MATERIAL SAMPLES
1. STUCCO (TEXTURED)
1.1 STUCCO (SMOOTH)
2. NATURAL STONE VENEER (TOP LEDGE COTTON WOOD | BOTTOM LEDGE COTTON WOOD)
3. TRESPA MIETEOL - LIGHT MAHOGANY

MATERIALS LIST
1. STUCCO (TEXTURED-SMOOTH)
2. NATURAL STONE VENEER
3. WOOD VENEER PANELS RAIN SCREEN
4. COMPOSITE WOOD SLATS SCREEN
5. METAL SCREEN
6. METAL GUARDRAIL
7. ALUMINUM STOREFRONT
8. ALUMINUM WINDOW
9. CYLINDRICAL WALL SCONE

PAINT COLORS
A. INDIAN RIVER (BM_895)
B. MANCHESTER TAN (BM_16)
C. CYPRESS GREEN (BM_243)
D. BITTERSWEET (BM_2114-10)
E. NAVajo WHITE (BM_947)
1. SPECIMEN TREE IN RAISED PLANTER
2. BUILT-IN COUCH
3. FIREPLACE & LOUNGE FURNITURE
4. FIRE PIT & LOUNGE FURNITURE
5. PLANTER WALLS WITH MOUNDS
6. WALL LIGHT
1. HYDROZONE CALCULATION TABLE

<table>
<thead>
<tr>
<th>HYDROZONE</th>
<th>IRRIGATION TYPE</th>
<th>IRRIGATION EFFICIENCY (IE)</th>
<th>PLANT FACTOR (PF)</th>
<th>AREA (HA)</th>
<th>(SQ. FT)</th>
<th>PF x HA ETWU</th>
</tr>
</thead>
<tbody>
<tr>
<td>SHRUBS/G.C.-LOW DRIP</td>
<td>0.81</td>
<td>0.3</td>
<td>8076</td>
<td>2423</td>
<td>77518</td>
<td></td>
</tr>
<tr>
<td>GROUNDCOVER SPRAY</td>
<td>0.71</td>
<td>0.3</td>
<td>842</td>
<td>253</td>
<td>9455</td>
<td></td>
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<tr>
<td>TREES-MOD BUBBLER</td>
<td>0.81</td>
<td>0.5</td>
<td>470</td>
<td>235</td>
<td>7554</td>
<td></td>
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<tr>
<td>SHRUBS/G.C.-MOD DRIP</td>
<td>0.81</td>
<td>0.5</td>
<td>70</td>
<td>35</td>
<td>1120</td>
<td></td>
</tr>
<tr>
<td>SLA</td>
<td>0.81</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
</tbody>
</table>

Total sq. ft: 9458

Total ETWU: 95,647

2. MAXIMUM APPLIED WATER ALLOWANCE (MAWA) Gallons Per Year

MAWA = (ETo)(0.62)[(0.55xLA) + (1.0-0.55) x SLA]

ETo = Reference evapotranspiration
0.7= ET adjustment factor
LA=Landscaped Area (square feet)
0.62 = Conversion factor (gallons per square foot per year)
SLA = Irrigation efficiency (0.81) bubbler/drip
SLA = Irrigation efficiency (0.71) spray

3. ESTIMATED TOTAL WATER USE (ETWU) (gallons) = 95,647

ETWU= ((ETo)(.62)(PF(HA/IE) + SLA)}

ETo = Reference evapotranspiration
PF = Plant factor for hydrozones
HA = Hydrozone area (square feet)
0.62 = Conversion factor (gallons per square foot per year)
IE = Irrigation efficiency (0.81) bubbler/drip
IE = Irrigation efficiency (0.71) spray
SECOND FLOOR AND ROOF PLANTING PLAN
December 20, 2017

Community Development Department  
Planning Division  
10890 San Pablo Avenue  
El Cerrito, CA 94530  

Attn: Ms. Melanie Mintz, Director  
RE: Project Description, 1711 Eastshore Boulevard - APN 513-371-002-9  

Dear Ms. Mintz,

We are very excited to submit this preliminary application package for your review and comments. We acknowledge that our application will have some outstanding items that need to be submitted at a later date. However, our intention is to work with the City and your staff in these early stages on the design of the project and receive feedback before we complete the detailed plans and reports that accompany a full submittal.

The proposed Senior and Multifamily residential project located at the aforementioned address is approximately 3.87 acres in the City of El Cerrito, California. The primary land uses that characterize the immediate vicinity are commercial and transit (the El Cerrito del Norte BART station, the San Pablo Avenue corridor, and the Interstate 80 highway). The City designates the site as Transit-Oriented Higher-Intensity Mixed Use (TOHIMU) on a Gateway Street within the San Pablo Avenue Specific Plan. The intent of this designation as described in the Specific Plan is to “Provide a vibrant, walkable, transit oriented higher density area within a 1/2 mile BART walkshed that allows a wide variety of uses including retail, commercial, residential and public uses in the distinctive El Cerrito Downtown and Uptown areas.” Please find what follows to be a description of the project and the vision behind our team to create a safe, affordable, and iconic development in the City of El Cerrito.

**Project Description:**

We are proposing a 100% affordable project for seniors and small families that will increase the stock of affordable housing within the City of El Cerrito and the East Bay region. The proposed development will consist of two adjacent buildings on two separate parcels. The first (Building 1) will be dedicated to families and will consist of 467 studios, while the second (Building 2) will have 425 studio units dedicated for seniors. All units will be 427 square feet in size. Each studio unit will be completely furnished with Energy Star appliances (refrigerator, dishwasher, microwave and range with oven) and contemporary finishes throughout.
Each building will consist of 5-stories, 63.5 feet high wood frame construction with two large interior courtyards 14,113 and 8,7410 square feet. A third large courtyard between the two buildings that is 11,807 square feet in size will be fully landscaped and furnished with benches and trellis and can be used by tenants in both buildings as additional open space. The interior courtyards will serve as common open space gathering areas, which may be programmed with some of the following: bench seating and picnic tables, landscaping, barbecue areas, or other active recreational options such as community gardens or a bocce ball court. A community clubhouse will be available for all residents to gather for events planned by on-site management, utilize the internet learning center, and meet to socialize or relax.

In addition to the variety of amenities provided, services for residents will include some of the following:

- Adult educational, health and wellness, or skill building classes may include the following and will be provided for no less than eight four (84) hours annually in the aggregate: financial literacy, computer training, home-buyer education, nutrition class, exercise class, health information/awareness, art class, on-site food cultivation and preparation classes, and smoking cessation classes.

- Financial Literacy Classes: These classes, taught by Service Provider staff, will be held regularly. Classes may include information on the following topics:
  - Banking 101
  - Financial Management
  - Budgeting
  - Credit Clean-Up
  - How to Maximize Your Entitlements
  - On-Line Banking Training

Individualized Health and Wellness Services will include the following and will be provided for no less than sixty (60) hours per 100 bedrooms annually in the aggregate: visiting nursing programs, intergenerational visiting programs, or senior companion programs.

The architecture will be a contemporary design and utilize various colors and materials to add visual interest at all levels and facades of the buildings. The variety of colors and materials will break up the project’s overall massing to meet the city’s planning code and to add character to the buildings and intersection. Landscaping will be incorporated at the exterior to soften the property’s edges that abut the major thoroughfares and neighboring properties. The project’s facade, along Eastshore Boulevard, is broken up with varying colors, materials, and projections to create a “distinct” and unique form.

**Parking and Traffic Management:**
Due to the excellent location of the project within the city of El Cerrito, the availability of surrounding services and shops, and its immediate proximity to the Del Norte BART station (less than 400 feet), the proposed project does not include any off-street parking for each individual unit. However, we
intend to use a shuttle bus system during peak traffic hours as defined by CEQA. We also plan to implement a new car-sharing concept that will provide as-needed transportation services for the tenants in the two buildings.

The intent of no parking is to encourage the residents to live an active lifestyle through walkability to nearby local shops and businesses, make the area more vibrant, and to promote the use of public transportation. Both BART and AC Transit have extensive destinations within the City and Bay Area region and connect with other transit districts to travel beyond the Bay Area. The Casual Carpool line is adjacent to the property which will make it very convenient for people to go to San Francisco every morning free of charge and use BART to come back home.

Several commercial options commonly visited for errands are also located within a short walking distance (200-500 feet) such as Safeway, Dollar Tree, and Walgreens. The transit and retail options close to the proposed senior residential and mixed-use community support the El Cerrito’s Specific Plan’s emphasis on walkability.

With no new parking created in this project, the impact on traffic will be minimized and the number of cars traveling along this main road will be much less thereby reducing vehicle emissions. This helps both the community and the environment. One of the project partners has been in the automotive sales business for many years and fully understands changes in the trends of car ownership. New technological advancements in driverless cars, the Uber concept, the increase in population density in cities especially near public transportation hubs, increase in cost of living, and many other factors will eventually make the car ownership concept obsolete. Recent studies have shown that people who own cars use them only 6% of the time and car leasing is on the rise while car ownership is declining.

The project team intends to apply an innovative car-sharing concept for this project that involves providing a specific number and type of vehicles for the residents to use on as-needed basis. Residents will have the option to use a phone app to reserve a vehicle of their choice (Sedan, SUV, Van, etc.) and pay for its use based on number of miles used. With such service, users will not have to worry about paying for ownership, insurance, maintenance, etc. and such costs will be pooled among all users based on their usage. The plans show eight parking stalls and a small car-sharing management office on the north side of Building 1 to be dedicated for this service.

Additionally, the project team intends to engage a non-profit organization based in the East Bay called TransForm to design GreenTrip programs and other services based on the specific needs of each residential building. See http://www.transformca.org/landing-page/our-approach
On-Site Building Management:

The apartment community will be 100% affordable housing for seniors and families earning up to 50 & 60% of the area median income (AMI) in Contra Costa County. This will improve the surrounding area while increasing the stock of affordable housing within the City. Marketing practices will include newspaper advertisements, online marketing, and personal contacts with local community organizations representing all segments of the community. Follow up to these agencies will be conducted in a systematic manner. A list of those community contacts to be made is listed on the site's approved affirmative fair housing marketing plan.

The management company will be an independent third-party in which the owners have no financial interest or control. The on-site community manager will be responsible for the day to day operations of the project. We expect to have approximately four to six on-site management agents for this property. We expect the on-site staff to have approximately eight to ten employees between maintenance, janitorial and other staff.

The maintenance company will ensure both quality work and a quick turnaround. Residents will easily be able to make maintenance request through a website or by calling the office during business hours. There will be a 24-hour emergency line for off hour emergencies.

Summary:

The proposed project will greatly enhance an area in El Cerrito that has been long neglected and underutilized. The vacant warehouse on the property is currently a magnet for transients and illegal dumping or activities. Our project will transform the entire area into a vibrant, inviting, and safe environment for people to live, enjoy, and support local businesses. The project's central location offers residents new and modern living and the opportunity to be active and social within the project and the City. The range of amenities within the project creates a community within a city. We look forward to working with the City on creating a beautiful and safe project for the community.

Thank you,

Fuad Sweiss
EL CERRITO APARTMENTS
1755 EASTSHORE, LLC
2979 AUTO CENTER CIRCLE, STOCKTON CA 95212

EL CERRITO, CA

CONCEPTUAL ELEVATIONS

BUILDING #2

DATE: 02-06-2018

ARCHITECTS ORANGE
144 NORTH ORANGE ST., ORANGE, CA 92886
(714) 639-9860

A-205

WEST ELEVATION

EAST ELEVATION

SCALE: 1/16" = 1'-0"
VIEW ALONG EASTSHORE BLVD. LOOKING SOUTH

VIEW ALONG EASTSHORE BLVD. LOOKING NORTH