AGENDA
REGULAR MEETING OF THE
DESIGN REVIEW BOARD

November 18, 2020 at 7:30 p.m.

VIA TELECONFERENCE
https://elcerrito.webex.com/elcerrito/onstage/g.php?MTID=eb8c229408e94de052b073d36173edd3
Event ID: 146 728 5719
Event Password: Planning

Or Join by Phone: 1-408-418-9388
Access code: 146 728 5719

7:30 p.m. CONVENE REGULAR MEETING

1. ROLL CALL – Chair Ben Chuaqui; Vice-Chair Wenlin Li; Members Carl Groch, Gyan Singh and John Thompson

2. COUNCIL/STAFF LIAISON ANNOUNCEMENTS AND REPORTS
The City Council Liaison or City staff may report on matters of general interest to the Planning Commission, Council policies, priorities and significant actions taken by the City Council.

3. ORAL COMMUNICATIONS FROM THE PUBLIC
Remarks are typically limited to three minutes per person, and may be on anything within the subject matter jurisdiction of the body. Remarks on non-agenda items will be heard first, remarks on agenda items will be heard at the time the item is discussed.

4. ADOPTION OF MINUTES
Adoption of the September 20, 2020 meeting minutes

5. PUBLIC HEARING: 11690 SAN PABLO AVE. TIER IV DESIGN REVIEW
Application: PL20-0025
Applicant: Sarah White, Bridge Housing
Location: 11690 San Pablo Avenue
APN: 502-062-031
Zoning: Transit-Oriented Higher-Intensity Mixed Use (TOHIMU)
General Plan: Transit-Oriented Higher-Intensity Mixed Use (TOHIMU)
Request: Design Review Board consideration of Tier IV Design Review for two alternative projects, pursuant to the San Pablo Avenue Specific Plan. One alternative includes a new 6-story building containing 69 affordable units. The other alternative includes a new 6-story building containing 74 affordable units for seniors. Both alternatives include revisions to a previously approved project at this location for a new 5-story building containing 67 affordable units.

CEQA: A 2017 Initial Study Checklist for the previously approved project determined that the project was found to be consistent with the Program
Environmental Impact Report prepared for the San Pablo Avenue Specific Plan, pursuant to CEQA Guidelines Section 15168 and Public Resources Code Section 21166. Per CEQA Guidelines Section 15164, an Addendum to the Initial Study Checklist, determined that the proposed project would not result in new or substantially more adverse significant environmental effects.

6. **PUBLIC HEARING: 5730 EL DORADO STREET DESIGN REVIEW**

   | Application: | PL19-0036 |
   | Applicant:   | Eva Wu and Stanley Wu |
   | Location:    | 5730 El Dorado Street |
   | APN:         | 510-045-006 |
   | Zoning:      | RM (Multi-Family Residential) |
   | General Plan:| High Density Residential |
   | Request:     | Design Review Board consideration of a Design Review application for a proposed new 3,389 square foot triplex and a proposed new 1,646 square foot duplex on a vacant lot, pursuant to Chapter 19.38, ECMC. |
   | CEQA:        | This project is categorically exempt from the provisions of CEQA pursuant to Section 15332 of the CEQA Guidelines, Class 32: In-Fill Development Projects. |

7. **ADJOURNMENT**

   In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the Staff Liaison, Jeff Ballantine at 510-215-4330. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting. (28 CFR 35.102-35.104 ADA Title I).

   Any writings or documents provided to a majority of the members regarding any item on this agenda will be made available for public inspection at City Hall during normal business hours.
MINUTES

REGULAR MEETING OF THE DESIGN REVIEW BOARD

September 20, 2020 at 7:30 p.m.

This meeting was be held via teleconference.

7:30 p.m. CONVENE REGULAR MEETING

1. ROLL CALL – Chair Ben Chuaqui; Vice-Chair Wenlin Li; Members Carl Groch, Gyan Singh, and John Thompson.

2. ORAL COMMUNICATIONS FROM THE PUBLIC
   Howdy Goudey addressed the Design Review Board regarding the continued existence of plywood on storefront windows.

3. ADOPTION OF MINUTES

4. PUBLIC HEARING: 1745 ELM STREET DESIGN REVIEW
   Application: PL20-0047
   Applicant: Gary Black
   Location: 1745 Elm Street
   APN: 502-112-037
   Zoning: RM (Multi-Family Residential)
   General Plan: High Density Residential
   Request: Design Review Board consideration of a Design Review application for a proposed new 4,249 square foot duplex on a vacant lot, pursuant to Chapter 19.38, ECMC.
   CEQA: This project is categorically exempt from the provisions of CEQA pursuant to Section 15303 of the CEQA Guidelines, Class 3: New Construction or Conversion of Small Structures.

   Senior Planner Jeff Ballantine presented the staff report and answered questions from the Board.

   The applicant and project architect, Gary Black, presented the project and answered questions from the Board.

   The public hearing was opened.

   The following speakers addressed the Commission:
   Andrea Lucas
Howdy Goudey

The public hearing was closed.

**Moved/Second:** Boardmember Thompson/Li. **Action:** passed a motion to approve the project with the addition of the following conditions of approval:

1. The applicant shall revise the plans to address the following comments, for review and approval by the Zoning Administrator prior to issuance of a building permit:
   a. Align the header height of windows on the ground floor on the front (east) elevation and align doors with a larger door or a transom window along the south elevation.
   b. Use Cedar in lieu of redwood at exposed siding conditions and window trims.
   c. On the south elevation, provide vertical random width cedar board over rough sawn redwood plywood around the entrance for Unit 1, similar to the entry design for Unit 2 on this elevation.
   d. Provide a bumper guard, curb, or other alternative method of protecting the building from a vehicle entering the uncovered parking space for Unit 1.
   e. Revise the material for the proposed fencing in the front yard and second story guard rails to random width cedar board consistent with the pattern of the cedar board siding on the building.
   f. Provide windows on the side of the projections for the bay windows.
   g. Provide a porch and roof overhang on the front (east) elevation adjacent to the dining room door of Unit 1, to create the appearance of a main entrance facing the street. Articulate this entrance with a gate access on the fence.
   h. Provide a hardscape pathway that connects the covered parking space to an entrance for both units, respectively.

**Ayes:** Boardmembers Chuaqui, Li, Singh, Thompson. **Noes:** Groch. **Abstain:** None. **Absent:** None.

5. **ADJOURNMENT**
   9:02 p.m.
**Design Review Board Tier IV Staff Report**

**November 18, 2020**

**MAYFAIR – BRIDGE HOUSING**

**DETAILS**

**Application Number:** PL20-0025

**Applicant:** Sarah White, Bridge Housing

**Location:** 11690 San Pablo Avenue

**APN:** 502-062-031

**Zoning:** Transit-Oriented Higher-Intensity Mixed Use

**General Plan:** Transit-Oriented Higher-Intensity Mixed Use

**Request:** Design Review Board consideration of Tier IV Design Review for two alternative projects, pursuant to the San Pablo Avenue Specific Plan. One alternative includes a new 6-story building containing 69 affordable units. The other alternative includes a new 6-story building containing 74 affordable units for seniors. Both alternatives include revisions to a previously approved project at this location for a new 5-story building containing 67 affordable units.

**CEQA:** A 2017 Initial Study Checklist for the previously approved project determined that the project was found to be consistent with the Program Environmental Impact Report prepared for the San Pablo Avenue Specific Plan, pursuant to CEQA Guidelines Section 15168 and Public Resources Code Section 21166. Per CEQA Guidelines Section 15164, an Addendum to the Initial Study Checklist, determined that the proposed project would not result in new or substantially more adverse significant environmental effects.

**EXECUTIVE SUMMARY**

The proposed two project alternatives include 69 affordable units for the Traditional Housing Alternative and 74 affordable units for the Senior Housing Alternative. Both alternatives include podium level parking in a garage, along with private, common, and public open space.

The project requires approval from both the Planning Commission and the Design Review Board. On October 21, 2020, the Planning Commission approved the applicable component of the Tier IV Design Review, including a public benefit of either 69 or 74 affordable housing units, depending on the project alternative.

The Design Review Board’s purview includes:

- Limitations regarding building height, form and massing;
- Limitations regarding view blockage of the key views listed in Section 2.05.02.03 Views;
- Building facades and articulation;
- Exterior building colors and materials;
- Landscaping, including use and design of open spaces;
- Relationship of the development to adjacent public rights-of-way;
- Signs

The project features a contemporary architectural aesthetic, including a range of exterior materials and articulation including wood grain composite panels, standing seam metal panels, and fiber cement panels of varying colors. Board form concrete and decorative fins are included on the ground floor.

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

Site Location and Layout

The approximately 21,166 square-foot level project site is located at 11690 San Pablo Avenue (APN 502-062-031). The site is bounded by Knott Avenue to the north, Kearney Street to the east, 11600 San Pablo Avenue to the south, and San Pablo Avenue to the west. The project site is within the San Pablo Avenue Specific Plan Area.

Vicinity Map

Public Right-of-Way and Surrounding Context

The project site is bounded by public right-of-way on the western, northern, and eastern sides. It has 120 feet of street frontage along San Pablo Avenue; 172 feet of street frontage along Knott Avenue; and 120 feet along Kearny Avenue. Parking is prohibited on this section of San Pablo Avenue. Knott Avenue allows for two-hour parking and Kearney Street interestingly only has one sign near the intersection with Knott Avenue indicating that parking is restricted to 4 hours.

Southwest of the site lies the El Cerrito del Norte BART station, which is a regional transit hub for 10 local and regional bus lines, including AC Transit, Golden Gate Transit, Fairfield and Suisun Transit (FAST), Napa County VINE Transit, SolTrans (Solano County), and Western Contra Costa Transit Authority.
(WestCAT). These transit lines provide service to Richmond, Berkeley, Oakland, San Francisco, throughout Contra Costa County, and to other regional transit hubs in Marin and Solano Counties.

**Existing/Previous Land Use**

The project site, including the parcel immediately to the south, was previously developed with a gas station and grocery store that have since been demolished. Access to the site is currently prohibited and the site is vacant. The sparse vegetation on the site consists of street trees lining the sidewalks and patches of grass and shrubs around the perimeter and throughout the site.

**Site photo**

![Site photo](image)

**Adjacent Land Uses**


East: Transit-Oriented Higher-Intensity Mixed Use (TOHIMU) Zoning and General Plan designation. El Cerrito del Norte Bay Area Rapid Transit (BART) station parking, the Ohlone Greenway and single-family residences.

South: Transit-Oriented Higher-Intensity Mixed Use (TOHIMU) Zoning and General Plan designation. Mixed use building with 6 stories currently under construction (11600 San Pablo Avenue).


**Previously Approved Project**

On July 12, 2017, the El Cerrito Planning Commission adopted Resolution PC17-07 approving a Tier IV Design Review application (PL16-0168) for the construction of two new buildings containing 223 residential units at 11600, 11690 San Pablo Avenue and 1925 Kearney Street. The Design Review Board subsequently adopted Resolution DRB17-03 approving this project for two new buildings containing 223 residential units on August 2, 2017. The building on the southern portion of the site would include 156 market rate units and the building on the northern portion of the site would include 67 affordable units.
On August 21, 2018, the Zoning Administrator adopted Resolution ZA18-07 approving a lot line adjustment to merge 1925 Kearney Street, 11600 San Pablo Avenue, and 11690 San Pablo Avenue into two parcels. The resulting two parcels, APNs 502-062-031 and 502-062-032, were created for the proposed affordable housing building and the proposed market rate building, respectively. The market rate building on the southern portion of the site is currently under construction.

Analysis

Project Description

The applicant, Bridge Housing, is proposing a number of changes to the Mayfair affordable building and is requesting consideration of two different development proposals for this site (APN 502-062-031). The two different development proposals, (see Attachment 2 for the Traditional Housing Plans and Attachment 3 for the Senior Housing Plans) are essentially the same except for the number of units; unit floor plans; configuration of ground floor space; number of bicycle parking spaces; and common open space amenities. The primary proposed change is the inclusion of podium level parking for 34 vehicle parking spaces and the resulting additional building story. In the previously approved project, 150 underground vehicle parking spaces were proposed in a garage underneath the market rate building that would serve both the affordable building and the market rate building. Bridge Housing subsequently determined that leasing parking spaces from the market rate building raised issues with their potential financing opportunities. As a result, Bridge Housing is now proposing this change to incorporate podium level parking spaces underneath the affordable building.

The Traditional Housing Alternative would provide 69 affordable units and the Senior Housing Alternative would provide 74 affordable units for seniors. Both alternatives include six stories with levels of affordability ranging from 30% to 60% of area median income. Both alternatives also include property management and service offices and amenity space for the residents.

Pedestrian access will still primarily be through mews which connect the main lobby of both buildings. The affordable building will also be accessible from Knott Avenue and from a controlled access point from the parking garage.
Project Rendering

Design Review Process

Pursuant to Section 2.03.08.01.02.D.4 of the San Pablo Avenue Specific Plan, the Design Review Board is authorized to review and act upon the design component of Tier IV applications. Generally, this review includes authority over the following elements:

- Limitations regarding building height, form and massing;
- Limitations regarding view blockage of the key views listed in Section 2.05.02.03 Views;
- Building facades and articulation;
- Exterior building colors and materials;
- Landscaping, including use and design of open spaces;
- Relationship of the development to adjacent public rights-of-way;
- Signs

As each Tier IV project will be different in terms of what components need to be considered under the Planning Commission purview, the Design Review Board purview for this project’s design is also unique to this project.

In this application, the following aspects have been previously approved by the Planning Commission:

- Building height exceeds 65 feet.
- Ground floor transparency along Neighborhood Street (Kearney St.) not met.
- The required number of long-term bicycle parking spaces not met.
- The required private/common open space not met.
- Building casts shadows onto north and east Neighborhood Streets.

All other aspects of the elements listed above remain in the purview of the Design Review Board.
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: Includes building placement, building form, and shadow analysis.
- Open Space Requirements: Includes 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. Standards that are shaded green and underlined text illustrates where the project greatly exceeds the minimum expectations set by the Specific Plan.

The project is bounded by three streets with two street types. This section of San Pablo Avenue is designated a Community Street, and Kearny Street and Knott Avenue are both Neighborhood Streets. The project is located in the Transit-Oriented Higher-Intensity Mixed-Use (TOHIMU) Transect Zone.

<table>
<thead>
<tr>
<th>Regulation by Street Type: 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>6 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>0 ft.</td>
</tr>
<tr>
<td>Ground Floor Front Setback</td>
<td>Min: distance needed to accommodate required zones Max: 15 ft.</td>
<td>Varies, but no greater than 7 ft.</td>
</tr>
<tr>
<td>Side Setback</td>
<td>0 ft. min</td>
<td></td>
</tr>
</tbody>
</table>

| Rear Setback                                  | Buildings shall not cast shadows beyond the curb line on the opposite side of a Neighborhood Street on December 21 at 1:30 p.m. for streets to the east and at 10 a.m. or 4 p.m. for streets to the north | Building will cast shadows onto north and east Neighborhood Streets but not residential districts. |

<p>| Pedestrian Access                             | Entries on front or side streets | Building entries on side streets |</p>
<table>
<thead>
<tr>
<th><strong>Vehicular Access</strong></th>
<th>Max 20’ 2-way driveways, Side access on corner lots</th>
<th>No driveway on San Pablo Avenue and in mews</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Building Form</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Upper Floor Setbacks</strong></td>
<td>See Shadows</td>
<td>N/A does not abut a residential neighborhood</td>
</tr>
<tr>
<td><strong>Ground Floor Ceiling Height</strong></td>
<td>14 ft. min clear</td>
<td>14 ft.</td>
</tr>
<tr>
<td><strong>Upper Floor Ceiling Height</strong></td>
<td>9 ft. min clear</td>
<td>9 ft.</td>
</tr>
<tr>
<td><strong>Building Length</strong></td>
<td>200 ft. max</td>
<td>170 ft.</td>
</tr>
<tr>
<td><strong>Ground Floor Transparency</strong></td>
<td>Non-residential 75% min, Residential 40% min.</td>
<td>65%</td>
</tr>
<tr>
<td><strong>Upper Floor Transparency</strong></td>
<td>30% min</td>
<td>30%</td>
</tr>
<tr>
<td><strong>Front Encroachments</strong></td>
<td>4 ft. max</td>
<td>N/A</td>
</tr>
<tr>
<td><strong>Rear Encroachments</strong></td>
<td>4 ft. max</td>
<td>N/A</td>
</tr>
<tr>
<td><strong>Allowed Frontage Types</strong></td>
<td>Min: 50% Flex, Max: 50% Forecourt, Max: 100% Shop Front, Arcade</td>
<td>Flex Front (100%)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Neighborhood Street</strong></th>
<th><strong>Required</strong></th>
<th><strong>Provided</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Building Placement</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Sidewalk Amenity Zone</strong></td>
<td>5 ft. min</td>
<td>Kearney St.: 5 ft. Knott Ave: 5 ft.</td>
</tr>
<tr>
<td><strong>Sidewalk Pedestrian Zone</strong></td>
<td>6 ft. min adjacent to commercial uses, 5 ft. min adjacent to residential uses</td>
<td>Kearney St: 9 ft. 10 in. Knott Ave: 6 ft.</td>
</tr>
<tr>
<td><strong>Sidewalk Activity Zone</strong></td>
<td>0 ft. min</td>
<td>0 ft.</td>
</tr>
<tr>
<td><strong>Ground Floor Front Setback</strong></td>
<td>Min: distance needed to accommodate required zones Max: 10 ft. for non-residential uses, 15 ft. for residential uses</td>
<td>Kearney St: 5 ft. maximum Knott Ave: 10 ft. maximum</td>
</tr>
<tr>
<td><strong>Pedestrian Access</strong></td>
<td>Entries on front or side streets</td>
<td>Entries from Knott Avenue and from interior courtyard</td>
</tr>
<tr>
<td><strong>Vehicular Access</strong></td>
<td>Max 20 ft. 2-way driveways, Side access on corner lots</td>
<td>18 ft. driveway from Kearney St.</td>
</tr>
<tr>
<td><strong>Building Form</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Upper Floor Setbacks</strong></td>
<td>Buildings shall not cast shadows beyond the curb line on the opposite side of a Neighborhood Street on December 21 at 1:30 p.m. for streets to the east and at 10 a.m. or 4 p.m. for streets to the north</td>
<td>Building will cast shadows onto north and east Neighborhood Streets but not residential districts.</td>
</tr>
<tr>
<td><strong>Ground Floor Ceiling Height</strong></td>
<td>14 ft. min clear</td>
<td>14 ft.</td>
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### Open Space Requirements

<table>
<thead>
<tr>
<th></th>
<th>Required</th>
<th>Provided</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Private/Common Open Space</strong></td>
<td>80 sq. ft./unit min 69 x 80 = 5,520 sq. ft.</td>
<td>3,536 sq. ft. (Traditional Housing Alternative)</td>
</tr>
<tr>
<td></td>
<td>(Traditional Housing Alternative)</td>
<td>3,325 sq. ft. (Senior Housing Alternative)</td>
</tr>
<tr>
<td></td>
<td>74 x 80 = 5,920 sq. ft. (Senior Housing Alternative)</td>
<td>5,765 sq. ft. (Affordable Building + Market Rate Building)</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. 4,851 sq. ft. (2,170 sq. ft. for Affordable Building + 2,681 sq. ft. for Market Rate Building)</td>
<td></td>
</tr>
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### Transit-Oriented Higher-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 space/unit (For projects proposing 0-0.5, the Zoning Administrator may require a parking study and additional TDM measures)</td>
<td>0.49 (34 spaces) for Traditional Housing Alternative 0.46 (34 spaces) for Senior Housing Alternative</td>
</tr>
<tr>
<td><strong>Bicycle Parking</strong></td>
<td>1 short-term space/10 units (7 required)</td>
<td>24 short term (for both alternatives) 80 long term for Traditional Housing Alternative 12 long term for Senior Housing Alternative</td>
</tr>
<tr>
<td></td>
<td>Min 1.5 long-term spaces/unit (104 required for Traditional, 111 required for Senior)</td>
<td></td>
</tr>
<tr>
<td><strong>Building Height</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Maximum Height</strong></td>
<td>65 ft. max</td>
<td><strong>75 ft.</strong></td>
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<td>-------------------</td>
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</tr>
<tr>
<td><strong>Minimum Height</strong></td>
<td>3 stories residential, 2 stories commercial</td>
<td>6 residential stories</td>
</tr>
</tbody>
</table>

**Planning Commission Review and Approval**

On October 21, 2020, the Planning Commission reviewed the application as part of the Tier IV Design Review process. The Commission’s purview consisted of the site plan, the aspects of the project that do not meet the Tier II development standards of the Form-Based Code of the San Pablo Avenue Specific Plan, and making a determination whether the project achieves an over-arching public benefit. The Commission approved these aspects of the project on a 5-0 vote (with Commissioner Navarrete absent and one vacancy on the Commission).

As discussed above, the Planning Commission approved the following aspects of the project which do not conform with the Tier II development standards of the Form-Based Code:

- Building height exceeds 65 feet.
- Ground floor transparency along Neighborhood Street (Kearney St.) not met.
- The required number of long-term bicycle parking spaces not met.
- The required private/common open space not met.
- Building casts shadows onto north and east Neighborhood Streets.

The Planning Commission approved the following public benefit as part of the project:

- 69 units of affordable housing for the Traditional Housing Alternative or 74 units of affordable housing for the Senior Housing Alternative. Consistent with the previously approved project, the affordability levels include 10% of the units affordable at 30% Area Median Income (AMI), 21% of the units affordable at 40% AMI, with the balance affordable at 50% and 60% AMI. In order to support the lowest income residents and provide services to the entire community, the applicant has committed to budget $45,000 per year in services that will likely include after school programs, financial literacy, ESL classes (if warranted), and nutrition classes held in the community room or the outdoor BBQ area. BRIDGE Property Management Company will be the property manager, and will coordinate all resident services, contracting with local nonprofit service providers with whom BRIDGE has long standing relationships at properties throughout the East Bay and the greater Bay Area.

**Architectural Design**

The project utilizes a contemporary architectural style. The project will feature: fiber cement panels painted blue, off-white, and dark grey (Hardie Reveal Panels); standing seam metal panels (Morin Metal Panel); and composite panels with wood grain (Parklex Vertical Siding, Gold). Board formed concrete is proposed for the portion of the ground floor that surrounds the parking garage, in conjunction with fins with varying shades of yellow and orange.

Balconies will incorporate perforated metal panel guardrails. Aluminum windows and sliding glass doors would be featured throughout the project and orange fins would be included adjacent to many of the windows. The ground floor that faces San Pablo Avenue will include a glass storefront system with aluminum windows.
The building footprint is rectangular. However, all portions except for the ground floor, form a “C” shape that faces the second floor common open space, the mews, and the market rate building currently under construction towards the south. Building entrances are provided on Knott Avenue and facing the mews.

The following changes to the previously approved project are proposed:

- The proposed project is one story taller than the previously approved project (6 stories instead of 5 stories)
- Proposed building colors have slightly changed. The previously approved project included rust/red, medium grey, light grey, and cream colors.
- Proposed building massing and location/design of building projections has changed slightly.
- Sizes and locations of windows have changed on all four building facades, include transparency levels.
  a. As described above, the proposed project now does not comply with the required ground floor transparency along a Neighborhood Street (Kearney St.), due to the parking garage.
  b. However, the level of transparency on the ground floor facing San Pablo Ave. has been improved as a result of replacing a non-active use on the northwest corner of the building with an active office use.
- The previously approved project included ground floor units with patios on the north and east elevations. The proposed project has replaced these ground floor units with a parking garage.
- The previously approved project included balconies for six of the units facing south. The proposed project no longer includes balconies facing south.
- Replacing the ground level courtyard facing the mews into a second floor common open space, as described in the Landscape & Open Space Design section of this staff report below.

**Landscape & Open Space Design**

The project proposes three kinds of open space in the form of private balconies for 10 of the units; common open space on the second floor; and public open space in the mews. The mews are a publicly accessible, privately maintained open space that bisects the affordable building and the market rate building. Gates will open from dawn until dusk. The second-floor common open space for the Traditional Housing Alternative includes a play area, benches, planters, and flexible seating. The second-floor common open space for the Senior Housing Alternative includes vegetable planters, traditional planters, work bench, seating benches, and flexible seating.

The previously approved project from 2017 included a courtyard at ground level for the affordable building that was separated from the mews with an 18” high seat wall. Since podium level parking is now proposed where this courtyard was located, a second floor common open space area is now proposed on this southern portion of the affordable building. The design of this open space differs among the two alternatives in order to provide amenities that are best suited for each population.

The project will feature landscaping in the mews and in the common open space area on the second floor. Landscaping in the mews will include Columnar English Oak (*Quercus Robur ‘Fastigiata’*), Oklahoma Redbud (*Cercis Reniformis Oklahomensis*), and Western Redbud (*Cercis Occidentalis*) trees. In addition, the landscaping features a mixture of native and other drought tolerant plants, including Douglas Iris (*Iris Douglasianna*), Sticky Monkey Flower (*Mimulus Auriantiacus*), California Fescue (*Festuca Californica*), and Coral Aloe (*Aloe Striata*). The project will also include new street trees including...

The three images below show the proposed landscape plans for both the Traditional Housing and the Senior Housing alternatives, as well as proposed changes to the mews. Prior to the Planning Commission meeting on October 21, 2020, the applicant, City staff, and Planning Commissioner Andrea Lucas (a licensed landscape architect) met virtually to discuss the mews. The applicant then provided a revised mews plan (shown in the Revised Mews image below and included as Attachment 8) to address concerns raised during the virtual meeting. These proposed changes included a wider pathway and improved seating options that are not directly within the path of travel for pedestrians. These proposed changes to the mews were reviewed and approved by the Planning Commission during their October 21, 2020 meeting. Condition of Approval #2 in the Draft Resolution (Attachment 1) requires the applicant to incorporate the revised mews shown in Attachment 8 into the plans prior to issuance of a building permit.
Art in Public Places

The project, including both the affordable building and the market rate building, is required to comply with Chapter 13.50: Art in Public Places of the El Cerrito Municipal Code. Provision of public art onsite has been included as part of the project submittal. The public art will be located on a screen wall façade facing Kearny Street that will energize the street and serve as a visual point of interest to BART travelers. The public art element will be designed and installed by an experienced artist.

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 constructed by the City as funds become available. For the uptown area near the El Cerrito del Norte BART station, the improvements include bicycle facilities (lanes or sharrows) along San Pablo Avenue north of Potrero Avenue; complete crosswalks at Knott Ave, Cutting Blvd and Hill St, increased sidewalk widths throughout uptown area; ensuring a continuous and unobstructed pathway; converting Cutting Boulevard and Hill Street east of San Pablo Avenue from one-way to two-way; and creating a midblock connection and crossing at BART station. The applicant will be completing the frontage requirements consistent with the Complete Streets Plan.

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 October 28, 2020. No written public comments were received prior to the publication of this report.

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 was prepared for this project when it was approved by the Planning Commission and Design Review Board in 2017 (Attachment 5). The responses contained in the checklist confirmed that the project was considered within the scope of the evaluation completed for the program EIR. No new impacts were identified, and no new mitigation measures were required in 2017.

An Addendum to the 2017 Initial Study Checklist was prepared on December 20, 2019 (Attachment 4). Per CEQA Guidelines Section 15164, the Addendum confirmed that neither of the two project alternatives would result in new or substantially more adverse significant environmental effects than those that were considered in the 2017 Initial Study Checklist or in the San Pablo Avenue Specific Plan Program EIR. In addition, a Transportation Analysis from December 20, 2019 (Attachment 6) confirmed that neither of the two project alternatives would result in significant traffic impacts beyond the ones
identified in the Transportation Analysis from June 23, 2017 (Attachment 7) or the San Pablo Avenue Specific Plan Program EIR.

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.

Intent of the Specific Plan

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, Knott Avenue, and Kearney Street with building entries onto Knott Avenue and the mews. The mews will provide ground floor public open space with seating and landscaping that will enhance this space. The project will also enhance San Pablo Avenue, as a place, by addressing the public right of way, and making public improvements consistent with the right-of-way standards of the San Pablo Avenue Specific Plan.*

**Strategy A.4:** Attract pedestrian activity to key nodes to foster community and identify places of interest.

*The proposed mews will help attract pedestrian activity and will be complimentary to the ground floor café that will be located on the ground floor of the market rate building being constructed immediately south of the proposed affordable building.*

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

*The project will provide either 69 or 74 new affordable units in close proximity to existing AC Transit lines and the El Cerrito del Norte BART station. The project includes bike parking and will face San Pablo Avenue, Knott Avenue, Kearney Street, and the mews, providing a pleasant pedestrian environment along the adjacent streets and mews.*

**Strategy B.2:** Stimulate investment in vacant/underutilized sites at key focus areas.

*The project utilizes a vacant site. The proposed project will provide either 69 or 74 new affordable units in close proximity to public transit.*

**Strategy D.3:** Create new gathering places to serve the needs of existing and new users.

*The project, in conjunction with the market rate building immediately south of the proposed affordable building, will provide public open space in the form of mews that will be available to the public between dawn and dusk as well as common open spaces on the second floor for future residents.*

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

*The project will provide either 69 or 74 new affordable units in close proximity to existing public transit infrastructure.*
General Plan Compliance

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 Traditional Housing Alternative would provide 69 new affordable housing units and the Senior Housing Alternative would provide 74 new affordable housing units on San Pablo Avenue, within close proximity to public transportation and commercial uses.*

**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 greatly enhance the mixture of uses along San Pablo Avenue. The design of the project will provide the residents with a vibrant, convenient, safe and healthy environment with easy access to businesses, public transit and the Ohlone Greenway.*

**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 del Norte BART station and bus transit agencies. It also connects the adjacent Ohlone Greenway to the new project and further to San Pablo Avenue.*

**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 helps provide a campus with a public open space designed as a mew that will connect pedestrians with San Pablo Avenue, Kearney Street and an abutting public transit hub.*

**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 features ample window openings, balconies, and doors along all street frontages and along the mew. These windows and balconies will allow surveillance of streets and the mew from the units and office space within the project.

**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 public open space in the form of a mew that offers a mid-block crossing and pocket park with amenities and extensive landscaping. It also offers patios and decks on various facades, both at the ground level and above.*

**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 frontages, enliven the mew and robust plantings are included in all the common open spaces. It is also provided as a buffer between the project and adjacent properties.*

**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 façade and interesting building form. The building is designed at a human scale with building entries along Knott Avenue and entries facing the mew.*

**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 Traditional Housing Alternative would provide 69 new affordable housing units and the Senior Housing Alternative would provide 74 new affordable housing units in close proximity to public transportation and existing local businesses. This project maximizes trip linking opportunities by creating a mid-block connection on San Pablo Avenue, connecting pedestrians of the Avenue to Kearney Street and immediately adjacent to the del Norte BART station and transit hub.

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 Knott Avenue and onto the mew that provide convenient access to the nearby bus stop and the del Norte BART station.

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.

H2.13: Assist and cooperate with non-profit, private and public entities to maximize opportunities to develop affordable housing, including extremely low-income housing.

The project is a continuation of a partnership between Holliday Development, a private developer, and BRIDGE Housing, a non-profit developer of affordable housing. The project will provide either 69 or 74 new units of affordable housing to be constructed and managed by BRIDGE Housing.

H5.4: Encourage the location of multifamily housing near transit centers where living and/or working environments are within walkable distances in order to reduce auto trips to work, roadway expansion and air pollution.
The project is located adjacent to the El Cerrito del Norte BART station transit hub and the location will provide residents with a variety of transportation options for commute trips and other trips.

Required Findings

Pursuant to Section 2.02.07.01.01.02.D of the San Pablo Avenue Specific Plan, in acting to approve or conditionally approve an application for a Tier IV application, the Design Review Board shall make the following findings:

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

As discussed in the staff report, the project complies with all standards of the San Pablo Avenue Specific Plan, as approved by the Planning Commission.

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 goals of the El Cerrito General Plan: LU1.5: Suitable Housing, LU2.1: San Pablo Avenue Specific Plan Area, LU4.1: Mixture of Uses, LU6.2: Circulation Alternatives, CD1.9: Building Design, CD2.1: Street Frontages, CD2.3: Streetscape Improvements, CD3.2: Usable Open Space, CD3.3: Site Landscaping, CD4.2: Building Articulation, T2.1: Land Use Patterns, T2.2: Project Design. The proposed project will also implement Policies H2.2, H2.3, H2.13, and H5.4 of the El Cerrito Housing Element.

Staff Recommendation

Based on the information contained in this report, staff recommends approval of Planning Application No. PL20-0025, as conditioned by the draft resolution in Attachment 1.

Proposed Motion

Move adoption of Design Review Board Resolution DRB2020-06 granting Tier IV Design Review approval for the construction of a new building containing either 69 affordable residential units or 74 affordable residential units at 11690 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 – Traditional Housing Alternative
3. Project Plans – Senior Housing Alternative
4. Addendum to Initial Study Checklist, dated December 20, 2019
5. Initial Study Checklist, dated June 26, 2017
6. Transportation Analysis, dated December 20, 2019
7. Transportation Analysis, dated June 26, 2017
8. Mews Revisions
9. Color and Materials Board
APPLICATION NO. PL20-0025

A RESOLUTION OF THE CITY OF EL CERRITO DESIGN REVIEW BOARD GRANTING TIER IV DESIGN REVIEW APPROVAL FOR THE CONSTRUCTION OF A NEW BUILDING CONTAINING EITHER 69 AFFORDABLE RESIDENTIAL UNITS OR 74 AFFORDABLE RESIDENTIAL UNITS AT 11690 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 site is located at 11690 San Pablo Avenue;

WHEREAS, the existing Assessor’s Parcel Numbers of the site are 502-062-031;

WHEREAS, on July 12, 2017, the El Cerrito Planning Commission adopted Resolution PC17-07 and the Design Review Board adopted Resolution DRB17-03 on August 2, 2017, approving a Tier IV Design Review application (PL16-0168) for the construction of two new buildings containing 223 residential units at 11600, 11690 San Pablo Avenue and 1925 Kearney Street;

WHEREAS, on August 21, 2018, the Zoning Administrator adopted Resolution ZA18-07 approving a lot line adjustment to merge 1925 Kearney Street, 11600 San Pablo Avenue, and 11690 San Pablo Avenue into two parcels, APNs 502-062-031 and 502-062-032, for an affordable building and a market rate building, respectively;

WHEREAS, on February 18, 2020, the applicant submitted an application for Tier IV Design Review for proposed revisions to the proposed affordable building at 11690 San Pablo Avenue (APN 502-062-031) and proposing two alternative projects including a Traditional Housing Alternative with 69 affordable units and a Senior Housing Alternative with 74 affordable units;

WHEREAS, on October 21, 2020, the El Cerrito Planning Commission granted Tier IV Site Plan and Design Review approval for both proposed alternative projects; and

WHEREAS, on November 18, 2020, the Design Review Board, after due consideration of all evidence and reports offered for review, does find and determine the following:

1. The project is consistent with the Program Environmental Impact Report certified for the San Pablo Avenue Specific Plan, pursuant to CEQA Guidelines Sections 15168(c) and 15164 and is subject to the Program Environmental Impact Report mitigation measures listed below.

2. As discussed in the staff report, the project complies with all standards of the San Pablo Avenue Specific Plan, as approved by the Planning Commission.

3. The project will implement the following goals of the El Cerrito General Plan: LU1.5: Suitable Housing, LU2.1: San Pablo Avenue Specific Plan Area, LU4.1: Mixture of Uses, LU6.2: Circulation Alternatives,

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 Planning Commission hereby approves Application No. PL20-0025, subject to the following conditions:

Planning Division:

Standard Conditions:

1. The project will be constructed substantially in conformance either with the Traditional Housing Alternative plans received by the City on November 9, 2020 or in conformance with the Senior Housing Alternative plans received by the City on November 9, 2020. 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. Prior to issuance of a building permit, the applicant shall incorporate modifications to the proposed mews and landscaping as shown in Attachment 8 to November 18, 2020 Design Review Board staff report packet for this project, (Sheet L1.1 and dated 10/14/2020).

3. If Applicant constructs the building 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.

4. 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.

5. If not used, this design review shall expire two years from the date of Design Review Board approval of this Tier IV Design Review application (PL20-0025).

6. If the Design Review Board does not act to approve this project within two years of this action, the Planning Commission approval shall become null and void.

7. 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.

8. 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.
9. 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.

10. 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. The Zoning Administrator may approve exceptions to this condition of approval, if necessary to fulfill the requirements of funding sources for the affordable housing component of the project and/or the requirements of other agencies with regard to affordable housing.

11. A construction staging plan shall be submitted to the Zoning Administrator for review and approval prior to the issuance of a building permit. The construction staging plan shall illustrate where the construction equipment will be staged and the location of parking for the construction employees. This construction and staging plan may also require the submission of a Temporary Use Permit to allow this use.

12. The gates that separate the public open space from San Pablo Avenue and Kearney Street shall have all weather signs made of a durable material that state that the gates are to remain open from dawn to dusk and the gates shall remain in an open position from dawn to dusk.

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

13. Aesthetics and Visual Resources. (Mitigation 4.2): The project shall install landscaping and incorporate other measures into and around parking structure(s) (light source shielding, etc.) as necessary to ensure that potential light and glare from vehicles would be avoided toward the Ohlone Greenway, residential uses, and other sensitive uses, consistent with El Cerrito City Resolution 82-9 and the El Cerrito design review process.

Regarding reflective building materials, for all future development in the Specific Plan area, facades shall be of non-reflective materials, and windows shall incorporate non-reflective coating.

14. 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.

15. 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.

16. 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.

17. 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

18. 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.

19. 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.

20. 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.

21. 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.

22. Noise and Land Use Compatibility/Construction Noise (Mitigation 13-4): The following measures are recommended to reduce vibration from construction activities:
   a. Avoid impact pile driving where possible. Drilled piles causes lower vibration levels where geological conditions permit their use.
   b. Avoid using vibratory rollers and tampers near sensitive areas.
   c. In areas where project construction is anticipated to include vibration-generating activities, such as pile driving, in close proximity to existing structures, site-specific vibration studies shall be conducted to determine the area of impact and to present appropriate mitigation measures that may include the following:
      i. Identify sites that would include vibration compaction activities (such as pile driving) and have the potential to generate ground-borne vibration, and the sensitivity of nearby structures to ground-borne vibration. Vibration limits shall be applied to all vibration-sensitive structures located within 200 feet of the project. A qualified structural engineer should conduct this task.
      ii. Develop a vibration monitoring and construction contingency plan to identify structures where monitoring would be conducted, set up a vibration monitoring schedule, define structure-specific vibration limits, and address the need to conduct photo, elevation, and crack surveys to document before and after construction conditions.
iii. Design construction contingencies that would be implemented when vibration levels approached the limits.

iv. At a minimum, conduct vibration monitoring during initial demolition activities and during pile driving activities. Monitoring results may indicate the need for more or less intensive measurements.

v. When vibration levels approach limits, suspend construction and implement contingencies to either lower vibration levels or secure the affected structures.

vi. Conduct post-survey on structures under either of these circumstances: (a) when construction monitoring has indicated high vibration levels or (b) when complaints of damage have been made due to construction activities. Make appropriate repairs or compensation when damage has resulted from construction activities.

Project Specific Conditions of Approval - Noise:

23. Prior to issuance of a building permit, the project design shall implement the following measures for all units to reduce interior noise impacts in compliance with City noise standards:
   a. All windows and glass doors shall be rated STC 36 or higher such that noise reduction provided will satisfy the interior noise standard of 45 dBA Ldn.
   b. In order for windows and doors to remain closed, mechanical ventilation such as air conditioning shall be provided for all units.
   c. All vent ducts connecting interior spaces to the exterior (i.e., bathroom exhaust, etc.) shall have at least two 90 degree turns in the duct.
   d. All windows and doors shall be installed in an acoustically-effective manner. Sliding-window panels shall form an air-tight seal when in the closed position and the window frames shall be caulked to the wall opening around the perimeter with a non-hardening caulking compound to prevent sound infiltration. Exterior doors shall seal air-tight around the full perimeter when in the closed position.

Project Specific Conditions of Approval - Traffic:

24. Prior to issuance of a building permit, the applicant shall, to the satisfaction of the City Engineer, ensure that the project driveway on Kearney Street will provide adequate sight distance between exiting vehicles and pedestrians on the adjacent sidewalk (adequate sight distance is defined as a clear line-of-sight between a motorist ten feet back from the sidewalk and a pedestrian ten feet away on each sides of the driveway).

25. In order to ensure that on-street parking and trees directly north of both project driveway on Kearney Street will not restrict sight distance for exiting vehicles, the Applicant shall:
   a. Submit an application to the Public Works Department for at least 10 feet of red curb at each driveway prior to issuance of building permit; and
   b. Ensure that the tree canopy adjacent to the driveways is maintained higher than six feet from the ground.

Public Works Department:

26. Prior to the issuance of a building permit, the applicant shall submit a draft Stormwater Operations and Maintenance (O&M) Plan for Public Works review and approval. Prior to Certificate of Occupancy, submit a final Stormwater O&M Plan, including as-builts, and execute Stormwater O&M Agreement, subject to review and approval by the Public Works Department.
27. Prior to the issuance of a building permit, the applicant shall provide an Access Easement for review and approval by Public Works for the pedestrian sidewalk that is proposed on private property, and record the Easement with the County Recorder.

28. Applicant is required to pay the City Transportation Impact Fee and West Contra Costa Transportation Advisory Committee, Subregional Transportation Mitigation Program prior to building permit issuance.

29. Prior to issuance of a building permit, the applicant shall provide Civil plans for review and approval by Public Works that incorporate the following:
   a. The turning radius of trucks and/or buses on the proposed bulb outs on San Pablo Avenue and Knott Avenue and on Knott Avenue and Kearney Street.
   b. Design shall provide a high visibility (ladder crosswalk) with cross walk signs at the San Pablo Avenue/Knott Avenue intersection.
   c. Ensure that the project driveways on Kearney Street would provide adequate sight distance between exiting vehicles and pedestrians on the adjacent sidewalk. (Adequate sight distance is defined as a clear line-of-sight between a motorist ten feet back from the sidewalk and a pedestrian ten feet away on each sides of the driveway). Please add red curbing adjacent to driveways to accomplish that.
   d. Ensure that on-street parking and trees on either side of each project driveway on Kearney Street would not restrict sight distance for exiting vehicles by providing at least 10 feet of red curb on both sides of each driveway and ensure that the tree canopies are higher than six feet from the ground. Please add red curbing adjacent to driveways to accomplish that.
   e. Indicate on the Civil plans the location of the 46 short-term bicycle parking spaces in front of the retail space on San Pablo Avenue.
   f. Please indicate on the Civil Plans signage for the implementation of the two-hour time-restricted parking during weekday business hours on both sides of Kearney Street adjacent to the project site to promote parking turnover and availability for residential and commercial visitors to the project.

30. 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. In addition, planned improvements included in the City’s Active Transportation Plan (April 2016) and the San Pablo Avenue Specific Plan Multimodal Capital Improvement Program (May 2015) shall also be incorporated. This includes but is not limited to:
   a. The Applicant shall complete the crosswalks at the intersections of Knott Ave./San Pablo Ave. and Cutting Blvd./ San Pablo Ave. location based on any installation of new curb ramps including an ADA compliant curb ramp at the southeast corner of Kearney/Knott, to complete a path for pedestrians crossing the new crosswalk. This will allow for a connection to the Ohlone Greenway.

31. 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.

32. Prior to the issuance of a building permit, the applicant shall submit a geotechnical report for Public Works review and approval.

33. 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.
34. 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.

35. 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.

36. 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.

37. 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.

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

39. Applicant shall pay a fair share of the San Pablo Avenue Specific Plan Complete Streets Improvements as determined by the Public Works Director.

Fire Department:

40. Building Construction

41. Gates
   a. If gates are installed across EVA roads, gates shall be operable by the use of a Knox Key.
   b. A “KNOX BOX” shall be installed with keys for all common areas.
   c. Final Knox Box locations shall be determined by Fire Prevention Division.

42. Fire Flow Requirements
   a. Provide code analysis of required total firefighting water.
   b. Based on required fire flow, show on plans the number of fire hydrants required and locations based on maximum spacing requirements.

43. Fire Sprinkler / Underground
   a. Fire riser and FDC locations shall be submitted for review and approval.
   b. Fire FDC’s shall be in locations acceptable for fire department for emergency operations.
   c. Fire FDC’s shall be interconnected with fire sprinklers and standpipes.
   d. Fire Sprinkler Plans shall be submitted for review and approval.
   e. Fire system underground pipe plans shall be submitted for review and approval.

44. Standpipes
   a. Standpipes shall be wet and shall be located in the both stairwells.
   b. Standpipes shall extend to the roof.
   c. Fire Department valve connections shall be in the intermediate landings of stairwells.

45. Smoke & Heat Vents
a. Smoke & heat vents shall be installed on roof above each stairwell.
b. Smoke & heat vents shall be equipped with fusible link.
c. Smoke & heat vents shall be equipped with manual release for emergency operations.

46. Fire Alarm System
a. Approved fire alarm system shall be required.
b. Fire alarm plans shall be submitted for review and approval.

47. Smoke Detection
a. Smoke detection shall be installed in each bedroom, in hallways adjacent to bedrooms, and one detector per floor level to be approved by State Inspector.
b. Smoke detectors shall be 120v powered with battery backup.
c. Smoke detectors shall be interconnected when more than one is required per sleeping area.
d. Single Station or Multiple-Station Smoke alarm(s) not required to activate fire alarm system outside of sleeping area.

48. Carbon Monoxide Detectors
a. Carbon monoxide alarm shall be installed outside of and adjacent to sleeping areas where fuel-burning appliances are installed.
b. Carbon Monoxide detectors shall be installed in accordance with NFPA 720.
c. Carbon Monoxide alarms shall be 120v Powered with battery backup and be interconnected with the smoke detectors to be approved by State Inspector.

49. Electrical
a. All electrical breakers shall be labeled.

50. Premises Identification
a. Approved numbers or address shall be provided in such a position to be plainly visible and legible from the street fronting the property.
b. Address shall be either internally or externally illuminated.

51. Emergency Egress
a. Every sleeping room shall have at least one operable window or door approved for emergency escape or rescue in accordance with CFC 1030 to be approved by State Inspector.
b. Escape or rescue windows shall be installed in accordance with CFC 1030 to be approved by State Inspector.
c. Exit signs shall be internally or externally illuminated.
d. Emergency electrical system to automatically illuminate means of egress.
e. Floor-level signs required at each floor.
f. Exit Plan signage required at each floor.

52. Radio Communications
a. Radio frequency signal strength analysis shall be conducted throughout the building.
b. If radio signal strength deficiencies are identified, signal boosters shall be installed to achieve adequate signal strength and boosters shall be maintained.

Building Division:

53. If this project will have some sort of public or government funding, tax credits, discounts, etc., then it will be subject to the accessibility requirements of CBC Chapter 11B and not CBC Chapter 11A.
Stege Sanitary District:

54. The 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 November 18, 2020, upon motion of Boardmember _______, second by Boardmember _______:

AYES:
NOES:
ABSTAIN:
ABSENT:

_________________________
Jeff Ballantine, AICP
Senior Planner
**PROJECT INFORMATION**

**SITE LOCATION:** 11900, 12100 SAN PABLO AVE, EL CERRITO, CA 94530

**ZIP:** 94530

**LOT AREA:** 21,582 SF

**FLOOR AREA:** 19,862 SF

**LOT COVERAGE:** 80%

**AFFORDABLE BUILDING AREAS**

- Residential, 11,525 SF
- Residential, 7,360 SF

**SITE ZONING INFORMATION**

**AFFORDABLE BUILDING AREAS**

- Residential, 11,525 SF
- Residential, 7,360 SF

**UNIT MATRIX**

- **AFFORDABLE HOUSING**
  - 1-BED: 26% (18 TOTAL, AVERAGE 720 SF)
  - STUDIO: 22% (15 TOTAL, AVERAGE 372 SF)

**PROJECT DESCRIPTION**

The proposed project includes two buildings, one Market rate and one Affordable, with a combined total of 225 units. The buildings will feature retail and ground floor use, along with studios, one- and two-bedroom units.

The site consists of two separate buildings connected by an interior corridor. Each building will have a different architectural style and will feature green building elements. The buildings will be connected by a pedestrian bridge, providing easy access to both buildings.

**HARDSCAPE COVERAGE**

- **OVERALL IMPERVIOUS**
  - 1,984 SF (AFFORDABLE)
- **OVERALL PERVIOUS**
  - 848 SF (AFFORDABLE)

**PARKING SPACE**

- **PUBLIC SPACE**
  - 1,900 SF (PUBLIC OPEN SPACE)
- **PRIVATE/COMMON OPEN SPACE**
  - 1,183 SF (AFFORDABLE) + 2,661 SF MARKET RATE TOTAL: 3,864 SF

**ELEVATION/SIDEWALK AMENITY AND PEDESTRIAN ZONES**

- Ground Level
- 2nd Floor
- 3rd Floor
- 4th Floor
- 5th Floor
- 6th Floor

**ROOM SCHEDULE**

<table>
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<tr>
<th>Level</th>
<th>Room Name</th>
<th>Unit Size</th>
<th>Number of Rooms</th>
<th>Number of Bathrooms</th>
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**AFFORDABLE UNIT INDEX**

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<th>Room Type</th>
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<th>Number of Bathrooms</th>
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<tr>
<td>STUDIO</td>
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**MARKET RATE HOUSING PROVIDED:**

- **TOTAL UNITS:** 69
- **1-BED:** 44 (26%)
- **2-BED:** 22 (14%)
- **STUDIO:** 13 (22%)

**AFFORDABLE HOUSING REQUIRED:**

- **TOTAL SHORT TERM REQUIRED:** 7
- **TOTAL LONG TERM REQUIRED:** 144
- **TOTAL SHORT TERM PROVIDED:** 24
- **TOTAL LONG TERM PROVIDED:** 96
- **TOTAL:** 33

**AFFORDABLE HOUSING PROVIDED:**

- **TOTAL SHORT TERM PROVIDED:** 24
- **TOTAL LONG TERM PROVIDED:** 96
- **TOTAL:** 120

**MARKET RATE HOUSING REQUIRED:**

- **TOTAL SHORT TERM REQUIRED:** 7
- **TOTAL LONG TERM REQUIRED:** 144
- **TOTAL SHORT TERM PROVIDED:** 24
- **TOTAL LONG TERM PROVIDED:** 96
- **TOTAL:** 33

**MARKET RATE HOUSING PROVIDED:**

- **TOTAL SHORT TERM PROVIDED:** 24
- **TOTAL LONG TERM PROVIDED:** 96
- **TOTAL:** 120

**NOT FOR CONSTRUCTION**

- **TOTAL PRIVATE/COMMON OPEN SPACE:** 172
- **TOTAL SHORT TERM REQUIRED:** 5
- **TOTAL SHORT TERM PROVIDED:** 7
- **TOTAL:** 12
- **TOTAL PRIVATE/COMMON OPEN SPACE REQUIRED:** 172
- **TOTAL PRIVATE/COMMON OPEN SPACE PROVIDED:** 172

**CONSTRUCTION:**

- **TOTAL PRIVATE/COMMON OPEN SPACE:** 172
- **TOTAL SHORT TERM REQUIRED:** 5
- **TOTAL SHORT TERM PROVIDED:** 7
- **TOTAL:** 12
- **TOTAL PRIVATE/COMMON OPEN SPACE REQUIRED:** 172
- **TOTAL PRIVATE/COMMON OPEN SPACE PROVIDED:** 172

**ENTITLEMENT SET FAMILY HOUSING**

- **FAMILY HOUSING:**
  - **TOTAL UNITS:** 69
  - **1-BED:** 44 (26%)
  - **2-BED:** 22 (14%)
  - **STUDIO:** 13 (22%)

**COMMERCIAL SPACE:**

- **MIN. 1.5/3,000SF**: 21,582 SF (MARKET RATE)
- **MIN. 1/10,000SF**: 6,931 SF (AFFORDABLE)

**SHORT TERM PARKING:**

- **COMMERCIAL**: 21 SPACES (62%)
- **COMPACT**: 18 SPACES (48%)

**LONG TERM PARKING:**

- **COMMERCIAL**: 5 SPACES
- **COMPACT**: 5 SPACES

**FUNDING:**

- **AFFORDABLE HOUSING:**
  - 1,984 SF OF MISSING PRIVATE OPEN SPACE
  - 1,900 SF PUBLIC OPEN SPACE PROVIDED
  - 12,480 SF MARKET RATE HOUSING PROVIDED
  - 12,480 SF MARKET RATE HOUSING REQUIRED

**CONSTRUCTION:**

- **TOTAL PRIVATE/COMMON OPEN SPACE:** 172
- **TOTAL SHORT TERM REQUIRED:** 5
- **TOTAL SHORT TERM PROVIDED:** 7
- **TOTAL:** 12
- **TOTAL PRIVATE/COMMON OPEN SPACE REQUIRED:** 172
- **TOTAL PRIVATE/COMMON OPEN SPACE PROVIDED:** 172

**PROJECT INFORMATION**

- **TOTAL UNITS:** 225
- **STORIES:** 6
- **MAX HEIGHT:** 75'-0"
ENTITLEMENT SET

FORM BASED CODE ANALYSIS

GROUND FLOOR
AREA A
OPEN AREA: 334 SF
TOTAL AREA: 434 SF
334 / 434 = 77%
50% MIN REQUIRED

AREA B
OPEN AREA: 578 SF
TOTAL AREA: 1,924 SF
578 / 1924 = 30%
50% MIN REQUIRED

UPPER FLOORS
OPEN AREA: 2,370 SF
TOTAL AREA: 9,451 SF
2,370 / 9,451 = 25%
25% MIN REQUIRED

GROUND FLOOR RESIDENTIAL
OPEN AREA: 925 SF
TOTAL AREA: 1,422 SF
925 / 1,422 = 65%
40% MIN REQUIRED

UPPER FLOORS
OPEN AREA: 1,794 SF
TOTAL AREA: 5,964 SF
1,794 / 5,964 = 30%
30% MIN REQUIRED

FRONTAGE TYPE: Shop Front

EXTERIOR ELEVATION NORTH - NEIGHBORHOOD STREET TRANSPARENCY DIAGRAM

EXTERIOR ELEVATION WEST - COMMUNITY STREET TRANSPARENCY DIAGRAM
EL CERRITO
MAYFAIR:

10/6/2020 2:38:28 PM

FAMILY HOUSING

NOT FOR
CONSTRUCTION

PROJECT NUMBER:
SHEET NUMBER

ALL DRAWINGS AND WRITTEN MATERIAL APPEAR HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT
NOT FOR CONSTRUCTION

EXISTING CONDITIONS -

SAN PABLO AVENUE
(100' R/W) R1

1646 N. CALIFORNIA BLVD, SUITE 400
WALNUT CREEK, CA 94596
TEL: (925) 940-2200
FAX: (925) 940-2299

Know what's below. Before you dig. Call 811 at least 48 hours in advance to have existing underground utilities marked.

Utilities shown on this plan set are derived from record data and/or surface observation. Location and size, together with the presence of any additional utility lines not shown on this plan shall be verified in the field prior to construction.

Prior to digging, call 811 at least 48 hours in advance to have existing underground utilities marked.

Unless otherwise noted, contractor shall protect all existing improvements.

TOPOGRAPHIC SURVEY AND BOUNDARY

The existing conditions and boundary data shown on these plans is based on a topographic and boundary survey prepared by BKF Engineers in the months of November and December of 2016. See Lot Line Adjustment Agreement recorded on December 7, 2018.


ABBREVIATIONS

TOPOGRAPHIC SURVEY AND BOUNDARY

THE EXISTING CONDITIONS AND BOUNDARY DATA SHOWN ON THESE PLANS IS BASED ON A TOPOGRAPHIC AND BOUNDARY SURVEY PREPARED BY BKF ENGINEERS IN THE MONTHS OF NOVEMBER AND DECEMBER OF 2016. SEE LOT LINE ADJUSTMENT AGREEMENT RECORDED ON DECEMBER 7, 2018.

BASE OF ELEVATION

THE PROPOSED MIXED USE DEVELOPMENT AT 11600 SAN PABLO AVENUE IN EL CERRITO WILL CREATE OR REPLACE MORE THAN 10,000 SQUARE FEET OF IMPERVIOUS SURFACE. THEREFORE THE PROJECT WILL BE SUBJECT TO COVERAGE UNDER THE PROVISION C.3 OF THE CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD, SAN FRANCISCO BAY REGION, MUNICIPAL REGIONAL STORMWATER NPDES PERMIT (MRP). COMPLIANCE WILL BE ACHIEVED IN ACCORDANCE WITH CONTRA COSTA CLEAN WATER PROGRAM STORMWATER C.3 GUIDEBOOK.

1. THIS PROJECT MAY QUALIFY AS A "SPECIAL PROJECT" CATEGORY C BASED ON ITS CLOSE PROXIMITY TO A TRANSIT HUB, THE EL CERRITO DEL NORTE BART STATION, IN ACCORDANCE WITH THE CONTRA COSTA CLEAN WATER C.3 GUIDEBOOK, 6TH EDITION.

PER TABLE 3-8 NON-LID TREATMENT SYSTEMS, THIS PROJECT CAN QUALIFY FOR A LID CREDIT OF UP TO 100%. PER THIS EXHIBIT, THE ABOVE DRAINAGE MANAGEMENT AREAS HAVE BEEN DESIGNED SUCH THAT THE PERCENTAGE OF LID TREATMENT IS 58% AND THE PERCENTAGE OF NON-LID TREATMENT IS 42%.

2. MEDIA FILTER IS LOCATED IN THE GARAGE.

DRAINAGE MANAGEMENT AREA SUMMARY TABLE

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<th>DMA 1B</th>
<th>DMA 1C</th>
<th>DMA 1D</th>
<th>DMA 1E</th>
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<th>DMA 1G</th>
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<td></td>
<td>1,135</td>
<td></td>
<td>2,245</td>
<td></td>
<td>595</td>
<td></td>
<td></td>
<td>28,520</td>
</tr>
</tbody>
</table>

* BECAUSE THE AREA WITHIN THE RIGHT OF WAY IS DIFFICULT TO TREAT, WE HAVE DESIGNATED IT AS UNTREATED. THIS AREA REPRESENTS APPROXIMATELY 7% OF THE TOTAL AREA OF THE SITE.

** 3,160 SQUARE FEET OF THIS DMA IS EXISTING ASPHALT FROM A PORTION OF KNOTT AVENUE DRAINING TO PROPOSED RAIN GARDENS FOR IN-LIEU TREATMENT.
INFORMATION IS SHOWN ON SHEETS AS NOTED:

USER POPULATION. SPECIAL CONSIDERATION WAS GIVEN TO THE RELATIONSHIP AMONG THESE AREAS, WITH THE INTENTION OF CREATING EACH OF THESE AREAS HAS BEEN DESIGNED IN RESPONSE TO ITS DEVELOPING CHARACTER OF EL CERRITO'S PUBLIC REALM GENERALLY DISTINCT SMALLER SPACES THAT CREATE AN EXPANSIVE AND COHESIVE SINGULAR WHOLE. THE STREETSCAPE DESIGN CONTRIBUTES TO THE LANDSCAPE IS GENERALLY DIVIDED INTO 5 AREAS (DETAILED DRAWINGS FOR MORE INFORMATION).

GENERAL NOTES:
1. PLANT SPECIES ARE SELECTED FOR SITE SUITABILITY IN TERMS OF SIZE, WATER REQUIREMENTS, SHADE/TOLERANCE, AND MAINTENANCE NEEDS.
2. BAY-FRIENDLY BEST PRACTICES REGARDING MULCHING AND SOIL HEALTH WILL BE IMPLEMENTED TO FACILITATE PLANT SEEDS. REGIOS AN SPECIFICATION OF ORGANIC SOIL AMENDMENTS AND COMPOST.
3. A COMBINATION OF LANDSCAPE EDGING, CURBS, AND RAISED PLANTERS WILL HELP DEFINE PLANTING AREAS.
4. PLANTING AREAS ARE DESIGNED TO ENABLE DESIRED CIRCULATION ROUTES. IN ORDER TO LIMIT DAMAGE TO PLANTS, STREET TREES TO BE LOCATED 36" FROM BACK OF CURB WITH 18" DEEPROOT BARRIERS SET AT EDGE OF ADJACENT SIDEWALK AND CURB, TYPICAL.
5. IRRIGATION ZONES WILL BE GROUPED BY WATER DEMAND AND AMENDMENTS AND COMPOST.
6. THE LANDSCAPE ARCHITECT WILL PROVIDE PLANT AND SOIL SPECIFICATIONS.
7. ALL PROW IRRIGATION TO BE SCHEDULE 40 PIPE, SLEEVED IN SCHEDULE 40 AND BURIED 8" MIN. BELOW TOP OF PAVEMENT BASE.
8. STREET TRESS TO BE LOCATED 24" FROM CURB WITH 12" DEEPROOT BARRIERS SET AT EDGE OF ADJACENT ALLEY.
9. STREETSCAPE UNDERSTORY PLANTING TO BE 2'-0" MIN. FROM TREE TRUNKS.

PLANTING NOTES:
1. PLANT SPECIES ARE SELECTED FOR SITE SUITABILITY IN TERMS OF SIZE, WATER REQUIREMENTS, SHADE/TOLERANCE, AND MAINTENANCE NEEDS.
2. BAY-FRIENDLY BEST PRACTICES REGARDING MULCHING AND SOIL HEALTH WILL BE IMPLEMENTED TO FACILITATE PLANT SEEDS. REGIONS AN SPECIFICATION OF ORGANIC SOIL AMENDMENTS AND COMPOST.
3. A COMBINATION OF LANDSCAPE EDGING, CURBS, AND RAISED PLANTERS WILL HELP DEFINE PLANTING AREAS.
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6. THE LANDSCAPE ARCHITECT WILL PROVIDE PLANT AND SOIL SPECIFICATIONS.
7. ALL PROW IRRIGATION TO BE SCHEDULE 40 PIPE, SLEEVED IN SCHEDULE 40 AND BURIED 8" MIN. BELOW TOP OF PAVEMENT BASE.
8. STREET TRESS TO BE LOCATED 24" FROM CURB WITH 12" DEEPROOT BARRIERS SET AT EDGE OF ADJACENT ALLEY.
9. STREETSCAPE UNDERSTORY PLANTING TO BE 2'-0" MIN. FROM TREE TRUNKS.

IRRIGATION NOTES:
1. THE IRRIGATION SYSTEM WILL BE DESIGNED BY A LICENSED IRRIGATION PROFESSIONAL WITH WATER SENSE CERTIFICATION AND WILL BE AUDITED POST INSTALLATION BY A LICENSED IRRIGATION INSPECTOR.
2. A DEDICATED IRRIGATION SUBMETER AND BACKFLOW PREVENTER WILL BE INCLUDED IN THE IRRIGATION SYSTEM DESIGN.
3. ALL PLANTED AREAS WILL BE WATERED USING HIGH-EFFICIENCY IRRIATION TECHNOLOGY, SUCH AS DRIPLINES AND BUBBLERS.
4. THE IRRIGATION SYSTEM WILL INCLUDE VARIOUS WATER SAVING COMPONENTS, SUCH AS A WEATHER SENSOR, WEB-BASED CONTROLLER AND WATER PRESSURE REGULATOR.
5. IRRIGATION ZONES WILL BE GROUPED BY WATER DEMAND AND AMENDMENTS AND COMPOST.
6. THE LANDSCAPE ARCHITECT WILL PROVIDE PLANT AND SOIL SPECIFICATIONS.
7. ALL PROW IRRIGATION TO BE SCHEDULE 40 PIPE, SLEEVED IN SCHEDULE 40 AND BURIED 8" MIN. BELOW TOP OF PAVEMENT BASE.
8. STREET TRESS TO BE LOCATED 24" FROM CURB WITH 12" DEEPROOT BARRIERS SET AT EDGE OF ADJACENT ALLEY.
9. STREETSCAPE UNDERSTORY PLANTING TO BE 2'-0" MIN. FROM TREE TRUNKS.

LIGHTING NOTES:
1. LANDSCAPE LIGHTING THROUGHOUT THE PROJECT WILL BE LOW VOLTAGE AND COMPLY WITH STATE AND LOCAL REGULATIONS REGARDING OUTDOOR LIGHTING.
2. GENERALLY, LIGHTING WILL SEEK TO HIGHLIGHT LANDSCAPE ELEMENTS (I.E. TREES), PROVIDE APPROPRIATE LIGHTING FOR PROGRAMMATIC FUNCTIONS (I.E. DINING AND COOKING) ANDENSURE SAFETY.
3. PROPOSED FEATURE LIGHTS ALONG THE PEDESTRIAN MEWS WILL CONTRIBUTE TO THE PROJECT'S IDENTITY AND THE OVERALL QUALITY OF THE PUBLIC REALM.
WOOD BENCH ON CONCRETE PLANTER

ACER RUBRUM 'ARMSTRONG'
ARMSTRONG RED MAPLE
24" BOX
18" O.C. MIN., 22' O.C. MAX.

QUERCUS ROBUR 'FASTIGIATA'
COLUMNAR ENGLISH OAK
24" BOX
SPACING AS SHOWN ON PLAN

GINKGO BILOBA 'PRINCETON SENTRY'
PRINCETON SENTRY MAIDENHAIR TREE
24" BOX

LOPHOSTEMON CONFERTUS
BRISBANE BOX
24" BOX
30' O.C.

ZAUSCHNERIA CALIFORNICA 'GHOSTLY RED'
GHOSTLY RED CALIFORNIA FUSCA
5 GAL. CONTAINER AT 18" O.C.

SALVIA GREGII 'ALBA'
WHITE TEXAS SAGE
5 GAL CONTAINER AT 24" O.C.

LIBERTIA PEREGRINANS
NEW ZEALAND LILY
5 GAL. CONTAINER AT 24" O.C.

NOTE:
ALL UNDERSTORY PLANTING TO BE INSTALLED 3'6" MIN. FROM TREE TRUNKS, TYPICAL UNDERSTORY PLANTING

TRADITIONAL PLANTING AREA

STORMWATER PLANTING AREA

UP

80 BIKES
53 SF
UTILITY
A103

139 SF
MANG. OFFICE
A114

392 SF
OPEN OFFICE SPACE
A111

106 SF
WORK ROOM
A112

93 SF
FILE STORAGE
A110

63 SF
TOILET
A113

704 SF
COMMUNITY ROOM
A109

63 SF
MAIL
A107

528 SF
BIKE ROOM
A108

34 SF
WAITING
A115

1,142 SF
LOBBY
A106

346 SF
UTILITY
A117

385 SF
MAINTENANCE / STOR.
A116

260 SF
STAIR
A123

209 SF
STAIR
A104

250 SF
UTILITY
A102

309 SF
TRASH
A101

11,201 SF
PARKING GARAGE
A105

11600 SAN PABLO AVENUE
FAMILY HOUSING
16-043

PROJECT NUMBER:

SHEET NUMBER

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

RE
G
ISTERED
L A N D S C A P E
A R C H I T E C T E S
STATE OF C A L I F O R N I A
June 30th 2021
JEFF REZAR
F9/11/2020
NO. 2031
1585 FOLSOM ST.  SAN FRANCISCO, CA 94103
415.252.7288         www.millercomp.com

42' HIGH GATE AND FENCE
BICYCLE RACKS

FEATURE PEDESTRIAN LIGHT UNITS
PAVING

PROPERTY LINE

FEATURE ENTRY GATE AND GLASS WALL ON CONCRETE CURB

POTENTIAL PUBLIC ART LOCATION

AMENITY ZONE

PEDESTRIAN ZONE

6'-0" 5'-6"
7'-7" 7'-8"
1. ACCESSIBLE PATHS OF TRAVEL SHALL MEET REQUIREMENTS OF CBC 11B-302, SHALL HAVE A CONTINUOUS COMMON SURFACE, NOT INTERRUPTED BY STEPS OR BY ABRUPT CHANGES IN LEVEL EXCEEDING ½ INCH AND SHALL BE A MINIMUM OF 48 INCHES IN WIDTH. SURFACE CROSS SLOPES SHALL NOT EXCEED ¼ INCH PER FOOT. WHEN THE SLOPE IN DIRECTION OF TRAVEL OF ANY WALK EXCEEDS ONE UNIT VERTICAL TO 20 UNITS HORIZONTAL, IT SHALL COMPLY WITH PROVISIONS OF CBC 11B-405 FOR RAMPS.
TOHIMU MAXIMUM HEIGHT 65'-0"

- 85'-0" MAX IF PROJECT IS CONSISTENT AS AN AFFORDABLE HOUSING PROJECT, AS DEFINED BY STATE LAW.

MATERIAL KEY

- T6 COMPOSITE PANEL - WOOD GRAIN
- FC1 PAINTED FIBER CEMENT PANEL - ZENIT-503-NEPTUNE
- FC2 PAINTED FIBER CEMENT PANEL - ZENIT-504-LUNA
- FC3 PAINTED FIBER CEMENT PANEL - ZENIT-508-PLUTO
- M1 ALUMINUM FRAME WINDOW
- M2 COLORED WINDOW FIN - BFC1 BOARD FORMED CONCRETE
- M3 COLORED GARAGE SCREENING FIN - M4 STANDING SEAM METAL PANEL
- M5 PERFORATED METAL PANEL
- SF1 ALUMINIUM STOREFRONT

LEVEL 2
15'-0"

ROOF LEVEL
69'-6"

LEVEL 3
25'-11"

LEVEL 4
36'-10"

LEVEL 5
47'-9"

LEVEL 6
58'-8"

GROUND FLOOR
0'-0"

HIGH ROOF LEVEL
75'-0"
VIEW FROM SAN PABLE AVE AND KNOTT AVE.
VIEW FROM KNOTT AVE AND KEARNY ST
VIEW AT MEWS ENTRANCE ALONG SAN PABLO AVE.
PROJECT NUMBER: G0.0
SHEET NUMBER

ALL DRAWINGS AND WRITTEN MATERIAL APPEAR HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

ENTITLEMENT SET
SENIOR HOUSING
NOT FOR CONSTRUCTION

CONSULTANT

10/6/2020 1:56:52 PM

EL CERRITO
MAYFAIR:
11600 SAN PABLO AVE

G0.0
16-043

GENERAL

G0.0 GENERAL INFORMATION
G0.1 PROJECT INFORMATION
G0.2 EXISTING CONDITIONS - SITE PHOTOS
G0.3 SOLAR STUDIES
G0.4 FORM BASED CODE ANALYSIS
G0.5 FORM BASED CODE ANALYSIS
G0.6 FORM BASED CODE ANALYSIS
G0.7 FORM BASED CODE ANALYSIS
G0.8 FORM BASED CODE ANALYSIS VIEW SHEDS

CIVIL

C1.0 EXISTING CONDITIONS
C2.0 HORIZONTAL LAYOUT
C3.0 GRADING PLAN

SW 1.0 SITEMASTER CONTROL PLAN - SENIOR

LANDSCAPE

L0.0 OVERALL LANDSCAPE PLAN
L1.0 GROUND LEVEL LANDSCAPE PLAN
L2.0 POOL LEVEL LANDSCAPE PLAN

ARCHITECTURAL

A1.0 SITE PLAN
A2.0 OVERALL - GROUND FLOOR PLAN
A2.1 GROUND FLOOR PLAN - SENIOR AFFORDABLE
A2.2 LEVEL 2 FLOOR PLAN - SENIOR AFFORDABLE
A2.3 LEVEL 3 FLOOR PLAN - SENIOR AFFORDABLE
A2.4 LEVEL 4 FLOOR PLAN - SENIOR AFFORDABLE
A2.5 LEVEL 5 FLOOR PLAN - SENIOR AFFORDABLE
A2.6 LEVEL 6 FLOOR PLAN - SENIOR AFFORDABLE
A2.7 ROOF PLAN - SENIOR AFFORDABLE
A3.1 EXTERIOR ELEVATIONS - STREET VIEW
A3.2 EXTERIOR ELEVATIONS - SENIOR AFFORDABLE
A5.1 ARCHITECTURAL RENDERINGS
A5.2 ARCHITECTURAL RENDERINGS
A5.3 ARCHITECTURAL RENDERINGS
A6.0 ARCHITECTURAL ENLARGED UNIT PLANS - AFFORDABLE

PROJECT LOCATION

CONTEXT MAP

VIEW FROM SAN PABLO AVE AND KNOTT AVE

PROJECT DIRECTORY

OWNER/DEVELOPER
BRIDGE HOUSING CORPORATION
1500 CALIFORNIA STREET
SUITE 900
SAN FRANCISCO, CA 94108
T: (415)321-3569
F: (415)495-4898
ATT: SARAH WHITE

ARCHITECT
LOWNEY ARCHITECTURE
360 17TH STREET
SUITE 100
OAKLAND, CA 94612
T: (510)269-1117
ATT: NICHOLAS GOMEZ

CIVIL ENGINEER
BKF ENGINEERS
1646 N. CALIFORNIA BLVD, #400
WALNUT CREEK, CA 94596
T: (925)940-2200
F: (925)940-2299
ATT: JASON WHITE

LANDSCAPE ARCHITECT
MILLER COMPANY
1585 FOLSOM STREET
SANT FRANCISCO, CA 94103
T: (415)252-7288
ATT: MICHAEL INGRAM

PROJECT LOCATION
The proposed project includes two buildings, one Market Rate and one Affordable, with a combined total of 257 residential units, 648 garage parking spaces, a green roof, and a public plaza serving as an open connected campus.

The site, which belongs to the Mayfair Development, is located and bordered by 11600-11690 San Pablo Avenue. The project considers the existing garages, identified as the parking space, along with public open space and amenity yards as an integral part of the open space in the project.

The project requires 2,595 square feet of missing private open space and 1,900 square feet of public open space, totaling 4,495 square feet of public open space. This includes 76 square feet of hardscapes, which is a non-permeable surface material. The perimeter of the existing buildings is labeled as the north building and south building, with a pedestrian path and sidewalk connecting both buildings.

The proposed open space includes a public open space, a private open space, and a common open space. The public open space is a requirement, and the project is provided with a total of 2,595 square feet. The common open space is provided with a total of 1,900 square feet, and the private open space is provided with a total of 1,900 square feet. The hardscapes are labeled as nonpermeable, with 76 square feet of impermeable hardscapes and 76 square feet of permeable hardscapes.

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1" = 80'-0" SUMMER SOLSTICE - 10 AM
1" = 80'-0" SUMMER SOLSTICE - 4 PM
1" = 80'-0" SUMMER SOLSTICE - 1 PM
1" = 80'-0" WINTER SOLSTICE - 1:30 PM
1" = 80'-0" WINTER SOLSTICE - 4 PM
1" = 80'-0" WINTER SOLSTICE - 10 AM

GRAPHIC SCALE 1" = 80' - 0"
UPPER FLOORS:
OPEN AREA: 1,443 SF
TOTAL AREA: 5,722 SF
25% MIN REQUIRED

GROUND FLOOR RESIDENTIAL:
OPEN AREA: 389 SF
TOTAL AREA: 1,556 SF
389 / 1,556 = 25%
25% MIN REQUIRED
1. Utilities shown on this plan set are derived from record data and/or surface observation. Location and size, together with the presence of any additional utility lines not shown on this plan shall be verified in the field prior to construction.

2. Prior to digging, call 811 at least 48 hours in advance to have existing underground utilities marked.

3. Unless otherwise noted, contractor shall protect all existing improvements.

### Abbreviations
- **AB** - Asphalt BERM
- **AC** - Asphalt CONCRETE
- **BLRD** - BOLLARD
- **BOB** - BOTTOM OF BOX
- **CB** - CATCH BASIN
- **Dwy** - DRIVEWAY
- **E** - ELECTRICAL
- **EP** - EDGE OF PAVEMENT
- **FL** - FLOW LINE
- **LG** - LIP OF GUTTER
- **PED** - PEDESTRIAN
- **TC** - TOP FACE OF CURB
- **TEL** - TELEPHONE
- **TS** - TRAFFIC SIGNAL
- **TYP** - TYPICAL
- **U** - UTILITY
- **UB** - UTILITY BOX
- **VLT** - VAULT
- **W-B** - BOTTOM OF WALL
- **W-T** - TOP OF WALL
- **WM** - WATER METER
- **XING** - CROSSING
- **ABBREVIATIONS**

### Easement Lines
- OVERHEAD LINES
- AT&T LINES
- SANITARY SEWER PIPE
- WATER MAIN
- GAS LINES

### Property Lines
- STREETLIGHT
- SIGN
- TRAFFIC SIGNAL
- UTILITY POLE
- FIRE HYDRANT
- CATCH BASIN
- CONCRETE SURFACE

### Abbr.
- **A** - ASphalt
- **B** - BERM
- **C** - CONCRETE
- **D** - DRIVEWAY
- **E** - ELECTRICAL
- **G** - GAS
- **H** - HYDRANT
- **I** - Illumination
- **K** - KNOTT AVENUE
- **L** - LINE
- **M** - METER
- **N** - NO
- **P** - Pedestrian
- **R** - Richard
- **S** - Street
- **T** - Telephone
- **U** - Utility
- **V** - VAULT
- **W** - WALL
- **X** - XING
- **Y** - Year

### Topographical Survey and Boundary
The existing conditions and boundary data shown on these plans is based on a Topographical and Boundary Survey prepared by BKF Engineers in the months of November and December of 2016. See Lot Line Adjustment Agreement recorded on December 7, 2018.

### Basis of Elevation

### Line Table

<table>
<thead>
<tr>
<th>LINE NO.</th>
<th>LENGTH</th>
<th>DIRECTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>L3</td>
<td>2.02'</td>
<td>N61°59'52&quot;E</td>
</tr>
<tr>
<td>L4</td>
<td>33.70'</td>
<td>S28°38'33&quot;E</td>
</tr>
<tr>
<td>L5</td>
<td>10.04'</td>
<td>N62°01'24&quot;E</td>
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<tr>
<td>L6</td>
<td>5.30'</td>
<td>S27°59'12&quot;E</td>
</tr>
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</table>

### Data for Entitlement

<table>
<thead>
<tr>
<th>LOT</th>
<th>DATE ISSUES &amp; REVISIONS BY</th>
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</thead>
<tbody>
<tr>
<td>0</td>
<td>11/18/2016 10:48:18 AM</td>
</tr>
</tbody>
</table>

### endorsements
- ENTITLEMENT SET
- $1600 SAN PABLO AVE
- WALNUT CREEK, CA 94596
- Tel: (925) 940-2200
- Fax: (925) 940-2299

### others
- Know what's below.

### Revision
- # DATE ISSUES & REVISIONS BY
- S-201110170721

### Not for Construction

### Designated
- SHEET NUMBER
- 11/18/2016 10:48:18 AM
- 00/00/0000

### Note
- 11600 SAN PABLO AVE
- El Cerrito Mayfair
- SAN PABLO AVENUE
- (100' R/W) R1

### Scale
- 1" = 10'
The Proposed Mixed Use Development at 11600 San Pablo Avenue in El Cerrito will create or replace more than 10,000 square feet of impervious surface. Therefore, the project will be subject to coverage under the provisions of the California Regional Water Quality Control Board, San Francisco Bay Region, Municipal Regional Stormwater NPDES Permit (MRP). Compliance will be achieved in accordance with the Contra Costa Clean Water Program Stormwater C.3 Guidebook.

1. This project may qualify as a "Special Project" category C based on its close proximity to a transit hub, the El Cerrito Del Norte BART station, in accordance with the Contra Costa Clean Water C.3 Guidebook, 6th edition. Per Table 3-8, non-LID treatment systems, this project can qualify for a LID credit of up to 100%. Per this exhibit, the above drainage management areas have been designed such that the percentage of LID treatment is 58% and the percentage of non-LID treatment is 42%.

2. The media filter is located in the garage.

<table>
<thead>
<tr>
<th>Drainage Management Area Summary Table</th>
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<tbody>
<tr>
<td>DMA-1A</td>
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<tr>
<td>ROOF</td>
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<tr>
<td>IMP 1</td>
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<td>160</td>
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NOTE: The area within the right of way is difficult to treat, we have designated it as UNTREATED. This area represents approximately 7% of the total area of the site.

*3,160 square feet of this DMA is existing asphalt from a portion of Knot Avenue draining to proposed rain gardens for in-lieu treatment.
INFORMATION IS SHOWN ON SHEETS AS NOTED:

UNIVERSAL ACCESSIBILITY ARE IMPLEMENTED.

USER POPULATION. SPECIAL CONSIDERATION WAS GIVEN TO THE RELATIONSHIP AMONG THESE AREAS, WITH THE INTENTION OF CREATING EACH OF THESE AREAS HAS BEEN DESIGNED IN RESPONSE TO ITS DEVELOPING CHARACTER OF EL CERRITO'S PUBLIC REALM. GENERALLY DISTINCT SMALLER SPACES THAT CREATE AN EXPANSIVE AND COHESIVE SINGULAR WHOLE. THE STREETSCAPE DESIGN CONTRIBUTES TO THE LANDSCAPE IS GENERALLY DIVIDED INTO 5 AREAS (DETAILED DRAWINGS FOR MORE INFORMATION).

GENERAL NOTES:

1. PLANT SPECIES ARE SELECTED FOR SITE SUITABILITY IN TERMS OF SIZE, WATER REQUIREMENTS, SHADE/TOLERANCE, AND MAINTENANCE NEEDS.
2. BAY-FRIENDLY BEST PRACTICES REGARDING MULCH AND SOIL HEALTH WILL BE IMPLEMENTED TO FACILITATE PLANT GROWTH, INCLUDING SPECIFICATION OF ORGANIC SOIL AMENDMENTS AND COMPOST.
3. STREET TREES TO BE LOCATED 36" FROM BACK OF CURB WITH 18" DEEPROOT BARRIERS SET AT EDGE OF ADJACENT SIDEWALK AND CURB, TYPICAL.
4. PLANTING AREAS ARE DESIGNED TO ENABLE DESIRED CircULATION PATTERNS, AND IN ORDER TO LIMIT DAMAGE TO PLANTS.
5. ALL PROW IRRIGATION TO HAVE DEDICATED REMOTE CONTROL VALVES, SEPARATE FROM THE PROPERTY SIDE, LOCATED IN ACCESSIBLE FROM PROW WHERE NOT POSSIBLE.
6. THE LANDSCAPE ARCHITECT WILL PROVIDE PLANT AND SOIL MAINTENANCE RECOMMENDATIONS AS PART OF THE PROJECT DESIGN.
7. STORM WATER TREATMENT IS ADDRESSED THROUGH A COMBINATION OF FLOW-THROUGH TREATMENT PLANTERS AND COMPOST.
8. STREETSCAPE UNDERSTORY PLANTING TO BE 3'-6" MIN. FROM TREE TRUNKS, OR READILY ACCESSIBLE FROM PROW WHERE NOT POSSIBLE.
9. THE CONTRA COSTA CLEAN WATER PROGRAM. SEE CIVIL ENGINEERING DRAWINGS FOR MORE INFORMATION.
10. STORM WATER TREATMENT IS ADDRESSED THROUGH A COMBINATION OF FLOW-THROUGH TREATMENT PLANTERS AND COMPOST.
11. THE IRRIGATION SYSTEM WILL BE DESIGNED BY A LICENSED IRRIGATION PROFESSIONAL WITH WATER SENSE CERTIFICATION AND WILL BE AUDITED POST INSTALLATION BY A LICENSED INSPECTOR.
12. A DEDICATED IRRIGATION SUBMETER AND BACKFLOW PREVENTER WILL BE INCLUDED IN THE IRRIGATION SYSTEM DESIGN.
13. ALL PLANTED AREAS WILL BE WATERED USING HIGH-EFFICIENCY LOW-VOLTAGE AND COMPLY WITH STATE AND LOCAL REGULATIONS REGARDING OUTDOOR LIGHTING.
14. THE IRRIGATION SYSTEM WILL INCLUDE VARIOUS WATER SAVING COMPONENTS, SUCH AS A WEATHER SENSOR, WEB-BASED CONTROLLER AND WATER PRESSURE REGULATOR.
15. IRRIGATION ZONES WILL BE GROUPED BY WATER DEMAND AND WILL NOT BE PLANTED.
16. ALL PROW IRRIGATION TO BE SCHEDULE 40 PIPE, SLEEVED IN SCHEDULE 40 AND BURIED 8" MIN. BELOW TOP OF PAVEMENT BASE.
17. THE IRRIGATION SYSTEM WILL INCLUDE VARIOUS WATER SAVING COMPONENTS, SUCH AS A WEATHER SENSOR, WEB-BASED CONTROLLER AND WATER PRESSURE REGULATOR.
18. THE OVERALL PLANTING PLAN WILL COMPLY WITH WATER USE LIMITATIONS OUTLINED IN THE LATEST WATER EFFICIENT LANDSCAPE ORDINANCE. HIGH WATER PLANTS, SUCH AS TURF, WILL NOT BE PLANTED.
19. ALL PROW IRRIGATION TO BE SCHEDULE 40 PIPE, SLEEVED IN SCHEDULE 40 AND BURIED 8" MIN. BELOW TOP OF PAVEMENT BASE.
20. THE IRRIGATION SYSTEM WILL INCLUDE VARIOUS WATER SAVING COMPONENTS, SUCH AS A WEATHER SENSOR, WEB-BASED CONTROLLER AND WATER PRESSURE REGULATOR.

PLANTING NOTES:

1. PLANT SPECIES ARE SELECTED FOR SITE SUITABILITY IN TERMS OF SIZE, WATER REQUIREMENTS, SHADE/TOLERANCE, AND MAINTENANCE NEEDS.
2. BAY-FRIENDLY BEST PRACTICES REGARDING MULCH AND SOIL HEALTH WILL BE IMPLEMENTED TO FACILITATE PLANT GROWTH, INCLUDING SPECIFICATION OF ORGANIC SOIL AMENDMENTS AND COMPOST.
3. A COMBINATION OF LANDSCAPE EDGING, CURBS, AND RAISED PLANTER EDGES DEFINES PLANTING AREAS.
4. PLANTING AREAS ARE DESIGNED TO ENABLE DESIRED CircULATION PATTERNS, AND IN ORDER TO LIMIT DAMAGE TO PLANTS.
5. ON-STRUCTURE PLANT SELECTIONS ARE APPROPRIATE FOR THE SOIL DEPTH OFFERED IN THESE CONDITIONS.
6. STREET TREES TO BE LOCATED 36" FROM BACK OF CURB WITH 18" DEEPROOT BARRIERS SET AT EDGE OF ADJACENT SIDEWALK AND CURB, TYPICAL.
7. STORM WATER TREATMENT IS ADDRESSED THROUGH A COMBINATION OF FLOW-THROUGH TREATMENT PLANTERS AND COMPOST.
8. STREET TREES TO BE LOCATED 36" FROM BACK OF CURB WITH 18" DEEPROOT BARRIERS SET AT EDGE OF ADJACENT SIDEWALK AND CURB, TYPICAL.
9. STREETSCAPE UNDERSTORY PLANTING TO BE 3'-6" MIN. FROM TREE TRUNKS.

IRRIGATION NOTES:

1. THE IRRIGATION SYSTEM WILL BE DESIGNED BY A LICENSED IRRIGATION PROFESSIONAL WITH WATER SENSE CERTIFICATION AND WILL BE AUDITED POST INSTALLATION BY A LICENSED INSPECTOR.
2. A DEDICATED IRRIGATION SUBMETER AND BACKFLOW PREVENTER WILL BE INCLUDED IN THE IRRIGATION SYSTEM DESIGN.
3. ALL PLANTED AREAS WILL BE WATERED USING HIGH-EFFICIENCY LOW-VOLTAGE AND COMPLY WITH STATE AND LOCAL REGULATIONS REGARDING OUTDOOR LIGHTING.
4. THE IRRIGATION SYSTEM WILL INCLUDE VARIOUS WATER SAVING COMPONENTS, SUCH AS A WEATHER SENSOR, WEB-BASED CONTROLLER AND WATER PRESSURE REGULATOR.
5. IRRIGATION ZONES WILL BE GROUPED BY WATER DEMAND AND WILL NOT BE PLANTED.
6. ALL PROW IRRIGATION TO HAVE DEDICATED REMOTE CONTROL VALVES, SEPARATE FROM THE PROPERTY SIDE, LOCATED IN ACCESSIBLE FROM PROW WHERE NOT POSSIBLE.
7. STORM WATER TREATMENT IS ADDRESSED THROUGH A COMBINATION OF FLOW-THROUGH TREATMENT PLANTERS AND COMPOST.
8. STREET TREES TO BE LOCATED 36" FROM BACK OF CURB WITH 18" DEEPROOT BARRIERS SET AT EDGE OF ADJACENT SIDEWALK AND CURB, TYPICAL.
9. STREETSCAPE UNDERSTORY PLANTING TO BE 3'-6" MIN. FROM TREE TRUNKS.

LIGHTING NOTES:

1. LANDSCAPE LIGHTING THROUGHOUT THE PROJECT WILL BE LOW VOLTAGE AND COMPLY WITH STATE AND LOCAL REGULATIONS REGARDING OUTDOOR LIGHTING.
2. GENERALLY, LIGHTING WILL SEEK TO HIGHLIGHT LANDSCAPE ELEMENTS (I.E. TREES), PROVIDE APPROPRIATE LIGHTING FOR PROGRAMMATIC FUNCTIONS (I.E. DINING AND COOKING) AND ENSURE SAFETY.
3. PROPOSED FEATURE LIGHTS ALONG THE PEDESTRIAN MEWS WILL CONTRIBUTE TO THE PROJECT'S IDENTITY AND THE OVERALL QUALITY OF THE PUBLIC REALM.
4. PLANTING AREAS ARE DESIGNED TO ENABLE DESIRED CircULATION PATTERNS, AND IN ORDER TO LIMIT DAMAGE TO PLANTS.
5. ALL PROW IRRIGATION TO HAVE DEDICATED REMOTE CONTROL VALVES, SEPARATE FROM THE PROPERTY SIDE, LOCATED IN ACCESSIBLE FROM PROW WHERE NOT POSSIBLE.
6. THE IRRIGATION SYSTEM WILL INCLUDE VARIOUS WATER SAVING COMPONENTS, SUCH AS A WEATHER SENSOR, WEB-BASED CONTROLLER AND WATER PRESSURE REGULATOR.
7. STORM WATER TREATMENT IS ADDRESSED THROUGH A COMBINATION OF FLOW-THROUGH TREATMENT PLANTERS AND COMPOST.
1. ACCESSIBLE PATHS OF TRAVEL SHALL MEET REQUIREMENTS OF CBC 11B-302, SHALL HAVE A CONTINUOUS COMMON SURFACE, NOT INTERRUPTED BY STEPS OR BY ABRUPT CHANGES IN LEVEL EXCEEDING ½ INCH, AND SHALL BE A MINIMUM OF 48 INCHES IN WIDTH. SURFACE CROSS SLOPES SHALL NOT EXCEED ¼ INCH PER FOOT. WHEN THE SLOPE IN DIRECTION OF TRAVEL OF ANY WALK EXCEEDS ONE UNIT VERTICAL TO 20 UNITS HORIZONTAL, IT SHALL COMPLY WITH PROVISIONS OF CBC 11B-405 FOR RAMPS.
EL CERRITO
MAYFAIR:
11600 SAN PABLO AVE

ROOF PLAN - SENIOR AFFORDABLE

Graphic Scale: 1 inch = 8 feet

NOT FOR CONSTRUCTION

ENTITLEMENT SET
SENIOR HOUSING

ROOF PLAN - SENIOR AFFORDABLE

DATE: 10/6/2020
ISSUE: A2.7
PRESS NUMBER: 16-043

PROJECT NUMBER: A4.1
SHEET NUMBER: A1.0

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT.

EL CERRITO
MAYFAIR:
11600 SAN PABLO AVE

105'-9"
170'-6"
105'-9"
175'-10"
48'-7"
81'-7"
45'-7"
33'-3"
11'-9"
**SHEET NOTES**

TOHIMU MAXIMUM HEIGHT 65' - 0"*

* 85' - 0" MAX IF PROJECT IS CONSISTENT AS AN AFFORDABLE HOUSING PROJECT, AS DEFINED BY STATE LAW.

**MATERIAL KEY**

- **AFFORDABLE BUILDING:**
  - **T6** COMPOSITE PANEL - WOOD GRAIN
  - **FC1** M1
  - **FC2** M2 COLORED WINDOW FIN
  - **FC3** M3 COLORED GARAGE SCREENING FINS
  - **M1** STANDING SEAM METAL PANEL
  - **M4** PERFORATED METAL PANEL
  - **M5** ALUMINUM STOREFRONT
  - **SF1** ALUMINIUM STOREFRONT
  - **BFC1** BOARD FORMED CONCRETE

- **FIBER CEMENT - ZENIT-503-NEPTUNE**
- **FIBER CEMENT - ZENIT-504-LUNA**
- **FIBER CEMENT - ZENIT-508-PLUTO**

**LEVELS**

- **LEVEL 2**:
  - 15' - 0" LEVEL 2

- **LEVEL 3**:
  - 25' - 11" LEVEL 3

- **LEVEL 4**:
  - 36' - 10" LEVEL 4

- **LEVEL 5**:
  - 47' - 9" LEVEL 5

- **LEVEL 6**:
  - 58' - 8" LEVEL 6

- **GROUND FLOOR**:
  - 0' - 0" GROUND FLOOR

- **HIGH ROOF LEVEL**:
  - 75' - 0" HIGH ROOF LEVEL

- **ROOF LEVEL**:
  - 69' - 7" ROOF LEVEL

**NOT FOR CONSTRUCTION**

ENTITLEMENT SET

SENIOR HOUSING

EXTERIOR ELEVATIONS - STREET VIEW

GRAPHIC SCALE 1/16" = 1'-0"
TOHIMU MAXIMUM HEIGHT 65’-0”
* 85’-0” MAX IF PROJECT IS CONSISTENT AS AN AFFORDABLE HOUSING PROJECT, AS DEFINED BY STATE LAW.

MATERIAL KEY

T6
COMPOSITE PANEL
WOOD GRAIN

FC1
PAINTED FIBER CEMENT PANEL
ZENIT-503-NEPTUNE

FC2
PAINTED FIBER CEMENT PANEL
ZENIT-504-LUNA

FC3
PAINTED FIBER CEMENT PANEL
ZENIT-508-PLUTO

M1
ALUMINUM STOREFRONT

M2
COLORED WINDOW FIN
ALUMINUM WINDOW

M3
COLORED GARAGE SCREENING FINS

M4
STANDING SEAM METAL PANEL
ZINC GRAY

M5
PERFORATED METAL PANEL

SF1
BOARD FORMED CONCRETE

AFFORDABLE BUILDING LEVEL 2
15’-0”

AFFORDABLE BUILDING LEVEL 3
25’-11”

AFFORDABLE BUILDING LEVEL 4
36’-10”

AFFORDABLE BUILDING LEVEL 5
47’-9”

AFFORDABLE BUILDING LEVEL 6
58’-8”

GROUND FLOOR
0’-0”

KNOTT AVE
73’-1”

TOP OF WALL
LOW ROOF
BOTTOM OF PARAPET
T.O. PODIUM
HIGH ROOF LEVEL
75’-0”

ROOF LEVEL
69’-7”

CEILING HEIGHT
LEVEL 2
14’-0”

CEILING HEIGHT
LEVEL 3
9’-0”

CEILING HEIGHT
LEVEL 4
9’-0”

CEILING HEIGHT
LEVEL 5
9’-0”

CEILING HEIGHT
LEVEL 6
9’-0”

GROUND FLOOR
0’-0”

KNOTT AVE
73’-1”

TOP OF WALL
LOW ROOF
BOTTOM OF PARAPET
T.O. PODIUM
HIGH ROOF LEVEL
75’-0”

ROOF LEVEL
69’-7”

CEILING HEIGHT
LEVEL 2
14’-0”

CEILING HEIGHT
LEVEL 3
9’-0”

CEILING HEIGHT
LEVEL 4
9’-0”

CEILING HEIGHT
LEVEL 5
9’-0”

CEILING HEIGHT
LEVEL 6
9’-0”

NOT FOR CONSTRUCTION

10/6/2020 2:09:47 PM
VIEW FROM SAN PABLE AVE AND KNOTT AVE.
VIEW FROM KNOTT AVE AND KEARNY ST
VIEW AT MEWS ENTRANCE ALONG SAN PABLO AVE.
MEMORANDUM

DATE: December 20, 2019

TO: Sean Moss, AICP, City of El Cerrito

FROM: Theresa Wallace, AICP, Principal
Matthew Wiswell, Planner

SUBJECT: Addendum to the 2017 California Environmental Quality Act (CEQA) Documentation for the Mayfair Parcels Transit-Oriented Development Project

The purpose of this Addendum is to demonstrate that proposed revisions to the 2017 Mayfair Parcels Transit-Oriented Development Project (2017 project), which was approved by the City of El Cerrito on August 2, 2017 and was found to be adequately analyzed¹ by the San Pablo Avenue Specific Plan Final Environmental Impact Report (FEIR),² would not result in new significant environmental effects, nor would impacts associated with the project revisions be substantially more severe. The project background and currently proposed project (2019 project) are described below, followed by an evaluation of potential environmental effects.

PROJECT BACKGROUND

In 2014, the City of El Cerrito adopted that San Pablo Avenue Specific Plan (SPASP) to provide a guide for the future of San Pablo Avenue, identify improvements, and adopt context-sensitive regulations that can be applied along its length and to adjacent areas. The SPASP creates a framework for transforming San Pablo Avenue into a multimodal corridor that functions as a place that can provide a multitude of opportunities for living, working and community life.

SPASP key principles are to deepen a sense of place and community identity, attract private investment, strengthen partnerships, enhance the public realm, promote the everyday use of transit, walking, and biking, and foster environmental sustainability.

Environmental impacts associated with the implementation of the SPASP were evaluated in the SPASP FEIR. The SPASP FEIR, certified in 2014, evaluates the environmental impacts of approximately:

- 1,706 units of residential development;
- 3,840 new residents; and
- 243,112 square feet of commercial floor area.

The SPASP includes form-based code that regulates development along the corridor, a plan for complete streets, and infrastructure analysis. The Complete Streets Plan addresses circulation and public investment needs along San Pablo Avenue and adjoining streets to attract new users to the area while proactively mitigating the impacts of future population growth on mobility in the SPASP area. The infrastructure analysis identifies the utility providers for San Pablo Avenue, provides a general review of capacity limitations, and recommends feasible improvements and associated costs to avoid significant impacts on the level of service.

In June 2017, pursuant to Section 15168(c)(4) the California Environmental Quality Act (CEQA), an Environmental Checklist (2017 CEQA Evaluation) was prepared that demonstrated that the potential environmental impacts resulting from the 2017 project were evaluated and mitigated to the greatest extent possible as part of the SPASP FEIR, and no additional review pursuant to CEQA was required, and a Notice of Exemption was filed.

**PROPOSED PROJECT**

The approximately 1.57-acre project site is located at 11600 and 11690 San Pablo Avenue and 1925 Kearny Street in the City of El Cerrito, Contra Costa County. The 2017 project involved the demolition of an existing vacant surface parking lot on the site and construction of a six-story mixed-use building with 156 market-rate apartment units and a two-level partially subsurface parking garage on the south side of the site and a five-story residential building with 67 below-market rate apartment units on the northern portion of the site. The 2017 project included a total of 223 residential units and 8,893 square feet of ground floor retail space, as well as associated open space and landscaping, circulation and parking, and infrastructure improvements.

The proposed 2019 project would include modifications to the below-market rate building that would consist of an additional floor, for a total of six floors; either the addition of two residential units, for a total of 69 units, or the conversion of all proposed residential units to affordable senior units, resulting in 75 units, for an increase in 2 to 8 units compared to the 2017 project. The proposed project would be a maximum of approximately 73 feet, 7 inches in height, an increase of approximately 9 feet. This addendum conservatively evaluates the potential impacts related to the addition of two residential units, as this option is anticipated to result in more vehicle trips than the senior units, and therefore would result in a greater level of impact, as described below. The proposed project would not include any changes to the market rate building.

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The proposed project, under both scenarios, would also include modifications to the ground level, including shifting the residential units, approximately 800 square feet of program space, and open space to the second level and above to allow for the construction of 34 parking spaces. Conceptual floor plans for the proposed project are shown in Figures 1 and 2, and conceptual building elevations are shown in Figure 3, which are included as Attachment A.

**COMPARISON TO THE CONDITIONS LISTED IN CEQA GUIDELINES SECTION 15162**

This Addendum is prepared pursuant to CEQA Guidelines Section 15164(a) which states: “An addendum to an... [environmental document] may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for preparation of a subsequent... [environmental document] have occurred” Section 15162 specifies that “no subsequent... [environmental document] shall be prepared for that project unless the lead agency determines ... one or more of the following:

1. Substantial changes are proposed in the project which will require major revisions of the previous... [environmental document] due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous... [environmental document] due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous... [environmental document] was certified as complete or was adopted, shows any of the following:

   a. The project will have one or more significant effects not discussed in the previous... [environmental document];

   b. Significant effects previously examined will be substantially more severe than shown in the previous... [environmental document];

   c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

   d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous... [environmental document] would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.”

The following discussion summarizes the reasons that additional environmental review pursuant to CEQA Guidelines Section 15162 is not required to evaluate the environmental effects of the proposed project, as its potential effects were adequately evaluated in the 2017 CEQA Evaluation.
Substantial Changes to the Project

As described above, the proposed project has not substantially changed from the project identified and evaluated in the 2017 CEQA Evaluation. The minor revisions associated with the proposed project are evaluated below.

As discussed in the Trip Generation Memorandum prepared for the proposed project, which is included as Attachment B, the proposed project (including the market rate building) would not generate any additional trips during the AM or PM peak hour, but would generate 20 additional daily trips compared to the 2017 project. When compared to the SPASP FEIR, the proposed project would generate 1 fewer trip during the AM peak hour, 22 fewer trips during the PM peak hour, and 190 fewer daily trips. The number of project vehicle trips would be within the scope of the analysis of the SPASP FEIR, and therefore no new significant impacts related to mobile source emissions for air quality or greenhouse gases would result. Likewise, no new noise impacts associated with increased vehicle traffic would result. Similarly, the small increase in the number of units would fit within the total maximum number of units evaluated under the SPASP FEIR and would represent a small increase in the number of units evaluated in the 2017 CEQA Evaluation, and no additional impacts related to increases in population (i.e., provision of public services or utilities) would result as compared to the 2017 project.

As described above, the proposed project would include an increase in the height of the affordable building by one story, for a maximum height of approximately 74 feet. As noted in the 2017 CEQA Evaluation, the project site is located within the SPASP’s Transit-Oriented Higher Intensity Mixed Use (TOHIMU) zone, which allows building heights of up to 65 feet for market-rate projects, and 85 feet for affordable housing projects. Therefore, because the proposed project is an affordable housing project, it would not exceed the maximum height limit allowed by the SPASP. In addition, the proposed project would also be subject to Tier IV discretionary approval by the Planning Commission and Design Review Board as the project generally complies with the intent of the SPASP, but does not conform to all of the SPASP regulations. The proposed project would not include any revisions to the public pathway located between the market-rate and affordable buildings.

Given the above, the changes identified for the proposed project do not substantially change the assumptions concerning the development of the project site and evaluated in the SPASP FEIR and 2017 CEQA Evaluation. As such, an Addendum is the appropriate document to address these minor modifications rather than a Subsequent EIR.

Substantial Changes in Circumstances

Conditions in and around the project site have not substantially changed since approval of the 2017 project and compared to the analysis and findings of the 2017 CEQA Evaluation. However, since approval of the 2017 project, the CEQA Guidelines were updated in 2018. Key changes to the CEQA Guidelines are discussed below.

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**VMT Analysis**

Effective December 28, 2018, the CEQA Guidelines were updated and require the evaluation of vehicle miles travelled (VMT) as the criteria for analyzing transportation impacts for land use projects. As noted in CEQA Guidelines Section 15064.3(c), the provisions of CEQA Guidelines Section 15064.3 shall apply prospectively as described in CEQA Guidelines Section 15007. A lead agency may elect to be governed by the provisions of CEQA Guidelines Section 15064.3 immediately; however, beginning on July 1, 2020, the provisions of this section shall apply statewide. The City, as lead agency, has not yet elected to be governed by the provisions of CEQA Guidelines Section 15064.3. Therefore, the proposed project would neither conflict nor be inconsistent with CEQA Guidelines Section 15064.3, and there would be no new impact.

**Energy Impact Analysis**

Since certification of the SPASP FEIR and preparation of the 2017 CEQA Evaluation, the CEQA Guidelines have been revised to include a separate section for Energy. Energy conservation was evaluated in Section 19.6 of the SPASP FEIR, consistent with CEQA Guidelines Appendix F. The SPASP FEIR did not quantify energy or natural gas demand associated with buildout of the SPASP; however, a brief discussion of energy use and conservation, including the City of El Cerrito Climate Action Plan, was included in the Greenhouse Gas Emissions and Global Climate Change Chapter of the SPASP FEIR. The SPASP FEIR determined that the SPASP would be subject to new requirements under rule making developed at the State and local level regarding greenhouse gas (GHG) emissions. The SPASP FEIR also determined the SPASP would be subject to local and General Plan policies, including the El Cerrito Climate Action Plan, that are expected to reduce emissions of GHGs.

As discussed in the SPASP FEIR, implementation of the SPASP would generally change the area from an auto-oriented corridor to a multi-modal (auto, transit, bicycle, pedestrian) oriented community, with related energy conservation resulting from the more efficient use of transportation, circulation, and infrastructure systems.

In addition, the SPASP Form-Based Code (FBC) includes the following components related to energy conservation:

- **2.05.06.02 Energy.** The intent of this section is to “reduce energy usage and El Cerrito’s carbon footprint using energy efficiency and generation technologies in support of Climate Action Plan goals.” The section address passive heating and cooling techniques, Zero-Net Energy buildings, solar power, wind power, and related topics.

- **2.05.06.03 Urban Farming.** Related to energy conservation, this section encourages saving energy by reducing food miles traveled, and mitigating the urban heat island effect, by encouraging urban farming.

Therefore, the SPASP FEIR determined that the SPASP would not cause inefficient, wasteful, and unnecessary consumption of energy.

Similar to buildout of the SPASP, the proposed project would increase the demand for electricity, natural gas, and gasoline. The project building components (e.g., windows, roof systems, electrical
and lighting systems, and heating, ventilation, and air conditioning systems) would be designed in compliance with 2019 Title 24 standards, which require projects to implement energy efficiency measures that promote conservation. The 2019 Title 24 standards anticipate 30 percent less energy use for non-residential buildings and 53 percent less energy use for residential use due to lighting upgrades. In addition, the proposed project would locate future residents within walking distance of public transportation, jobs, restaurants, and services and would develop high-density, transit-oriented residential and commercial uses on the site, similar to what the SPASP envisioned. Furthermore, the population and housing units included in the proposed project would fall within the total development anticipated by the SPASP FEIR. In addition, the increase in vehicle miles traveled as a result of the proposed project would be lower than the increase in service population. As such, the proposed project would not substantially increase population, vehicle trips, or vehicle miles traveled beyond what was evaluated in the SPASP FEIR. In addition, the proposed project would also comply with local and General Plan policies, including the El Cerrito Climate Action Plan and SPASP FBC which would help to reduce energy and natural gas consumption. Therefore, the proposed project would not result in the wasteful, inefficient or unnecessary consumption of fuel or energy and would incorporate renewable energy or energy efficiency measures into building design, equipment use, and transportation.

As previously stated, the proposed project would be required to comply with the CALGreen Code, which includes provisions related to insulation and design aimed at minimizing energy consumption. In addition, the proposed project would help the area change from an auto-oriented corridor to a multi-modal oriented community, with related energy conservation resulting from the more efficient use of transportation, circulation, and infrastructure systems. Therefore, the proposed project would be consistent with the State’s goal of reducing vehicle miles traveled and vehicular GHG emissions as outlined in Senate Bill 743. The proposed project would also be consistent with the SPASP FBC energy conservation components and El Cerrito Climate Action Plan. Therefore, the proposed project would not result in any new or more severe impacts related to energy use.

**Wildfire Analysis**

Since certification of the SPASP FEIR and preparation of the 2017 CEQA Memorandum, the CEQA Guidelines have been revised to include a separate section for Wildfire. Effective December 28, 2018, CEQA requires the evaluation of wildfire hazards, among other changes. Because the SPASP FEIR was certified prior to December 28, 2018, a separate evaluation of wildfire impacts was not included. However, the Hazards and Hazardous Materials section of the SPASP FEIR did determine that there were no Very High Fire Hazard Severity Zones within the SPASP. In addition, the project site is not located in or near any State responsibility areas. Therefore, the proposed project would not result in any new or more severe impacts related to wildfire hazards.

**New Information**

As demonstrated in the discussion above, no new information of substantial importance, which was not known or could not have been known when the SPASP FEIR was certified or the 2017 project was approved, has been identified which shows that the proposed project would not be expected to result in: 1) new significant environmental effects not identified in the SPASP FEIR or 2017 CEQA Evaluation; 2) substantially more severe environmental effects than shown in the SPASP FEIR or
2017 CEQA Evaluation; 3) mitigation measures or alternatives determined to be infeasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or 4) mitigation measures or alternatives which are considerably different from those analyzed in the SPASP FEIR or 2017 CEQA Evaluation; would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative. In addition, the proposed project would require no new mitigation measure, because no new or more substantially more severe impacts are expected beyond those identified in the SPASP FEIR or 2017 CEQA Evaluation.

Attachment A: Figures
Attachment B: Trip Generation Memo
ATTACHMENT A

FIGURES
Mayfair Parcels Affordable Housing Project
Conceptual Third Through Sixth Level Floor Plans
Mayfair Parcels Affordable Housing Project
Conceptual Building Elevations

FIGURE 3

P:\BHC1901 Mayfair\PRODUCTS\Graphics\Figure_3.ai (12/20/19)
ATTACHMENT B

TRIP GENERATION MEMO
Fehr & Peers completed an evaluation of the proposed El Cerrito Mayfair project in 2017, which consisted of 67 affordable housing units, 156 market rate units, about 8,900 square feet of retail. Currently, the following two options are under consideration for the affordable housing component of the project:

- The “Family” option would consist of 69 affordable housing units
- The “Senior” option would consist of 75 affordable housing units restricted to seniors only

Table 1 summarizes the trip generation for both options using the same methodology used in the 2017 assessment. Table 1 also compares the trip generation to the ones estimated for the site in the 2017 assessment as well as the trip generation assumed for the site in the San Pablo Avenue Specific Plan (SPASP) EIR.

Based on our analysis and as shown in Table 1, the “Family” option would generate more daily and about the same amount of AM and PM peak hour trips as the project analyzed in the 2017 assessment. The “Senior” option would generate fewer daily, as well as AM and PM peak hour trips than the project analyzed in the 2017 assessment. Both options under considerations would generate fewer AM and PM peak hour trips than the project uses assumed for this site in the SPASP EIR.

Overall, neither option would result in significant impacts beyond the ones identified in the 2017 assessment or the SPASP EIR, and no additional traffic impact analysis is needed for this project.

Please contact Sam (stabibnia@fehrandpeers.com or 510-835-1943) with questions or comments.
### TABLE 1: TRIP GENERATION SUMMARY

<table>
<thead>
<tr>
<th>Scenario</th>
<th>Description</th>
<th>Daily</th>
<th>AM Peak Hour</th>
<th>PM Peak Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>In</td>
<td>Out</td>
</tr>
<tr>
<td>&quot;Family&quot; Option 2</td>
<td>69 affordable DU, 156 market rate DU, 8.9 KSF retail</td>
<td>1,660</td>
<td>23</td>
<td>44</td>
</tr>
<tr>
<td>&quot;Senior&quot; Option 3</td>
<td>75 senior affordable DU, 156 market rate DU, 8.9 KSF retail</td>
<td>1,480</td>
<td>22</td>
<td>40</td>
</tr>
<tr>
<td>2017 Proposed Project 4</td>
<td>67 affordable DU, 156 market rate DU, 8.9 KSF retail</td>
<td>1,640</td>
<td>23</td>
<td>44</td>
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<tr>
<td>SPASP Assumptions 4</td>
<td>200 DUs, 18.0 KSF retail</td>
<td>1,850</td>
<td>25</td>
<td>43</td>
</tr>
</tbody>
</table>

1. KSF = 1,000 square feet; DU = dwelling unit
2. See Table 2 for details
3. See Table 3 for details
4. See El Cerrito Mayfair Parcels – Preliminary Transportation Analysis Memorandum (Fehr & Peers, June 26, 2017), Table 1 for details.

TABLE 2: “FAMILY” OPTION TRIP GENERATION

<table>
<thead>
<tr>
<th>Land Use</th>
<th>ITE Code</th>
<th>Size(^1)</th>
<th>Daily</th>
<th>AM Peak Hour</th>
<th>PM Peak Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>In</td>
<td>Out</td>
</tr>
<tr>
<td>Affordable Residential</td>
<td>Mid-Rise Apartments (223)(^2)</td>
<td>69 DU</td>
<td>410</td>
<td>5</td>
<td>13</td>
</tr>
<tr>
<td>Market-Rate Residential</td>
<td>Mid-Rise Apartments (223)(^2)</td>
<td>156 DU</td>
<td>920</td>
<td>13</td>
<td>28</td>
</tr>
<tr>
<td>Commercial</td>
<td>Shopping Center (820)(^3)</td>
<td>8.9 KSF</td>
<td>330</td>
<td>5</td>
<td>3</td>
</tr>
<tr>
<td><strong>Total Trip Generation</strong></td>
<td></td>
<td></td>
<td>1,660</td>
<td>23</td>
<td>44</td>
</tr>
</tbody>
</table>

1. KSF = 1,000 square feet; DU = dwelling unit
2. ITE Trip Generation (9th Edition) land use category 223 (mid-rise apartments), adjusted by 12 percent based on the SPASP EIR trip generation methodology.
   - Daily Average Rate = 5.90 trips per DU
   - AM Peak Hour Average Rate = 0.26 trips per DU (31% in, 69% out)
   - PM Peak Hour Average Rate = 0.34 trips per DU (58% in, 42% out)
3. ITE Trip Generation (9th Edition) land use category 820 (shopping center), adjusted by 12 percent based on the SPASP EIR trip generation methodology.
   - Daily Average Rate = 37.60 trips per KSF
   - AM Peak Hour Average Rate = 0.84 trips per KSF (62% in, 38% out)
   - PM Peak Hour Average Rate = 3.26 trips per KSF (48% in, 52% out)

### TABLE 3: “SENIOR” OPTION TRIP GENERATION

<table>
<thead>
<tr>
<th>Land Use</th>
<th>ITE Code</th>
<th>Size¹</th>
<th>Daily</th>
<th>AM Peak Hour</th>
<th>PM Peak Hour</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>In</td>
<td>Out</td>
<td>Total</td>
</tr>
<tr>
<td>Senior Affordable Residential</td>
<td>Senior Adult Housing-Attached (252)²</td>
<td>75 DU</td>
<td>230</td>
<td>4</td>
<td>9</td>
<td>13</td>
</tr>
<tr>
<td>Market-Rate Residential</td>
<td>Mid-Rise Apartments (223)³</td>
<td>156 DU</td>
<td>920</td>
<td>13</td>
<td>28</td>
<td>41</td>
</tr>
<tr>
<td>Commercial</td>
<td>Shopping Center (820)⁴</td>
<td>8.9 KSF</td>
<td>330</td>
<td>5</td>
<td>3</td>
<td>8</td>
</tr>
<tr>
<td><strong>Total Trip Generation</strong></td>
<td></td>
<td></td>
<td></td>
<td>1,480</td>
<td>22</td>
<td>40</td>
</tr>
</tbody>
</table>

1. KSF = 1,000 square feet; DU = dwelling unit
2. ITE Trip Generation (9th Edition) land use category 252 (senior adult housing-attached), adjusted by 12 percent based on the SPASP EIR trip generation methodology.
   - Daily Average Rate = 3.03 trips per DU
   - AM Peak Hour Average Rate = 0.18 trips per DU (34% in, 66% out)
   - PM Peak Hour Average Rate = 0.22 trips per DU (54% in, 46% out)
3. ITE Trip Generation (9th Edition) land use category 223 (mid-rise apartments), adjusted by 12 percent based on the SPASP EIR trip generation methodology.
   - Daily Average Rate = 5.90 trips per DU
   - AM Peak Hour Average Rate = 0.26 trips per DU (31% in, 69% out)
   - PM Peak Hour Average Rate = 0.34 trips per DU (58% in, 42% out)
4. ITE Trip Generation (9th Edition) land use category 820 (shopping center), adjusted by 12 percent based on the SPASP EIR trip generation methodology.
   - Daily Average Rate = 37.60 trips per KSF
   - AM Peak Hour Average Rate = 0.84 trips per KSF (62% in, 38% out)
   - PM Peak Hour Average Rate = 3.26 trips per KSF (48% in, 52% out)

MEMORANDUM

DATE: June 26, 2017

TO: Margaret Kavanaugh-Lynch, Development Services Manager
Community Development Department, City of El Cerrito

FROM: Theresa Wallace, AICP, Associate/Project Manager
Matt Kawashima, Planner

SUBJECT: California Environmental Quality Act (CEQA) Documentation for the Mayfair Parcels Transit-Oriented Development Project, El Cerrito, California

This memorandum and attachments provide a description of the proposed Mayfair Parcels Transit-Oriented Development Project (project) and substantial evidence to confirm that the proposed project is within the planning area for the San Pablo Avenue Specific Plan Final Environmental Impact Report (SPASP FEIR) and would 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 proposed 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 proposed project does not require any further review under CEQA.

The approximately 1.57-acre project site is located at 11600 and 11690 San Pablo Avenue and 1925 Kearny Street in the City of El Cerrito, Contra Costa County. The proposed project would involve demolition of an existing vacant surface parking lot on the site and construction of a six-story mixed-use building with 156 market-rate apartment units and a two-level partially subsurface parking garage on the south side of the site and a five-story residential building with 67 below-market rate apartment units on the northern portion of the site. The project would include a total of 223 residential units and 8,893 square feet of ground floor retail space, as well as associated open space and landscaping, circulation and parking, and infrastructure improvements.

Attachment A provides a description of the proposed project. This attachment includes a description of the project, location, existing site characteristics, the proposed project and required approvals and entitlements. The City of El Cerrito is the CEQA lead agency for the project.

The responses in an environmental checklist (included in Attachment B to this memo) prepared for the project demonstrate for each CEQA topic that because the proposed project was evaluated and impacts were mitigated to the degree possible as part of the SPASP Project and FEIR, no additional CEQA review is required. CEQA Guidelines 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. The responses contained in the checklist confirm that the
project was considered within the scope of the evaluation within the SPASP FEIR and no new
impacts were identified and no new mitigation measures are required. This analysis finds that a
Notice of Exemption may be prepared for the project and filed with the Contra Costa County Clerk.
ATTACHMENT A
PROJECT DESCRIPTION
MAYFAIR PARCELS
TRANSIT-ORIENTED DEVELOPMENT PROJECT
PROJECT DESCRIPTION

The following describes the proposed Mayfair Parcels Transit-Oriented Development Project (project), which is located within the planning area for the San Pablo Avenue Specific Plan (SPASP). This section includes a summary description of the project’s location and existing site characteristics, required approvals, and entitlements. The City of El Cerrito (City) is the lead agency for review of the project under the California Environmental Quality Act (CEQA).

A. PROJECT SITE

The following section describes the location and characteristics of the project site and provides a brief overview of the existing land uses within and in the vicinity of the site.

1. Location

The approximately 1.57-acre (64,489-square-foot) project site is located at 11600 and 11690 San Pablo Avenue and 1925 Kearny Street in the City of El Cerrito, Contra Costa County. Together, these parcels are known as the Mayfair Block. The site is bounded by Knott Avenue to the north, Kearney Street to the east, Cutting Boulevard and the El Cerrito del Norte Bay Area Rapid Transit (BART) station to the south, and San Pablo Avenue to the west.

Regional vehicular access to the project site is provided by Interstate 80 (I-80) located to the west of the site. As noted above, the El Cerrito del Norte BART Station is located immediately south of the site.

Figure 1 shows the site’s regional and local context. Figure 2 depicts an aerial photograph of the project site and surrounding land uses.

2. Site Characteristics and Current Site Conditions

The project site is generally level and consists of three parcels of land including Assessor’s Parcel Numbers (APNs) 502-062-028, 502-062-029, and 502-062-003. The project site was previously developed with a gas station and grocery store that have since been demolished. The site is currently owned by the City of El Cerrito and is used as a surface parking lot. There are a total of approximately 123 striped parking spaces on the site; however, access to the site is currently prohibited and the site is vacant. The sparse vegetation on the site consists of street trees lining the sidewalks and patches of grass and shrubs around the perimeter and throughout the site. Existing site conditions are depicted in Figure 3.
Mayfair Parcels Transit-Oriented Development Project
Project Location and Regional Vicinity Map

FIGURE 1
FIGURE 2

Mayfair Parcels Transit-Oriented Development Project
Aerial Photograph of Project Site and Surrounding Land Uses

SOURCES: GOOGLE EARTH 10/30/15; LSA, APRIL 2017.
I:\CEC1701_A_Mayfair\figures\Fig_2.ai (4/7/17)
3. **Existing General Plan and Zoning**

The project site is designated Transit-Oriented High-Density Mixed Use (TOHIMU) in the City’s General Plan. In addition, the site is also zoned as TOHIMU. The TOHIMU designation allows for mixed use development with a 65-foot height limit.

4. **San Pablo Avenue Specific Plan**

In 2014, the City of El Cerrito adopted the SPASP to provide a guide for the future of San Pablo Avenue, identify improvements, and adopt context-sensitive regulations that can be applied along its length and to adjacent areas. The SPASP creates a framework for transforming San Pablo Avenue into a multimodal corridor that functions as a place that can provide a multitude of opportunities for living, working and community life. SPASP key principles are to deepen a sense of place and community identity, attract private investment, strengthen partnerships, enhance the public realm, promote the everyday use of transit, walking, and biking, and foster environmental sustainability.

Environmental impacts associated with implementation of the SPASP were evaluated in the Final Environmental Impact Report¹ (SPASP FEIR). The SPASP FEIR, certified in 2014, evaluates the environmental impacts of approximately:

- 1,706 units of residential development;
- 3,840 new residents; and
- 243,112 square feet of commercial floor area.

The SPASP includes form-based code that regulates development along the corridor, a plan for complete streets, and infrastructure analysis. The Complete Streets Plan addresses circulation and public investment needs along San Pablo Avenue and adjoining streets to attract new users to the area while proactively mitigating the impacts of future population growth on mobility in the SPASP area. The infrastructure analysis identifies the utility providers for San Pablo Avenue, provides a general review of capacity limitations, and recommends feasible improvements and associated costs to avoid significant impacts on the level of service.

5. **Surrounding Land Uses**

The project site is located within the San Pablo Avenue corridor that is predominantly developed with commercial, retail uses and multi-family residential uses. Mixed-use residential and retail uses are located immediately north of the project site. As previously discussed, the El Cerrito del Norte BART station is located immediately south and east of the project site. North and west of the project site, across San Pablo Avenue, are commercial uses including Honda of El Cerrito. Residential uses are also located north and east of the site.

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B. PROPOSED PROJECT

This section provides a description of the proposed project as identified in the materials provided by Bridge Housing and Holliday Development (collectively, the project applicant) dated December 1, 2016, and February 17, 2017. The project applicant proposes to develop the site with two mixed-use residential apartment buildings. The proposed project would include a total of 223 residential units and 8,893 square feet of ground floor commercial space, as well as associated open space and landscaping, circulation and parking, and infrastructure improvements.

1. Building Program

A six-story mixed-use building with market rate apartment units and a two-level partially subsurface parking garage would be constructed on the south side of the site, and a five-story residential building with affordable apartment units would be constructed on the northern portion of the site. The overall building program is discussed below. Figures 4 and 5 depict the overall conceptual site plan and ground floor site plan for the proposed project.

a. Market-Rate Building. The proposed market-rate building would be located on the southern side of the project site and would include a total of 156 market rate units. The building would include 25 studios, 107 one-bedroom units, and 24 two-bedroom units. The building would also contain 8,893 square feet of retail space on the ground floor along San Pablo Avenue and Cutting Boulevard. The building would be a maximum of 74 feet in height. The market-rate building also includes retail space oriented toward San Pablo Avenue, lobby and amenity space on the ground level, bike rooms and a management office. Figures 6 and 7 depict the ground and second floor plans for the proposed market rate building. Figures 8a and 8b depict the conceptual building elevations for the market-rate building.

b. Affordable Building. The affordable building would be located on the northern side of the project site and would include 67 below-market rate units. The building would include 7 units that are 30 percent of area median income (AMI), 14 units that are 40 percent AMI, 28 units that are 50 percent AMI, and 19 units that are 60 percent AMI. Specifically, the building would include 17 studio units, 30 one-bedroom units, 12 two-bedroom units, and 8 three-bedroom units. The building would also include 1,678 square feet of program space oriented towards San Pablo Avenue, amenity space, management office and common area. The building would be a maximum of 62 feet in height. Figures 9, 10, 11a and 11b depict the conceptual building elevations for the affordable building.

2. Open Space and Landscaping

The proposed project would include a total of 23,303 square feet of public and private open space area on the project site. A total of 18,939 square feet of private/common open space would be provided in the form of outdoor courtyard space for residents and patrons of the commercial space. In addition, the project would provide 4,364 square feet of public open space.
Mayfair Parcels Transit-Oriented Development Project
Conceptual Site Plan

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Mayfair Parcels Transit-Oriented Development Project
Conceptual Ground-Level Site Plan

Legend
- STUDIO
- 1-BD
- CIRCULATION
- AMENITY
- UTILITY
- GARAGE
- LOBBY
- OFFICE
- RETAIL
- BATHROOM
- PROJECT SITE

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Mayfair Parcels Transit-Oriented Development Project
Conceptual Market-Rate Building Ground-Level Floor Plan

Legend
- CIRCULATION
- AMENITY
- UTILITY
- GARAGE
- LOBBY
- OFFICE
- RETAIL
- BATHROOM

PROJECT SITE

E:\CEC1701.A Mayfair\figures\Fig_6.ai (5/24/17)
Mayfair Parcels Transit-Oriented Development Project
Conceptual Market-Rate Building Second-Level Floor Plan
Mayfair Parcels Transit-Oriented Development Project
Conceptual Market-Rate Building Elevations

FIGURE 8a

E:\CEC1701.A Mayfair\figures\Fig_8a.ai (6/13/17)
Mayfair Parcels Transit-Oriented Development Project
Conceptual Market-Rate Building Elevations
Mayfair Parcels Transit-Oriented Development Project
Conceptual Affordable Housing Building
Second Floor Plan

FIGURE 10

Legend
- STUDIO
- 1-BD
- 2-BD
- 3-BD
- CIRCULATION
- AMENITY
- UTILITY

I:\CEC1701.A Mayfair\figures\Fig_10.ai (5/24/17)
Exterior Elevation - Affordable South

Exterior Elevation - Affordable North

FIGURE 11a

Mayfair Parcels Transit-Oriented Development Project
Conceptual Affordable Building Elevations

E:\CEC1701.A Mayfair\figures\Fig_11a.ai (6/13/17)
Mayfair Parcels Transit-Oriented Development Project
Conceptual Affordable Building Elevations

E:\CEC1701.A Mayfair\figures\Fig_11b.ai (6/13/17)
3. **Access, Circulation, and Parking**

The proposed project would include a two-level, partially below-ground parking garage with 150 parking spaces for residents and for commercial/retail tenants located on Kearney Street. A total of 79 parking spaces would be located on the ground level of the garage and 71 parking spaces would be located on the garage level. The garage would be two levels beneath the market-rate building behind the San Pablo Avenue retail space. Parking would be unbundled from apartments meaning that residents would choose whether or not to rent a parking space separate from their unit.

In addition to vehicular parking, a total of 348 secured bicycle parking spaces would be included throughout both buildings. The affordable building would include 112 secured bicycle parking spaces on the ground floor while the market-rate building would include two bike rooms on the ground floor providing 28 secured spaces each, additional bike rooms would be located on each floor of the market-rate building. A total of 46 bicycle parking spaces would be located in front of retail space on San Pablo Avenue.

4. **Utilities and Infrastructure**

The project site is located in an urban area and is currently served by existing utilities, including: water, sanitary sewer, storm drainage, electricity, and telecommunications infrastructure. The majority of existing utilities within the project site would be removed and replaced. Existing and proposed utility connections are discussed below.

a. **Water.** Water service in the City of El Cerrito is provided by the East Bay Municipal Utility District (EBMUD). The Pardee Reservoir (supplied by the Mokelumne River Basin system) is the main source of water for EBMUD. A 12-inch water line is located along San Pablo Avenue and would serve the project site.

b. **Wastewater.** The Stege Sanitary District (SSD) provides wastewater service to businesses along San Pablo Avenue, including the proposed project site. Wastewater generated at the project site would be collected via a 10-inch collector main along Cutting Boulevard that collects flows along San Pablo Avenue between Knott Avenue and Cutting Boulevard.

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.

c. **Stormwater.** The existing asphalt paving and impervious surfaces on the project site account for all 68,489 square feet of the project site. Development of the proposed project would replace existing impervious surfaces on the site with 60,008 square feet of impervious surfaces and 8,392 square feet of pervious surfaces. The project would incorporate a variety of low impact development measures and media filters to ensure that water from the affordable housing building and market-rate building are treated on site.

d. **Electricity and Natural Gas.** Electricity and natural gas services to the site are provided by Pacific Gas and Electric (PG&E). An existing underground 8-inch gas line runs from MacDonald Avenue in the north to Cutting Avenue in the south and would serve the project site via a connection. In addition, a 4-inch underground electric line is located at Knott Boulevard, immediately north of the project site and can serve the project.
C. APPROVALS/PERMITS

The following approvals and permits would be required for the project:

- City of El Cerrito, CEQA review, various entitlements including Tier IV Design Review and Use Permit approval for café or restaurant uses with incidental beer and wine service, and grading and building permit approvals.
- EBMUD water connections
- Stege Sanitary District approval of wastewater capacity study and connections
- PG&E electricity and gas connections
- San Francisco Bay Regional Water Quality Control Board (Water Board); stormwater discharges
ATTACHMENT B
ENVIRONMENTAL CHECKLIST
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PROGRAM EIR CHECKLIST
PURSUANT TO CEQA GUIDELINES SECTION 15168

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 Mayfair Parcels Transit-Oriented Development Project (project) is within the planning area for the San Pablo Avenue Specific Plan Final EIR (SPASP FEIR) 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 Mayfair Parcels Transit-Oriented Development Project as being within the scope of the SPASP covered by its FEIR and no new environmental document is required. Pursuant to Public Resources Code Section 21166 and CEQA Guidelines Section 15168, the Mayfair Parcels Transit-Oriented Development Project does not require any further review under CEQA.

ENVIRONMENTAL CHECKLIST

<table>
<thead>
<tr>
<th></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>I. AESTHETICS. Would the project:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>a) Have a substantial adverse effect on a scenic vista?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
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</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>

DISCUSSION

As described in more detail in the project description (Attachment A), the 1.57-acre project site is currently vacant and was previously developed with a gas station and grocery store that have since been demolished. The proposed project would demolish and remove all of the existing surface pavements on the site and construct two mixed-use residential apartment buildings as well as associated open space and landscaping, circulation and parking, and infrastructure improvements. A
six-story mixed-use building with market-rate apartment units and a two-level partially subsurface parking garage would be constructed on the south side of the site, and a five-story residential building with affordable apartment units would be constructed on the northern portion of the site.

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 proposed project would include two buildings that would range from five to six stories in height (62 and 74 feet, respectively) immediately adjacent to the El Cerrito Del Norte BART Station, which could alter existing scenic views of Mt. Tamalpais as seen from the elevated areas of the nearby BART station and of the East Bay Hills as seen from San Pablo Avenue. The proposed project is located within the SPASP’s Transit-Oriented Higher Intensity Mixed Use (TOHIMU) zone, which allows building heights of up to 65 feet (85 feet for affordable housing projects). The proposed project would exceed this limit; however, the applicant is requesting that additional height be granted as part of the Tier IV discretionary review process (see below). The project site is also located northwest of the BART Station platform, and views of Mt. Tamalpais to the west of the platform would continue to be available. Furthermore, most views of the East Bay Hills as seen from San Pablo Avenue in this location are already partially obstructed by the elevated tracks and views of the hills would continue to be available from within the pedestrian pathway located on the site and from surrounding vantage points.

The project would be subject to Tier IV discretionary approval by the Planning Commission and Design Review Board as the project generally complies with the intent of the SPASP, but does not conform to all of the SPASP regulations. The six-story market rate building on the project site would exceed the allowable height limit by approximately 10 feet and would include a continuous building façade of greater than 200 feet along San Pablo Avenue; however, a 38-foot break would be created by the public pathway located between the two buildings and the building that includes the longer than allowed façade would be occupied by retail space. Both of these project elements would contribute to an active, pedestrian-friendly streetscape and would serve to break up the monotony of a continuous building façade. The project would also cast shadows along Knott Avenue and the Ohlone Greenway; however, these new shadows would be minimal and would not reach the greenway’s bicycle and pedestrian pathway. Finally, although the ground-floor transparency along Cutting Boulevard would be 22 percent (8 percent lower than required by the SPASP’s Gateway Street Standards), the proposed façade is designed to cover potentially unsightly views of the first floor of the parking garage as seen from the street front. These items would be further evaluated as part of
Design Review and would not contribute to new environmental impacts not already identified and evaluated in the SPASP FEIR.

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.

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**II. AGRICULTURAL AND FORESTRY RESOURCES.**

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:
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 a non-agricultural use?

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

c) 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?

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.

<table>
<thead>
<tr>
<th>Impact Level</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>
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<td>c)</td>
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III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?

---


<table>
<thead>
<tr>
<th>b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?</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>
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<tbody>
<tr>
<td>c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?</td>
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<tr>
<td>d) Expose sensitive receptors to substantial pollutant concentrations?</td>
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<tr>
<td>e) Create objectionable odors affecting a substantial number of people?</td>
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**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.

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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, transit-oriented residential and commercial 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, as mentioned in Section XIII, Population and Housing. 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.

As identified in Section XVI, Transportation/Traffic, 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 PM$_{2.5}$ increase greater than 0.3 micrograms per cubic meter ($\mu g/m^3$). 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 PM$_{2.5}$ increase greater than 0.8 $\mu g/m^3$ 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 (Potrero Avenue is the closest to the project site, at a distance of approximately 0.4 miles). 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.

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<thead>
<tr>
<th>IV. BIOLOGICAL RESOURCES</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant Impact with Mitigation</th>
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<th>No New Impact</th>
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<td>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 Game or U.S. Fish and Wildlife Service?</td>
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<td>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 Game or U.S. Fish and Wildlife Service?</td>
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<td>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>
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<td>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>
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</table>
IV. BIOLOGICAL RESOURCES. Would the project:

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

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<th>Potentially Significant Impact</th>
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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?

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<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>
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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 grass 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.

V. CULTURAL RESOURCES. Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? ☐ ☐ ☐ ☒

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? ☐ ☐ ☐ ☒

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). However, the project site is currently vacant and was not identified as one of the properties potentially eligible for listing as a historic resource; therefore, Mitigation Measure 7-1 does not apply.

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.

The project site consists of a vacant, paved surface parking lot. There are no existing buildings on the site, although the site was once partially occupied by the Mayfair Market which has since been
demolished. 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.

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**VI. GEOLOGY AND SOILS.** Would the project:

- a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
  - 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 Special Publication 42.

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VI. GEOLGY AND SOILS. Would the project:

ii) Strong seismic ground shaking? □ □ □ □

iii) Seismic-related ground failure, including liquefaction? □ □ □ □

iv) Landslides? □ □ □ □

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? □ □ □ □

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.

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.

<table>
<thead>
<tr>
<th>VII. GREENHOUSE GAS EMISSIONS</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>
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<tr>
<td>a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?</td>
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<td>b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?</td>
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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 (CO\textsubscript{2}e).

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 CO\textsubscript{2}e 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 CO\textsubscript{2}e/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.

VIII. HAZARDS AND HAZARDOUS MATERIALS.
Would the project:

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a) | ☐                             | ☐                                          | ☐                           | ☒             |
b) | ☐                             | ☐                                          | ☐                           | ☒             |
c) | ☐                             | ☐                                          | ☐                           | ☒             |
d) | ☐                             | ☐                                          | ☐                           | ☒             |
e) | ☐                             | ☐                                          | ☐                           | ☒             |
f) | ☐                             | ☐                                          | ☐                           | ☒             |
VIII. HAZARDS AND HAZARDOUS MATERIALS.
Would the project:

\[ g) \quad \square \quad \square \quad \square \quad \square \quad \square \]

\[ h) \quad \square \quad \square \quad \square \quad \square \quad \square \]

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.

According to these requirements, the proposed project would be required to investigate any potential soil or groundwater contamination at the site and comply with existing regulations. A Phase I Environmental Site Assessment was prepared for the project site in March 10, 2006. A portion of the project site was previously developed with a Chevron Gas Station and was previously identified as a Leaking Underground Storage Site (LUST). According to the Water Board, the cleanup has been completed, and the case is now closed.\(^5\)

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 Summit K2 Charter 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, 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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6 Alameda County Airport Land Use Commission, 2010. *Oakland International Airport, Airport Land Use Compatibility Plan, Figure 3-2.* September.

IX. **HYDROLOGY AND WATER QUALITY.** Would the project:

a) Violate any water quality standards or waste discharge requirements? ☐ ☐ ☑ ☒

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)? ☐ ☐ ☑ ☒

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

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, 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 which 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 which would impede or redirect flood flows? ☐ ☐ ☑ ☒
IX. HYDROLOGY AND WATER QUALITY. Would the project:

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

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j) Inundation by seiche, tsunami, or mudflow?  

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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 60,008 square feet of impervious and 8,392 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.

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<td>X. LAND USE AND PLANNING. Would the project:</td>
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<td>a) Physically divide an established community?</td>
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<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>
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<td>c) Conflict with any applicable habitat conservation plan or natural community conservation plan?</td>
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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 generally consistent with the mix, intensity, and scale of development contemplated by the SPASP in this location, with the exception that the height limit for the market-rate building would exceed the allowable height limit by 9 feet.

As previously discussed, the proposed project is subject to Tier IV application review by the Planning Commission. This level of review applies to “innovative, high-quality new projects” that comply with the intent of the SPASP but do not conform to all SPASP regulations. The proposed project would deviate from SPASP development standards related to building height, length of building façades, new shadows, and transparency of ground floor uses (see Section I, Aesthetics for additional discussion). The proposed project is also requesting a Conditional Use Permit for incidental beer and wine service associated with café or restaurant uses (Municipal Code 19.34.040). 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 generally comply with the standards of the TOHIMU designation and would develop the site with a mix of 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.
XI. MINERAL RESOURCES. Would the project:

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? ☐ ☐ ☐ ☒

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? ☐ ☐ ☐ ☒

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.

XII. NOISE. Would the project result in:

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? ☐ ☐ ☐ ☒

b) Exposure of persons to or generation of excessive ground borne vibration or ground borne 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? ☐ ☐ ☐ ☒
XII. NOISE. Would the project result in:

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?

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DISCUSSION

This section compares noise impacts from the proposed project with impacts identified in the SPASP FEIR. The proposed project would include residential and commercial 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 and commercial land uses.

A Noise Impact Analysis Memorandum (Noise Memo)\(^8\) 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 the train activity to the east, as well as surrounding traffic and commercial uses.

The primary existing noise sources in the project area are transportation facilities. Traffic on Cutting Boulevard and San Pablo Avenue contribute to the ambient noise environment. Train related activities associated with BART, including the El Cerrito del Norte BART Station, located immediately south 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.

As identified in the Noise Memo, to assess existing noise levels, LSA conducted two short-term noise measurements, two long-term noise measurements, and four train pass-by noise measurements on the project site. The short-term 15-minute noise measurements were recorded at different locations on-site between 2:45 p.m. and 3:33 p.m. on May 9, 2017. The long-term noise measurement recorded a 24-hour measurement from May 8, 2017 to May 9, 2017. The short-term noise measurements indicate that ambient noise in the project site vicinity ranges from approximately 65.3 dBA to 66.8 dBA \(L_{eq}\). The long-term noise measurements ranged from approximately 71.3 dBA to 72.5 dBA \(C_{NEL}\). Train pass-by noise measurements ranged from approximately 69.1 dBA to 79.1 dBA \(L_{eq}\).

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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 the mixed-use residential uses located approximately 60 feet north of the project site. Residential uses are also located north and east 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 $L_{dn}$ 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.

The Noise Memo identified that the dominant source of noise in the project vicinity is traffic noise on San Pablo Avenue and Cutting Boulevard and train-related noise associated with BART. As such, the eastern portion of the project site would have a higher noise level than other areas of the site because it is closer to the BART rail line. The noise levels on the eastern portion of the site measured between 69.1 dBA and 79.1 dBA $L_{eq}$ while the noise levels on the western portion of the site measured between 65.3 dBA and 66.9 dBA $L_{eq}$. The long-term noise monitoring indicates that noise levels are between 71.3 dBA $L_{dn}$ and 72.5 dBA $L_{dn}$, as measured from the southeast and northeast corners of the project site, respectively.

The City sets forth normally acceptable noise level standards for land use compatibility and interior noise exposure of new development. The normally acceptable exterior noise level for residential units near BART is 70 dBA $L_{dn}$. The normally acceptable interior noise level for residential units is 45 dBA $L_{dn}$. The nearest proposed residential units to the BART rail line are located approximately 90 feet from the BART rail line at the northeastern corner of the site and the noise exposure to the residential units would be 72.5 dBA $L_{dn}$.

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 $L_{dn}$ (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 and BART 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

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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 units to reduce interior noise impacts in compliance with City noise standards:

- All windows and glass doors shall be rated STC 36 or higher such that noise reduction provided will satisfy the interior noise standard of 45 dBA L_dn.
- In order for windows and doors to remain closed, mechanical ventilation such as air conditioning shall be provided for all units.
- All vent ducts connecting interior spaces to the exterior (i.e., bathroom exhaust, etc.) shall have at least two 90 degree turns in the duct.
- All windows and doors shall be installed in an acoustically-effective manner. Sliding-window panels shall form an air-tight seal when in the closed position and the window frames shall be caulked to the wall opening around the perimeter with a non-hardening caulking compound to prevent sound infiltration. Exterior doors shall seal air-tight around the full perimeter when in the closed position.

Implementation of these measures would result in a 36 dBA reduction of interior noise levels 36, resulting in interior noise levels of 36.5 dBA L_dn, which would meet the City’s interior noise standard of 45 dBA L_dn. An acoustical test report of all the sound-rated windows and doors shall be provided to the City for review by a qualified acoustical consultant to ensure that the selected windows and doors would reduce interior noise levels to the extent feasible.

Stationary Source Noise Impacts

The SPASP FEIR identified that implementation of the SPASP would introduce commercial uses adjacent to residential land uses. Specific tenants for the proposed commercial uses have not been identified, but uses could include retail stores, grocery stores, restaurants, or cafes. New commercial development proposed along with or next 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. A site specific analysis of the noise levels associated with these uses, including other stationary source, is provided below.

Implementation of the proposed project would generate various on-site stationary noise sources, including heating, ventilation, and air conditioning (HVAC) equipment, parking lot activities, and loading dock operations. The nearest off-site sensitive receptors in the vicinity of the project are the mixed-use residences located approximately 60 feet north of the project site boundary.
HVAC equipment could be a primary noise source associated with residential and commercial 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 90 feet of proposed multi-family residential buildings. Adjusted for distance to the nearest off-site sensitive receptors, the off-site residences would be exposed to a noise level of 49 dBA $L_{\text{max}}$ generated by HVAC equipment. This noise level is lower than the City’s maximum allowable noise level standards of 70 $L_{\text{max}}$ during the day and 60 dBA $L_{\text{max}}$ 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 $L_{\text{max}}$ at 50 feet. Existing sensitive receptors are located approximately 200 feet from the proposed parking garage. Adjusted for distance, the nearest off-site residences would be exposed to a noise level of 50 to 60 dBA $L_{\text{max}}$ generated by parking lot activities. This noise level would not exceed the City’s maximum allowable noise level standards of 70 $L_{\text{max}}$ during the day and 60 dBA $L_{\text{max}}$ 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 $L_{\text{max}}$ at 50 feet.

There are generally two types of loading that would occur on the site: small deliveries like parcels and packages, and large deliveries such as retail items or weekly food deliveries for dining facilities. 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 $L_{\text{max}}$ at the closest off-site receptor, which is above the City’s maximum allowable noise level standards of 70 $L_{\text{max}}$ 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 dock 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

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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.

Finally, as discussed in many technical noise publications, including the Caltrans Technical Noise Supplement,\(^\text{11}\) the reflection of noise from a barrier or, in this case, a new solid structure such as the proposed project buildings, can be a concern for nearby residences in the project area when a substantial noise source such as the elevated BART tracks exists. As discussed in the Noise Memo, at close distances, 1,500 feet and less, the increase in noise due to reflection would be less than 2 dBA. At distances beyond 1,500 feet the calculated level of increase due to reflection would be between 2 and 2.5 dBA. It should be noted that at distances beyond 1,500 to 2,000 feet, noise impacts are much more heavily influenced by atmospheric and other conditions, therefore, calculations associated with those impacts should be seen as theoretical, and often conservative in nature. With noise increases of less than 3 dBA, widely considered to be the threshold of perceptibility, the proposed project would not cause significant noise increases to receivers east of the existing train operations.

**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 \(L_{dn}\). 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. The project would generate an estimated 1,639 daily vehicle trips, with 67 trips occurring during the AM peak hour and 106 trips occurring during the PM peak hour, 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 presented in the Noise Memo assumed a typical maximum noise level of 96 dBA $L_{max}$ at 50 feet during the noisiest construction phases. The Noise Memo identified that the nearest sensitive receptors to the project site are the mixed-use residential uses located approximately 60 feet north of the project site. 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 94 dBA $L_{max}$ 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.

**Ground Vibration from BART Operations**

The SPASP FEIR identified that future development under the SPASP would not expose persons to excessive vibration from BART operations. This impact is considered less-than-significant.

Along the entire SPASP area, BART operates on an elevated platform. According to data in the FTA Transit Noise and Vibration Impact Assessment, vibration levels resulting from BART would be well below the 72 VdB guidelines for Category 2 land uses near the footprint of the elevated structure. Therefore, this impact is considered less-than-significant.

Therefore, the proposed project would not result in any new or more significant groundborne vibration impacts than were described in the SPASP FEIR. In addition, implementation of SPASP policies would reduce potential groundborne vibration impacts on future or existing sensitive receptors to less-than-significant levels.

**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

The proposed project would result in an increase in people living close to the BART rail line which could expose sensitive receptors to higher noise levels from BART activity. However, the project would not expose sensitive receptors to noise levels above normally acceptable levels if windows and glass doors with minimum STC and glazing ratings of 36 (or higher) are installed in the proposed residential units. In addition, an alternative method of supplying fresh air (e.g., mechanical ventilation) is required to ensure that windows can remain closed for a prolonged period of time. Implementation of these measures, as detailed in project-specific conditions 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.

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

XIII. POPULATION AND HOUSING. Would the project:

a) Induce substantial population 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)? ☐ ☐ ☐ ☒

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? ☐ ☐ ☐ ☒

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? ☐ ☐ ☐ ☒
DISCUSSION

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.

Table 1 below shows the housing and population assumptions evaluated within the SPASP FEIR and also shows existing and proposed housing development within the SPASP area. As the population and housing units proposed by the project would fall within the total development anticipated by the SPASP FEIR, the project would result in no new impacts associated with population and housing.

Table 1: Existing and Proposed Housing Units and Population with the SPASP Area

<table>
<thead>
<tr>
<th></th>
<th>Evaluated Within The SPASP FEIR</th>
<th>Approved</th>
<th>Proposed Project</th>
<th>Remaining Development Available</th>
</tr>
</thead>
<tbody>
<tr>
<td>Housing Units</td>
<td>1,706(^a)</td>
<td>430</td>
<td>223</td>
<td>1,053</td>
</tr>
<tr>
<td>Population</td>
<td>3,840(^a)</td>
<td>968(^b)</td>
<td>502(^a)</td>
<td>2,371</td>
</tr>
</tbody>
</table>

\(^a\) El Cerrito, City of, 2014. Final San Pablo Avenue Specific Plan EIR.
\(^b\) Estimated population associated with approved units, under construction units, and the proposed project was determined by using an average of 2.25 persons per household (3,840 residents / 1,706 units = 2.25 residents per unit).


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 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.
XIV. PUBLIC SERVICES.

a) 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:

i. Fire protection?

ii. Police protection?

iii. Schools?

iv. Parks?

v. Other public facilities?

<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>
</table>

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 District 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 (refer to Section XIII, above), 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. As discussed in further detail in Section XV, Recreation of this checklist, 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 proposed project includes public and private open space as well as new landscaping along the perimeter of the site and within the mid-block pathway between Kearney Street and San Pablo Avenue. 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.

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**XV. RECREATION**

<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) 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>
</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>
</tr>
</tbody>
</table>
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.

The proposed project would include a total of 23,303 square feet of public and private open space on the site. A total of 18,939 square feet of private/common open space would be provided in the form of outdoor courtyard space for residents and patrons of the commercial space. In addition, the project would provide 4,364 square feet of public open space. 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.

XVI. TRANSPORTATION/TRAFFIC. Would the project:

a) Cause an increase in traffic which is substantial in relation to the existing load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio of roads, or congestion at intersections)?

<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>
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</thead>
<tbody>
<tr>
<td>☐</td>
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<td>☒</td>
</tr>
</tbody>
</table>
XVI. TRANSPORTATION/TRAFFIC. Would the project:

b) Exceed, either individually or cumulatively, a level of service standard 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 polices, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? ☐ ☐ ☐ ☒

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.12

Trip Generation

Table 2 presents the trip generation for the proposed project and compares the trips generated to the assumption in the SPASP FEIR. Using the same trip generation methodology used in the SPASP FEIR, it is estimated that the proposed project would generate about 68 AM peak-hour and 112 PM peak-hour trips. The SPAS assumed 200 residential units and 18,000 square feet of commercial for the site, which would generate 68 AM peak-hour and 128 PM peak-hour trips. The proposed project would generate 2 percent fewer trips in the AM and 17 percent fewer trips in the PM peak hours than assumed in the SPASP EIR. Thus, the proposed project would not result in significant impacts related to project trip generation beyond those identified in the SPASP EIR.

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Table 2: Project Trip Generation

<table>
<thead>
<tr>
<th>Land Use</th>
<th>ITE Code</th>
<th>Size</th>
<th>AM Peak Hour</th>
<th>PM Peak Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Daily</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>In</td>
<td>Out</td>
</tr>
<tr>
<td>Proposed Project (A)</td>
<td>Residential</td>
<td>Mid-Rise Apartments (223)</td>
<td>223 DU</td>
<td>1,305</td>
</tr>
<tr>
<td></td>
<td>Commercial</td>
<td>Shopping Center (820)</td>
<td>8.9 KSF</td>
<td>334</td>
</tr>
<tr>
<td>Proposed Project (A)</td>
<td>San Pablo Avenue Specific Plan Assumption (B)</td>
<td>Residential</td>
<td>Mid-Rise Apartments (223)</td>
<td>200 DU</td>
</tr>
<tr>
<td></td>
<td>Commercial</td>
<td>Shopping Center (820)</td>
<td>18.0 KSF</td>
<td>676</td>
</tr>
<tr>
<td>SPASP Assumption (B)</td>
<td>Net Difference (C=A-B)</td>
<td>-207</td>
<td>-2</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>In</td>
<td>Out</td>
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<td></td>
<td></td>
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</tr>
</tbody>
</table>

*a* KSF = 1,000 square feet; DU = dwelling unit

*b* ITE Trip Generation (9th Edition) land use category 223 (mid-rise apartments), adjusted by 12 percent based on the SPASP EIR trip generation methodology. Daily Average Rate = 5.90 trips per DU AM Peak Hour Average Rate = 0.26 trips per DU (31 percent in, 69 percent out) PM Peak Hour Average Rate = 0.34 trips per DU (58 percent in, 42 percent out)

*c* ITE Trip Generation (9th Edition) land use category 820 (shopping center), adjusted by 12 percent based on the SPASP EIR trip generation methodology. Daily Average Rate = 37.60 trips per KSF AM Peak Hour Average Rate = 0.84 trips per KSF (62 percent in, 38 percent out) PM Peak Hour Average Rate = 3.26 trips per KSF (48 percent in, 52 percent out)


Vehicle Access and On-Site Circulation

Residents and visitors would access the site through two full access driveways on Kearney Street, the south one about 50 feet north of Cutting Boulevard and the north one about 200 feet north of Cutting Boulevard, opposite the BART parking lot driveway. The project would provide a total of 150 parking spaces. The south driveway would provide access to 79 spaces in the lower level of the parking garage. The north driveway would provide access to 71 spaces on the ground-level. Five spaces on the ground-level would be dedicated for commercial uses, which this analysis assumes would be limited to employees only. Thus, no commercial customers are expected to use the project parking garage.

Project Driveway Site Distance

Both driveways on Kearney Street may not provide adequate sight distance between vehicles exiting the driveway and pedestrians on the adjacent sidewalk. Additionally, vehicles parked just north of each driveway may block sight distance between vehicles exiting the driveway and vehicles on Kearney Street. Trees planted north of the driveway may also affect visibility of exiting vehicles if the tree canopy is lower than six feet from the ground. The following recommended measures would be required to provide adequate site distance.
Project-Specific Condition of Approval:

Ensure that the project driveways on Kearney Street would provide adequate sight distance between exiting vehicles and pedestrians on the adjacent sidewalk (Adequate sight distance is defined as a clear line-of-sight between a motorist ten feet back from the sidewalk and a pedestrian ten feet away on each sides of the driveway).

Project-Specific Condition of Approval:

Ensure that on-street parking and trees directly north of both project driveways on Kearney Street would not restrict sight distance for exiting vehicles by providing at least 10 feet of red curb and ensuring that the tree canopy is higher than six feet from the ground.

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, as shown in Table 3. The project would consist of 223 residential units and 8,893 square feet of commercial space, requiring 28 short-term bicycle parking spaces and 336 long-term bicycle parking spaces. The project would provide 46 short-term bicycle parking spaces in front of the retail space on San Pablo Avenue. The project would also provide 348 long-term spaces, 112 in a bicycle room on the ground floor of the affordable housing building and the remaining located in bicycle rooms on each floor of the market-rate building, exceeding City requirements. Pedestrians and cyclists would access the bicycle rooms via multiple locations, including the pedestrian plaza, the market-rate building lobby and residential floors, and the garage.

Table 3: Bicycle Parking Requirements

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Size</th>
<th>Unit</th>
<th>Short-Term Spaces</th>
<th>Long-Term Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Parking Rate*</td>
<td>Required Parking</td>
</tr>
<tr>
<td>Apartment</td>
<td>223</td>
<td>DU</td>
<td>Min. 2 spaces or 1 space/10 units, whichever is greater</td>
<td>23</td>
</tr>
<tr>
<td>Commercial</td>
<td>8.9</td>
<td>KSF</td>
<td>Min. 2. Spaces or 1.5 spaces/3,000 s.f., whichever is greater</td>
<td>5</td>
</tr>
<tr>
<td>Total Parking Required</td>
<td>28</td>
<td>335</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Parking Proposed</td>
<td>46</td>
<td>348</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* Parking ratios based on Section 2.05.07.04 of the SPASP Form-Based Code.


Pedestrian Access and On-Site Circulation

Pedestrians would access the market rate and affordable housing buildings via the plaza entrances on San Pablo Avenue and Kearney Street. The plaza would provide access to the building lobbies, as well as the garage, elevators and staircases. Pedestrian access between the parking garage and the building would be provided via multiple lobby entrances and a staircase entrance located on Cutting Boulevard.

The SPASP Form-Based Code (2.04.02) requires a minimum pedestrian zone of eight feet on all sidewalks along San Pablo Avenue, a six feet zone along neighborhood streets with commercial uses.
and gateway streets, and a five feet zone along neighborhood streets with residential uses. The project would provide 8 feet of clear sidewalk space for pedestrians along San Pablo Avenue, 6 feet along Knott Avenue (neighborhood street) and Cutting Boulevard (gateway street), and 10 feet along Kearney Street (neighborhood street), meeting City requirements.

Both the San Pablo Avenue/Cutting Boulevard and the San Pablo Avenue/Knott Avenue intersections provide crosswalks and pedestrian signal heads at three of the four intersection approaches. The SPASP recommends converting Cutting Boulevard east of San Pablo Avenue to a two-way street, as well as providing crosswalks on the north approach of the San Pablo Avenue/Knott Avenue intersection and the south approach of the San Pablo Avenue/Cutting Boulevard intersection, as shown on Figure 19 of the SPASP.

The City of El Cerrito is currently in the process of refining the multimodal improvements identified in the SPASP and developing a Transportation Impact Fee (TIF) program, to determine fair share payment by the development projects facilitated by the SPASP for a number of improvements. The following measure is recommended to be incorporated into the proposed project:

*Project-Specific Condition of Approval:*

Make fair share contribution towards the implementation of the multi-modal improvements identified by the SPASP. One option may be payment of the City of El Cerrito Transportation Impact Fee (TIF), currently under development.

**Transit Access**

The El Cerrito del Norte BART station is located just south of the project site. Project residents and visitors can access the BART station using the signal-protected crosswalk crossing Cutting Boulevard at San Pablo Avenue and the high-visibility crosswalk at the Ohlone Greenway, east of Kearney Street, which provides in-pavement flashing lights.

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.

**Parking and TDM Requirements**

The proposed project would include a two-level garage providing 150 parking spaces. Based on the project site plan, 145 spaces would be designated for the residential component of the project and 5 spaces would be designated for the commercial component of the project. This analysis assumes that the on-site parking would be limited to project residents and workers and that both residential visitors and commercial customers would use on-street parking.

The SPASP Form-Based Code requirements for the TOHIMU zoning district apply to the project site. TOHIMU zoning (Section 2.05.07.04) requires a maximum of 1.0 automobile parking spaces per dwelling unit, a maximum of 1.0 space per 1,000 square feet of commercial space, and a basic Transportation Demand Management (TDM) plan.
Table 4 summarizes the code-required and proposed parking for the project. The Code would limit parking to a maximum of 223 off-street residential parking spaces and a maximum of 9 commercial spaces for the project. The project would provide 150 residential parking spaces and five commercial spaces, meeting Code requirements.

Table 4: Required Maximum and Proposed Parking

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Sizea</th>
<th>Required Parking Supply</th>
<th>Parking Supply</th>
<th>Within Range?</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Minimum</td>
<td>Maximum</td>
<td></td>
</tr>
<tr>
<td>Apartments</td>
<td>223 DU</td>
<td>0</td>
<td>223</td>
<td>150</td>
</tr>
<tr>
<td>Commercial</td>
<td>8.9 KSF</td>
<td>0</td>
<td>9</td>
<td>5</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>0</td>
<td>232</td>
<td>155</td>
</tr>
</tbody>
</table>

a  KSF = 1,000 square feet; DU = dwelling unit


The project is required to implement a basic TDM plan. The project proposes the following TDM strategies that would reduce automobile trips and parking demand generated by the project:

- Long-term and short-term bicycle parking, exceeding Code requirements
- Enhanced transit, pedestrian, and bicycle connectivity through streetscape and site design
- Unbundled parking for market-rate units
- Bicycle repair station for residents
- AC Transit passes or BART-equivalent Clipper Card value for project residents

Since the project parking garage would be limited to residents and employees, residential and commercial visitors would need to use on-street parking. Adjacent to the project site, on-street parking on Knott Avenue is limited to two hours and parking on Kearney Street is unrestricted. The following mitigation measure would be required to reduce impacts associated with parking.

Project-Specific Condition of Approval:

Implement time-restricted parking (i.e., two-hour or four-hour limit) during weekday business hours on Kearney Street adjacent to the project site to promote parking turnover and availability for residential and commercial visitors of the project.

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 approval, 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 conditions of approval, no new impacts related to transportation would result.

---

XVII. TRIBAL CULTURAL RESOURCES. 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:

a) 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

b) 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.

---

DISCUSSION

As previously discussed in Section V, Cultural Resources 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.

XVIII. UTILITIES AND SERVICE SYSTEMS. Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? ☐ ☐ ☐ ☒

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? ☐ ☐ ☐ ☒
XVIII. UTILITIES AND SERVICE SYSTEMS. Would the project:

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?

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

<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) Comply with federal, State, and local statutes and regulations related to solid waste?

<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>

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. Wastewater generated at the project site would be collected via a 10-inch collector main along Cutting Boulevard that collects flows along San Pablo Avenue between Knott Avenue and Cutting Boulevard.

This project would be required 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 condition of approval, no new impacts related to utilities and service systems would result.
REPORT PREPARATION

A. REPORT PREPARERS

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Matt Kawashima, Planner
Patty Linder, Graphics/Document Production
Charis Hanshaw, Document Management

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Cara Carlucci, Assistant Planner

B. REFERENCES

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


MEMORANDUM

Date: December 20, 2019
To: Matthew Wiswell, LSA
From: Sam Tabibnia
Subject: El Cerrito Mayfair Project – Trip Generation

Fehr & Peers completed an evaluation of the proposed El Cerrito Mayfair project in 2017, which consisted of 67 affordable housing units, 156 market rate units, about 8,900 square feet of retail. Currently, the following two options are under consideration for the affordable housing component of the project:

- The “Family” option would consist of 69 affordable housing units
- The “Senior” option would consist of 75 affordable housing units restricted to seniors only

Table 1 summarizes the trip generation for both options using the same methodology used in the 2017 assessment. Table 1 also compares the trip generation to the ones estimated for the site in the 2017 assessment as well as the trip generation assumed for the site in the San Pablo Avenue Specific Plan (SPASP) EIR.

Based on our analysis and as shown in Table 1, the “Family” option would generate more daily and about the same amount of AM and PM peak hour trips as the project analyzed in the 2017 assessment. The “Senior” option would generate fewer daily, as well as AM and PM peak hour trips than the project analyzed in the 2017 assessment. Both options under considerations would generate fewer AM and PM peak hour trips than the project uses assumed for this site in the SPASP EIR.

Overall, neither option would result in significant impacts beyond the ones identified in the 2017 assessment or the SPASP EIR, and no additional traffic impact analysis is needed for this project.

Please contact Sam (stabibnia@fehrandpeers.com or 510-835-1943) with questions or comments.
TABLE 1: TRIP GENERATION SUMMARY

<table>
<thead>
<tr>
<th>Scenario</th>
<th>Description</th>
<th>Daily</th>
<th>AM Peak Hour</th>
<th>PM Peak Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>In</td>
<td>Out</td>
</tr>
<tr>
<td>&quot;Family&quot; Option 2</td>
<td>69 affordable DU, 156 market rate DU, 8.9 KSF retail</td>
<td>1,660</td>
<td>23</td>
<td>44</td>
</tr>
<tr>
<td>&quot;Senior&quot; Option 3</td>
<td>75 senior affordable DU, 156 market rate DU, 8.9 KSF retail</td>
<td>1,480</td>
<td>22</td>
<td>40</td>
</tr>
<tr>
<td>2017 Proposed Project 4</td>
<td>67 affordable DU, 156 market rate DU, 8.9 KSF retail</td>
<td>1,640</td>
<td>23</td>
<td>44</td>
</tr>
<tr>
<td>SPASP Assumptions 4</td>
<td>200 DUs, 18.0 KSF retail</td>
<td>1,850</td>
<td>25</td>
<td>43</td>
</tr>
</tbody>
</table>

1. KSF = 1,000 square feet; DU = dwelling unit
2. See Table 2 for details
3. See Table 3 for details
4. See El Cerrito Mayfair Parcels – Preliminary Transportation Analysis Memorandum (Fehr & Peers, June 26, 2017), Table 1 for details.

### TABLE 2: “FAMILY” OPTION TRIP GENERATION

<table>
<thead>
<tr>
<th>Land Use</th>
<th>ITE Code</th>
<th>Size¹</th>
<th>Daily</th>
<th>AM Peak Hour</th>
<th>PM Peak Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>In</td>
<td>Out</td>
</tr>
<tr>
<td>Affordable Residential</td>
<td>Mid-Rise Apartments (223)²</td>
<td>69 DU</td>
<td>410</td>
<td>5</td>
<td>13</td>
</tr>
<tr>
<td>Market-Rate Residential</td>
<td>Mid-Rise Apartments (223)²</td>
<td>156 DU</td>
<td>920</td>
<td>13</td>
<td>28</td>
</tr>
<tr>
<td>Commercial</td>
<td>Shopping Center (820)³</td>
<td>8.9 KSF</td>
<td>330</td>
<td>5</td>
<td>3</td>
</tr>
<tr>
<td><strong>Total Trip Generation</strong></td>
<td></td>
<td></td>
<td><strong>1,660</strong></td>
<td><strong>23</strong></td>
<td><strong>44</strong></td>
</tr>
</tbody>
</table>

1.  
   KSF = 1,000 square feet; DU = dwelling unit

2.  
   ITE *Trip Generation (9th Edition)* land use category 223 (mid-rise apartments), adjusted by 12 percent based on the SPASP EIR trip generation methodology.
   - Daily Average Rate = 5.90 trips per DU
   - AM Peak Hour Average Rate = 0.26 trips per DU (31% in, 69% out)
   - PM Peak Hour Average Rate = 0.34 trips per DU (58% in, 42% out)

3.  
   ITE *Trip Generation (9th Edition)* land use category 820 (shopping center), adjusted by 12 percent based on the SPASP EIR trip generation methodology.
   - Daily Average Rate = 37.60 trips per KSF
   - AM Peak Hour Average Rate = 0.84 trips per KSF (62% in, 38% out)
   - PM Peak Hour Average Rate = 3.26 trips per KSF (48% in, 52% out)

# TABLE 3: “SENIOR” OPTION TRIP GENERATION

<table>
<thead>
<tr>
<th>Land Use</th>
<th>ITE Code</th>
<th>Size¹</th>
<th>Daily</th>
<th>AM Peak Hour</th>
<th>PM Peak Hour</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>In</td>
<td>Out</td>
<td>Total</td>
</tr>
<tr>
<td>Senior Affordable Residential</td>
<td>Senior Adult Housing-Attached (252)²</td>
<td>75 DU</td>
<td>230</td>
<td>4</td>
<td>9</td>
<td>13</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>In</td>
<td>Out</td>
<td>Total</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>In</td>
<td>Out</td>
<td>Total</td>
</tr>
<tr>
<td>Market-Rate Residential</td>
<td>Mid-Rise Apartments (223)³</td>
<td>156 DU</td>
<td>920</td>
<td>13</td>
<td>28</td>
<td>41</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>In</td>
<td>Out</td>
<td>Total</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>In</td>
<td>Out</td>
<td>Total</td>
</tr>
<tr>
<td>Commercial</td>
<td>Shopping Center (820)⁴</td>
<td>8.9 KSF</td>
<td>330</td>
<td>5</td>
<td>3</td>
<td>8</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>In</td>
<td>Out</td>
<td>Total</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>In</td>
<td>Out</td>
<td>Total</td>
</tr>
<tr>
<td><strong>Total Trip Generation</strong></td>
<td></td>
<td><strong>1,480</strong></td>
<td><strong>40</strong></td>
<td><strong>62</strong></td>
<td><strong>45</strong></td>
<td><strong>100</strong></td>
</tr>
</tbody>
</table>

1. KSF = 1,000 square feet; DU = dwelling unit
2. ITE Trip Generation (9th Edition) land use category 252 (senior adult housing-attached), adjusted by 12 percent based on the SPASP EIR trip generation methodology.
   - Daily Average Rate = 3.03 trips per DU
   - AM Peak Hour Average Rate = 0.18 trips per DU (34% in, 66% out)
   - PM Peak Hour Average Rate = 0.22 trips per DU (54% in, 46% out)
3. ITE Trip Generation (9th Edition) land use category 223 (mid-rise apartments), adjusted by 12 percent based on the SPASP EIR trip generation methodology.
   - Daily Average Rate = 5.90 trips per DU
   - AM Peak Hour Average Rate = 0.26 trips per DU (31% in, 69% out)
   - PM Peak Hour Average Rate = 0.34 trips per DU (58% in, 42% out)
4. ITE Trip Generation (9th Edition) land use category 820 (shopping center), adjusted by 12 percent based on the SPASP EIR trip generation methodology.
   - Daily Average Rate = 37.60 trips per KSF
   - AM Peak Hour Average Rate = 0.84 trips per KSF (62% in, 38% out)
   - PM Peak Hour Average Rate = 3.26 trips per KSF (48% in, 52% out)

MEMORANDUM

Date: June 26, 2017
To: Theresa Wallace, LSA
From: Sam Tabibnia and Huma Husain, Fehr & Peers
Subject: El Cerrito Mayfair Parcels – Preliminary Transportation Analysis

Fehr & Peers conducted a preliminary transportation assessment for the proposed development, consisting of 223 residential units and 8,900 square feet of commercial space at 11600 and 11690 San Pablo Avenue and 1925 Kearny Street in El Cerrito, California (project). The project is located in the San Pablo Avenue Specific Plan (SPASP) area, which was analyzed in an environmental impact report (EIR) certified in 2014.

Based on our analysis, the proposed project is consistent with the SPASP EIR and would generate fewer AM and PM peak hour vehicle trips than the uses assumed for this site in the EIR. Thus, the proposed project would not result in significant impacts beyond the ones identified in the SPASP EIR, and no additional traffic impact analysis is needed for this project (final determination will be made by City of El Cerrito staff).

Although not required to address CEQA impacts, we recommend the following to improve access and circulation for all travel modes for the project:

1. Make fair share contribution towards the implementation of the multi-modal improvements identified by the SPASP. One option may be payment of the City of El Cerrito Transportation Impact Fee (TIF), currently under development.

2. Ensure that the project driveways on Kearney Street provide adequate sight distance between exiting vehicles and pedestrians on the adjacent sidewalk.

3. Ensure that on-street parking and trees on either side of each project driveway on Kearney Street would not restrict sight distance for exiting vehicles by providing at least 10 feet of red curb on both sides of each driveway and ensuring that the tree canopies are higher than six feet from the ground.
4. Consider implementing time-restricted parking (i.e., two-hour or four-hour limit) during weekday business hours on one or both sides of Kearney Street adjacent to the project site to promote parking turnover and availability for residential and commercial visitors to the project.

The rest of this memorandum describes the project, estimates trip generation, and reviews the site plan’s access and circulation characteristics.

PROJECT DESCRIPTION

The project is located in the SPASP area, at 11600 and 11690 San Pablo Avenue and 1925 Kearny Street. Together, these parcels are known as the Mayfair Block, and are bounded by Knott Avenue to the north, Kearney Street to the east, Cutting Boulevard and the El Cerrito del Norte BART station to the south, and San Pablo Avenue to the west. The site is currently used as a surface overflow parking lot.

The proposed project would consist of 223 residential dwelling units and 8,900 square feet of commercial uses. The project proposes to develop the site with two apartment buildings, a market-rate building on the south side of the project site with 156 units and an affordable housing building on the north side of the site with 67 below-market rate units. The project would provide 8,900 square feet of commercial space along the San Pablo Avenue frontage of the market-rate building.

The project would provide a total of 150 parking spaces. Vehicles would access the site through two full-access driveways on Kearney Street. The south driveway would provide access to 79 spaces in the lower level of the parking garage. The north driveway would provide access to 71 spaces on the ground-level of the garage. Five spaces on the ground-level would be dedicated for commercial uses. The residential parking would be unbundled from the apartment units, meaning that the spaces would be leased separately from the units.

CONSISTENCY WITH SPASP EIR

As previously mentioned, the project is located in the SPASP area, which was analyzed in a 2014 EIR. The SPASP EIR assumed that the Mayfair project site would be developed as a mixed use development with 200 residential units and 18,000 square feet of commercial uses. The SPASP EIR also assumed several roadway improvements as part of the Specific Plan project. In the vicinity of the project, several vehicle roadway modifications were included near the Mayfair project site to improve circulation to/from the Del Norte BART Station and to accommodate bicycle facilities. These changes include:
• Conversion of Cutting Boulevard east of San Pablo Avenue to two-way traffic
• Elimination of the second left turn lane on northbound San Pablo Avenue at Cutting Boulevard and at southbound San Pablo Avenue at Hill
• Elimination of the outside through lane on northbound San Pablo Avenue between Hill Street and Cutting Boulevard; provide a right-turn lane onto eastbound Cutting Boulevard
• Elimination of the outside through lane on northbound San Pablo Avenue between Cutting Boulevard and Knott Avenue
• Elimination of the right-turn pocket lane on southbound San Pablo Avenue at Cutting Boulevard
• Providing bicycle lanes on San Pablo Avenue, Hill Street, and Cutting Boulevard.
• Providing crosswalks on the north approach of the San Pablo Avenue/Knott Avenue intersection and the south approach of the San Pablo Avenue/Cutting Boulevard intersection

The City of El Cerrito is currently in the process of refining the multimodal improvements identified in the SPASP and developing a Transportation Impact Fee (TIF) program to determine fair share payment by the development projects facilitated by the Specific Plan for these improvements.

**Recommendation 1:** Make fair share contribution towards the implementation of the multimodal improvements identified by the SPASP. One option may be payment of the City of El Cerrito Transportation Impact Fee (TIF), currently under development.

**Project Trip Generation**

Trip generation is the process of estimating the number of vehicles that would likely access the project site. Current accepted methodologies, such as the Institute of Transportation Engineers (ITE) *Trip Generation* methodology, are primarily based on data collected at single-use suburban sites. These defining characteristics limit their applicability to developments such as the proposed project, which is in a more walkable urban setting near frequent local and regional transit service. Fehr & Peers adjusted the ITE-based estimates using the methodology used in the SPASP EIR to account for the project’s setting and proximity to frequent transit service. In the SPASP EIR, the ITE-based trip generation estimate was adjusted by applying the MXD Tool, which accounts for the density, land use mix, roadway design, and transit characteristics of the project area and uses these to adjust the ITE trip generation rates.

**Table 1** presents the trip generation for the proposed project and compares the trips generated to the assumption in the SPASP EIR. Using the same trip generation methodology used in the
SPASP EIR, it is estimated that the proposed project would generate about 67 AM peak-hour and 106 PM peak-hour trips. The SPASP assumed 200 residential units and 18,000 square feet of commercial for the site, which would generate 68 AM peak-hour and 128 PM peak-hour trips. The proposed project would generate two percent fewer trips in the AM peak hour and 17 percent fewer trips in the PM peak hour than assumed in the SPASP EIR. Thus, the proposed project would not result in significant impacts beyond the ones identified in the SPASP EIR.

### TABLE 1: PROJECT TRIP GENERATION

<table>
<thead>
<tr>
<th>Land Use</th>
<th>ITE Code</th>
<th>Size(^2)</th>
<th>Daily</th>
<th>AM Peak Hour</th>
<th>PM Peak Hour</th>
<th>Net Difference (C = A - B)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>In</td>
<td>Out</td>
<td>Total</td>
</tr>
<tr>
<td>Residential</td>
<td>Mid-Rise Apartments (223)(^2)</td>
<td>223 DU</td>
<td>1,305</td>
<td>18</td>
<td>41</td>
<td>59</td>
</tr>
<tr>
<td>Commercial</td>
<td>Shopping Center (820)(^3)</td>
<td>8.9 KSF</td>
<td>334</td>
<td>5</td>
<td>3</td>
<td>8</td>
</tr>
<tr>
<td>Proposed Project (A)</td>
<td></td>
<td></td>
<td>1,639</td>
<td>23</td>
<td>44</td>
<td>67</td>
</tr>
<tr>
<td>Residential</td>
<td>Mid-Rise Apartments (223)(^2)</td>
<td>200 DU</td>
<td>1,170</td>
<td>16</td>
<td>37</td>
<td>53</td>
</tr>
<tr>
<td>Commercial</td>
<td>Shopping Center (820)(^3)</td>
<td>18.0 KSF</td>
<td>676</td>
<td>9</td>
<td>6</td>
<td>15</td>
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<tr>
<td>SPASP Assumption (B)</td>
<td></td>
<td></td>
<td>1,846</td>
<td>25</td>
<td>43</td>
<td>68</td>
</tr>
<tr>
<td><strong>Net Difference (C = A - B)</strong></td>
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<td></td>
<td>-207</td>
<td>-2</td>
<td>1</td>
<td>-1</td>
</tr>
</tbody>
</table>

1. KSF = 1,000 square feet; DU = dwelling unit
2. ITE Trip Generation (9th Edition) land use category 223 (mid-rise apartments), adjusted by 12 percent based on the SPASP EIR trip generation methodology.
   - Daily Average Rate = 5.90 trips per DU
   - AM Peak Hour Average Rate = 0.26 trips per DU (31% in, 69% out)
   - PM Peak Hour Average Rate = 0.34 trips per DU (58% in, 42% out)
3. ITE Trip Generation (9th Edition) land use category 820 (shopping center), adjusted by 12 percent based on the SPASP EIR trip generation methodology.
   - Daily Average Rate = 37.60 trips per KSF
   - AM Peak Hour Average Rate = 0.84 trips per KSF (62% in, 38% out)
   - PM Peak Hour Average Rate = 3.26 trips per KSF (48% in, 52% out)

SITE PLAN REVIEW

This section evaluates access and circulation for all travel modes within the proposed site, based on the site plan dated April 26, 2017.

Vehicle Access and On-Site Circulation

Residents and visitors would access the site through two full access driveways on Kearney Street, the south one about 50 feet north of Cutting Boulevard and the north one about 200 feet north of Cutting Boulevard, opposite the BART parking lot driveway. The project would provide a total of 150 parking spaces. The south driveway would provide access to 79 spaces in the lower level of the parking garage. The north driveway would provide access to 71 spaces on the ground-level. Five spaces on the ground-level would be dedicated for commercial uses, which this analysis assumes would be limited to employees only. Thus, no commercial customers or visitors are expected to use the project parking garage.

Project Driveway Sight Distance

The two driveways on Kearney Street may not provide adequate sight distance between vehicles exiting the driveway and pedestrians on the adjacent sidewalk. Additionally, vehicles parked on each side of either driveway may block sight distance between vehicles exiting the driveway and vehicles on Kearney Street. Trees planted near the driveways may also affect visibility of exiting vehicles if the tree canopy is lower than six feet from the ground.

Recommendation 2: Ensure that the project driveways on Kearney Street would provide adequate sight distance between exiting vehicles and pedestrians on the adjacent sidewalk. (Adequate sight distance is defined as a clear line-of-sight between a motorist ten feet back from the sidewalk and a pedestrian ten feet away on each sides of the driveway).

Recommendation 3: Ensure that on-street parking and trees on either side of each project driveway on Kearney Street would not restrict sight distance for exiting vehicles by providing at least 10 feet of red curb on both sides of each driveway and ensuring that the tree canopies are higher than six feet from the ground.

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, as shown in Table 2. The project would consist of 223 residential units and 8,900
square feet of commercial space, requiring 28 short-term bicycle parking spaces and 336 long-term bicycle parking spaces. The project would provide 46 short-term bicycle parking spaces in front of the retail space on San Pablo Avenue. The project would also provide 348 long-term spaces, 112 in a bicycle room on the ground floor of the affordable housing building and the remaining located in bicycle rooms on each floor of the market-rate building, exceeding City requirements. Pedestrians and cyclists would access the bicycle rooms via multiple locations, including the pedestrian plaza, the market-rate building lobby and residential floors, and the garage.

**TABLE 2: BICYCLE PARKING REQUIREMENTS**

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Size</th>
<th>Unit</th>
<th>Short-Term Spaces</th>
<th>Long-Term Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Parking Rate¹</td>
<td>Required Parking</td>
</tr>
<tr>
<td>Apartment</td>
<td>223</td>
<td>DU</td>
<td>Min. 2 spaces or 1 space/10 units, whichever is greater</td>
<td>23</td>
</tr>
<tr>
<td>Commercial</td>
<td>8.9</td>
<td>KSF</td>
<td>Min. 2 spaces or 1.5 spaces/3,000 s.f, whichever is greater</td>
<td>5</td>
</tr>
<tr>
<td>Total Parking Required</td>
<td>28</td>
<td></td>
<td></td>
<td>336</td>
</tr>
<tr>
<td>Total Parking Proposed</td>
<td>46</td>
<td></td>
<td></td>
<td>348</td>
</tr>
</tbody>
</table>

Notes:
1. Parking ratios based on Section 2.05.07.04 of the SPASP Form-Based Code.

**Pedestrian Access and On-Site Circulation**

Pedestrians would access the market rate and affordable housing buildings via the plaza entrances on San Pablo Avenue and Kearney Street. The plaza would provide access to the building lobbies, as well as the garage, elevators and staircases. Pedestrian access between the parking garage and the building would be provided via multiple lobby entrances and a staircase entrance located on Cutting Boulevard.

The SPASP Form-Based Code (2.04.02) requires a minimum pedestrian zone of eight feet on all sidewalks along San Pablo Avenue, a six-foot zone along neighborhood streets with commercial uses and gateway streets, and a five-foot zone along neighborhood streets with residential uses.
The project will provide eight feet of clear sidewalk space for pedestrians along San Pablo Avenue, six feet along Knott Avenue (neighborhood street) and Cutting Boulevard (gateway street), and ten feet along Kearney Street (neighborhood street), meeting City requirements.

Both the San Pablo Avenue/Cutting Boulevard and the San Pablo Avenue/Knott Avenue intersections provide crosswalks and pedestrian signal heads at three of the four intersection approaches. The multi-modal improvements identified in the SPASP include providing crosswalks on the north approach of the San Pablo Avenue/Knott Avenue intersection and the south approach of the San Pablo Avenue/Cutting Boulevard intersection. As stated in Recommendation 1, the project applicant would contribute to these improvements by making a fair share contribution to these improvements, such as paying the TIF, currently under development.

**Transit Access**

The El Cerrito del Norte BART station is located just south of the project site. Project residents and visitors can access the BART station using the signal-protected crosswalk crossing Cutting Boulevard at San Pablo Avenue and the high-visibility crosswalk at the Ohlone Greenway, east of Kearney Street, which provides in-pavement flashing lights.

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.

**Parking and TDM Requirements**

The proposed project would include a two-level garage providing 150 parking spaces. Based on the project site plan, 145 spaces would be designated for the residential component of the project and five spaces would be designated for the commercial component of the project. This analysis assumes that the on-site parking would be limited to project residents and workers and that both residential visitors and commercial customers would use on-street parking.

The SPASP Form-Based Code requirements for the TOHIMU zoning district apply to the project site. TOHIMU zoning (Section 2.05.07.04) limits parking to a maximum of 1.0 automobile parking spaces
per dwelling unit, a maximum of 1.0 space per 1,000 square feet of commercial space, and a basic Transportation Demand Management (TDM) plan.

Table 3 summarizes the code-required maximum and proposed parking for the project. The code would limit parking to a maximum of 223 off-street residential parking spaces and a maximum of nine commercial spaces for the project. Based on a site plan dated April 26, 2017, the project would provide 150 residential parking spaces and five commercial spaces, meeting Code requirements.

### TABLE 3: REQUIRED MAXIMUM AND PROPOSED PARKING

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Size1</th>
<th>Required Parking Supply</th>
<th>Parking Supply</th>
<th>Within Range?</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Minimum</td>
<td>Maximum</td>
<td></td>
</tr>
<tr>
<td>Apartments</td>
<td>223 DU</td>
<td>0</td>
<td>223</td>
<td>150</td>
</tr>
<tr>
<td>Commercial</td>
<td>8.9 KSF</td>
<td>0</td>
<td>9</td>
<td>5</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>0</td>
<td>232</td>
<td>155</td>
</tr>
</tbody>
</table>

1. Source: SPASP Form-Based Code Section 2.05.07.04 - TOHIMU Zone Off-Street Parking Requirements for Residential = max 1.0 space per DU and for commercial = max 1.0 space per 1,000 sf
2. DU = Dwelling Units

The project is required to implement a basic TDM plan. The project proposes the following TDM strategies that would reduce automobile trips and parking demand generated by the project:

- Long-term and short-term bicycle parking that exceeds Code requirements
- Enhanced transit, pedestrian, and bicycle connectivity through streetscape and site design
- Unbundled parking for market-rate units
- Bicycle repair station for residents
- AC Transit passes or BART-equivalent Clipper Card value for project residents

It is expected that the project parking garage would be limited to residents and employees, and that residential and commercial visitors would need to use on-street parking. Adjacent to the
project site, on-street parking on Knott Avenue is limited to two hours and parking on Kearney Street is unrestricted.

**Recommendation 4:** Consider implementing time-restricted parking (i.e., two-hour or four-hour limit) during weekday business hours on Kearney Street adjacent to the project site to promote parking turnover and availability for residential and commercial visitors of the project.

Please contact us with questions or comments.
GINKGO BILOBA 'PRINCETON SENTRY'

PRINCETON SENTRY MAIDENHAIR TREE
24" BOX AT 20' O.C.

SALVIA GREGII 'ALBA'
WHITE TEXAS SAGE
5 GAL. CONTAINER AT 24" O.C.

LOPHOSTEMON CONFERTUS
BRISBANE BOX
24" BOX AT 30' O.C.

LIBERTIA PEREGRINANS
NEW ZEALAND LILY
5 GAL. CONTAINER AT 24" O.C.

NOTE:
ALL UNDERSTORY PLANTING TO BE INSTALLED 3'6" MIN. FROM TREE TRUNKS, TYPICAL.

ACER RUBRUM 'ARMSTRONG'
ARMSTRONG RED MAPLE
24" BOX
18" O.C. MIN., 22' O.C. MAX.

ZAUSCHNERIA CALIFORNICA '
GHOSTLY RED' CALIFORNIA FUSCHIA
5 GAL. CONTAINER AT 18" O.C.

UNDERSTORY PLANTING TO BE INSTALLED 3'6" MIN. FROM TREE TRUNKS, TYPICAL.

STREETSCAPE PLANTING

UNDERSTORY PLANTING

NOTE:
ALL UNDERSTORY PLANTING TO BE INSTALLED 3'6" MIN. FROM TREE TRUNKS, TYPICAL.

ENTITLEMENT SET
FAMILY HOUSING
PUBLIC MEWS LANDSCAPE PLAN
DETAILED

Application Number: PL19-0036
Applicant: Eva Wu and Stanley Wu
Location: 5730 El Dorado Street
APN: 510-045-006
Zoning: RM (Multi-Family Residential)
General Plan: High Density Residential
Request: Design Review Board consideration of a Design Review application for a proposed new 3,385 square foot triplex and a proposed new 1,598 square foot duplex on a vacant lot at 5730 El Dorado Street. The proposed triplex includes three covered parking spaces and three uncovered parking spaces and common and private open space areas. The proposed duplex includes two covered parking spaces and two uncovered parking spaces and private open space areas.
CEQA: This project is categorically exempt from the provisions of CEQA pursuant to Section 15332 of the CEQA Guidelines, Class 32: In-Fill Development Projects.

EXECUTIVE SUMMARY

The proposed project includes a proposed new 3,385 square foot triplex and a proposed new 1,598 square foot duplex on a vacant lot at 5730 El Dorado Street. The proposed triplex includes three covered parking spaces and three uncovered parking spaces and common and private open space areas. The proposed duplex includes two covered parking spaces and two uncovered parking spaces and private open space areas.

The Design Review Board’s purview includes:

- Building articulation, facade treatment and architectural details
- Exterior colors and materials
- Character defining features and the relation to existing settings
- Design of fences, walls, and screen plantings, including but not limited to height of those structures, materials, colors, and type
- Location and type of landscaping including selection and size of plant materials and design of hardscape including landscape lighting
- The size, location, design, color, number, lighting, and materials of signs
- Design of the streetscape, including but not limited to landscaping, furniture and materials

The project features both a modern and a traditional architectural aesthetic, including cement board lap siding painted blue, green, and white; recessed dark bronze vinyl windows with wood trim to match the windows; and wood balcony railings with natural stain.

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 on a little knoll on the southwestern portion of the City and is just north of Central Park. The site is 12,500 square feet in area. The property slopes downwards towards the southeast from El Dorado Street. The property is a down-slopping lot from street to rear and has a cross-slope with the high point at the northwestern corner and sloping down west to east with its low point at the southeastern corner.

Vicinity Map

Existing/Previous Land Use

The project site is a vacant lot. A 12-unit motel once existed on the site but was demolished in 1969. No subsequent development has occurred on the site. The surrounding neighborhood contains multi-family residences and single-family houses.

Previous Approval

On July 6, 2016, the Design Review Board adopted Resolution DRB 16-03 granting design review approval of a proposed new nine-unit multi-family building at 5730 El Dorado Street. However, the applicant decided not to pursue their previous design review approval. On March 28, 2019, the applicant submitted a Design Review application for a proposed new triplex and a proposed new duplex at 5730 El Dorado Street.
Adjacent Designations and Land Uses

**North:** Multi-Family Residential (RM) Zoning and High Density Residential General Plan designation. Single family houses and multi-family buildings.

**East:** Multi-Family Residential (RM) Zoning and High Density Residential General Plan designation. Duplex and El Dorado Townhomes.

**South:** Transit-Oriented Higher-Intensity Mixed Use (TOHIMU) Zoning and TOHIMU General Plan designation. Vacant lot and Central Park.

**West:** Multi-Family Residential (RM) Zoning and High Density Residential General Plan designation. Single family house and multi-family buildings.

**Analysis**

**Project Description**

The applicant is proposing a new two-story triplex with 3,385 square feet and a new two-story duplex with 1,598 square feet. The units in the triplex are each slightly larger than 1,100 sq. ft. and each unit would have three bedrooms and two bathrooms. The duplex includes a 1,026 sq. ft. unit on the second floor with three bedrooms and two and half bathrooms and a 572 sq. ft. unit on the ground floor with two bedrooms and one bathroom. All units in the triplex and the duplex will each have one covered parking space and one uncovered parking space. All units will have access to ground floor open space and each unit within the triplex will have a second story balcony. The applicant proposes substantial landscaping in the front, side, and rear yards with new trees, plants, and groundcover.

The proposed project design includes the need for a parcel map to subdivide the 12,500 sq. ft. lot into two lots that would result in a 5,000 sq. ft. lot for the duplex (“Lot A”) and a 7,500 sq. ft. lot for the triplex (“Lot B”). The applicant will be required to apply for, obtain approval of, and record the parcel map with the County Recorder prior to issuance of a building permit. The plans also show two proposed accessory dwelling units behind the proposed duplex. However, these accessory dwelling units do not require design review and are not part of the purview of the Design Review Board.

**Project Renderings**

*Front and Side (Facing Southwest)*
Design Review Process

Pursuant to Chapter 19.38 of the El Cerrito Municipal Code, the Design Review Board is authorized to review and act upon Design Review applications involving a new duplex. Generally, this review includes authority over the following elements:

- Building articulation, facade treatment and architectural details
- Exterior colors and materials
- Character defining features and the relation to existing settings
- Design of fences, walls, and screen plantings, including but not limited to height of those structures, materials, colors, and type
- Location and type of landscaping including selection and size of plant materials and design of hardscape including landscape lighting
- The size, location, design, color, number, lighting, and materials of signs
- Design of the streetscape, including but not limited to landscaping, furniture and materials

Zoning Standards

The site lies within the RM (Multi-Family Residential) zoning district, just outside the San Pablo Avenue Specific Plan area. A summary of the zoning standards is provided in the table below.

<table>
<thead>
<tr>
<th></th>
<th>Required</th>
<th>Proposed Duplex</th>
<th>Proposed Triplex</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum Density</td>
<td>5,000 sq. ft. for 2 units and 6,500 sq. ft. for 3 units</td>
<td>2 units on a proposed 5,000 sq. ft. lot</td>
<td>3 units on a proposed 7,500 sq. ft. lot</td>
</tr>
<tr>
<td>Maximum Lot Coverage</td>
<td>60% for lots less than 30% slope</td>
<td>22% (45% including proposed ADUs)</td>
<td>30.4%</td>
</tr>
<tr>
<td>Maximum Height</td>
<td>35 ft.</td>
<td>31 ft.</td>
<td>24 ft.</td>
</tr>
<tr>
<td>Setbacks</td>
<td></td>
<td>10 ft.</td>
<td>10 ft.</td>
</tr>
<tr>
<td>Front</td>
<td></td>
<td>10 ft.</td>
<td>10 ft.</td>
</tr>
<tr>
<td>Required Prophecy</td>
<td>Proposed Duplex</td>
<td>Proposed Triplex</td>
<td></td>
</tr>
<tr>
<td>-------------------</td>
<td>-----------------</td>
<td>------------------</td>
<td></td>
</tr>
<tr>
<td><strong>Side (Interior)</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5 ft.; 10 ft. for portions of buildings taller than 25 ft.</td>
<td>5 ft. minimum</td>
<td>8 ft. minimum</td>
<td></td>
</tr>
<tr>
<td><strong>Rear</strong></td>
<td>15 ft.</td>
<td>50 ft.</td>
<td>27 ft.</td>
</tr>
<tr>
<td><strong>Covered Parking Setback</strong></td>
<td>20 ft.</td>
<td>20 ft.</td>
<td>20 ft.</td>
</tr>
<tr>
<td><strong>Projections</strong></td>
<td>Bay windows not exceeding 10 feet in length shall not extend more than 3 ft. into rear setback</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td><strong>Parking</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Vehicle Parking</strong></td>
<td>2 spaces/unit with 1 covered space/unit</td>
<td>1 covered space and 1 uncovered space per unit (2 covered spaces and 2 uncovered spaces total)</td>
<td>1 covered space and 1 uncovered space per unit (3 covered spaces and 3 uncovered spaces total)</td>
</tr>
<tr>
<td><strong>Landscape/Open Space</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Minimum site area that must be devoted to landscaping</strong></td>
<td>15% of the site</td>
<td>18.2%</td>
<td>20.3%</td>
</tr>
<tr>
<td><strong>Minimum requirements for common open space</strong></td>
<td>150 sq. ft./unit minus private open space provided in excess of requirement</td>
<td>Requirement = 300 sq. ft. Provided = 996 sq. ft. (excess private open space)</td>
<td>Requirement = 450 sq. ft. Provided = 450 sq. ft.</td>
</tr>
<tr>
<td><strong>Minimum requirements for private open space</strong></td>
<td>80% of units must be provided with private open space. Min 100 sq. ft. for ground level spaces and 50 sq. ft. for above ground level spaces</td>
<td>Requirement = 200 sq. ft. ground floor Provided = 1,196 sq. ft.</td>
<td>Requirement = 150 sq. ft. above ground level Provided = 167 sq. ft.</td>
</tr>
</tbody>
</table>

**Architectural Design**

The architecture features modern and traditional themes with a gable roof for the duplex and shed style slanted roofs for the triplex. The front of the duplex features two second story building projections above the garage, a recess where the stairs are located, and an entire building projection where the kitchen/living areas are located for both units. All four sides of the proposed triplex include building projections/recesses particularly for entrances, balconies, and where second floor living spaces project beyond the ground floor level. The proposed duplex and triplex feature distinct architectural characteristics as described as well as distinct colors and similar building materials.

The project would predominantly feature vertical and horizontal cement board lap siding (Aspyre Artisan and HardiePlank) painted blue (Evening Blue), green (Mountain Sage), and white (Arctic White). The wood fascia boards would also be painted white. Recessed dark bronze vinyl windows would be featured throughout the project along with wood trim that matches the windows. The balconies for the triplex would feature wood railings with natural stain. The roofing material would be asphalt shingles.
Landscape Design

The project proposes substantial new landscaping in the front, side, and rear yards. The landscaping features a mixture of drought tolerant plants and includes African boxwood (*Myrsine Africana*), English laurel (*Prunus Laurocerasus*), lavender (*Lavandula Spp. & Cvs.*), star jasmine (*Trachelospermum Jasminoides*) and sweet bay tree (*Laurus Nobilis “Saratoga”*). The proposed driveway for the proposed duplex and the proposed uncovered parking for the proposed triplex would feature permeable pavers. The proposed driveway for the proposed triplex would be concrete pavement. The applicant incorporated numerous comments from the City’s Landscape Architecture consultant, Maggie Leighly, regarding proposed landscaping.

Public Notice and Comment

The required public notice for the project was published in the East Bay Times and mailed to owners of property within 300 feet of the project site on or before September 28, 2020. No written public comments were received prior to the publication of this report.

Environmental Review

This project is categorically exempt from the provisions of CEQA pursuant to Section 15332 of the CEQA Guidelines, Class 32: In-fill Development Projects. A Class 32 Exemption Memo was prepared by AEM Consulting on October 8, 2019 for the proposed project (see Attachment 3). This Memo provides analysis demonstrating the project complies with the following the conditions under which a project qualifies for a Class 32 exemption:

(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.

*As discussed in this staff report, the project is consistent with the general plan designation (High Density Residential) and applicable general plan policies as well as with the zoning designation (RM) and regulations.*

(b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.

*The project site is within the City of El Cerrito and the site is 0.29 acres.*

(c) The project site has no value as habitat for endangered, rare or threatened species.

*The San Pablo Avenue Specific Plan EIR did not identify any “candidate, sensitive, or special-status species” with habitat in the San Pablo Avenue Specific Plan Area. While the site is not within the San Pablo Avenue Specific Plan Area, the site is directly adjacent to the plan area. The site has been extensively disturbed by past development and no longer provides suitable habitat for any special-status animal or plant species.*

(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

*The project would generate less than 100 peak hour trips and is not considered to have significant traffic impacts per the Contra Costa County Transportation Authority (CCTA) traffic impact study guidelines. The project would not result in significant temporary (construction) noise as construction would occur during the times specifically allowed under Section 16.02.060, ECMC. Operational noise impacts would not be significant since the proposed multifamily residential use is consistent with the existing multi-family and single-family residential uses in the surrounding neighborhood. The project is below the number of dwelling units in the screening criteria from the*
Bay Area Air Quality Management District (BAAQMD) CEQA Air Quality Guidelines and would not cause a significant impact to air quality. The project would be required to comply with the Contra Costa Clean Water Program, the California Stormwater Quality Association’s Best Management Practices for Construction Activities, and the Association of Bay Area Government’s Manual of Standards for Erosion and Sediment Control Measures. Compliance with these standards and regulations would minimize any water quality impacts of the project.

(e) The site can be adequately served by all required utilities and public services.

The parcels surrounding the site (except for Central Park) are developed and connected to utilities and public services and the site can be adequately served by all required utilities and public services.

Compliance with the General Plan

The proposed project is consistent with the following goals and policies of the El Cerrito General Plan:

**LU1.2 Multifamily Neighborhoods.** Ensure that new development in multifamily neighborhoods supports, rather than detracts from the existing residential character of the area.

The proposed project is consistent with the multi-family and single family residential character of the surrounding neighborhood. The project will feature five residential units (along with two potential future accessory dwelling units) that will face the adjacent street, add to surveillance of the street and integrate well into the surrounding community.

**LU1.3 Quality of Development.** Ensure that all multifamily or mixed-use development in residential areas addresses compatibility and quality of life issues.

The proposed project is consistent and compatible with the surrounding multi-family and single family residential neighborhood. The project has been reviewed thoroughly to ensure that it will not negatively impact the surrounding neighborhood.

**CD1.3 High-Quality Design.** Encourage higher-quality design through the use of well-crafted and maintained buildings and landscaping, use of higher-quality building materials, and attention to the design and execution of building details and amenities in both public and private projects.

The proposed project will include high-quality building materials including cement board lap siding and wood fascia board. The project would also provide substantial landscaping including trees, shrubs, and groundcover that will enhance the aesthetics of the site. The project will be considered by the Design Review Board as required to ensure high-quality materials and design.

**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 project will add a new triplex and a new duplex next to surrounding residential uses. The architecture features modern and traditional themes with a gable roof for the duplex and shed style flat roofs for the triplex. Both buildings include articulated façades and will improve the aesthetics of the vacant lot. The height and massing of the proposed triplex and duplex are consistent with other structures in the area. The project also adds window openings, a second floor balcony and landscape along the street frontage, continuing the consistent pedestrian-scaled streetscape.

**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.
The project will include windows, doors and private open spaces that face the street which will allow for surveillance of the street.

**CD3.2 Usable Open Spaces.** 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.

The proposed triplex will feature second floor balconies for each unit along with a common open space in the rear yard. The proposed duplex will feature private open space in the rear yard.

**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 proposes substantial new landscaping in the front, side and rear yards. Many of the plants are native or drought tolerant. The proposed landscaping will aesthetically enhance the project site.

**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 building façade is articulated with architectural projections and recesses; recessed windows; wood balcony railings.

**CD4.3 Front Yards.** Provide front yards in residential areas with structures and parking lots stepped back along public streets in keeping with the character and setbacks of surrounding buildings. Ensure that yard spaces are landscaped appropriately to fit the surrounding context.

The proposed building is stepped back from the street similar to adjacent buildings and includes substantial landscaping in the front yard. Covered and uncovered parking spaces are provided and visibility of the covered parking spaces for the triplex would be limited from the street since they are located on the side of the building.

**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 project requires approval by the Design Review Board.

**H1.6** Retain existing residential zoning and discourage non-residential uses in these zones. The City will strictly enforce the Zoning Code which states that non-residential uses in residential areas are limited to churches, daycares, and schools.

The project is within the RM (Multi-Family Residential) zoning district. The zoning designation will remain in place as part of the project. The project proposes a multifamily residential use in the district.

### Required Findings

Pursuant to ECMC Section 19.38.060, in acting to approve or conditionally approve a Design Review application, the Design Review Board shall find that the application is consistent with the following:
1. The applicable standards and requirements of this Zoning Ordinance;
   
   As described in the Zoning Standards portion of this staff report, the project complies with the requirements of the Zoning Ordinance.

2. The design policies of the General Plan and specific plans adopted by City Council;
   
   The design is consistent with the General Plan policies that influence design, specifically, LU1.3 Quality of Development, CD1.3 High Quality Design, CD1.9 Building Design, CD 2.1 Street Frontages, CD3.3 Site Landscaping, CD4.2 Building Articulation and CD 5.1 Design Review Process.

3. Any applicable design guidelines adopted by the City Council;
   
   There are no design guidelines adopted by the City Council for this part of the city. This finding is not applicable.

4. The design review criteria set forth in the following subsection;
   
   The project is in keeping with the design review criteria as outlined below (Section 19.38.060 B of the El Cerrito Municipal Code). (See discussion below).

5. Any planning or zoning approvals by the Planning Commission or Zoning Administrator;
   
   The project complies with the requirements of the Zoning Ordinance and the proposed buildings do not require any approvals by the Planning Commission or the Zoning Administrator. However, the project will require a parcel map to subdivide the lot into two lots and this will require approval of the City’s Subdivision Committee per ECMC Chapter 18.12.

6. Any other relevant policies or regulations of the City.
   
   Compliance with other relevant standards will be ensured through the City’s building permit and plan check process.

Pursuant to ECMC Section 19.38.060 (B), when conducting design review, the Design Review Board shall be guided by whether the project satisfies all applicable criteria, the policies of the General Plan’s Community Design Element, and by any other policies or guidelines that may be adopted by the City Council for this purpose. Criteria listed below are specific criteria that, if applicable, all projects must satisfy for approval.

1. The aesthetic design, including its exterior design and landscaping, is appropriate to the function of the project and will provide an attractive and comfortable environment for occupants, visitors, and the general community.
   
   The project provides an attractive and comfortable environmental for all with a proposed building with high-quality materials that is well articulated and by providing significant new landscaping and private open space areas.

2. Project details, colors, materials, and landscaping, are fully integrated with one another and used in a manner that is visually consistent with the proposed architectural design.
   
   The building materials integrate well with the building design and the façade articulation. The proposed landscaping is appropriate for the site and integrates well with the proposed design aesthetic. The overall design scheme is visually consistent.

3. The project has been designed with consideration of neighboring development.
   
   The surrounding neighborhood contains multi-family residential structures and single-family houses. The structures are predominantly one and two stories high with some structures up to four stories
high and are typically mid-century in design. The massing of the proposed project is consistent with the prevailing one and two stories in the neighborhood.

4. The project contributes to the creation of an attractive and visually interesting built environment that includes well-articulated structures that present varied building facades, rooflines, and building heights and encourages increased pedestrian activity and transit use.

   *The proposed building is articulated with architectural projections and recesses; recessed windows; and wood balcony railings. The proposed building also features gable roofs with varying heights. The El Cerrito Plaza Bay Area Rapid Transit (BART) station is approximately a half a mile away from the project and AC Transit bus routes are less than a quarter of a mile away from the project, making it an ideal walking or biking distance to mass transit.*

5. Street frontages are attractive and interesting for pedestrians, address the street and provide for greater safety by allowing for surveillance of the street by people inside buildings and elsewhere.

   *The project will include windows and private open spaces that face the street which will allow for surveillance of the street.*

6. The proposed design is compatible with the historical or visual character of any area recognized by the City as having such character.

   *This finding is not applicable. The project location is not in a part of the city that has been recognized as having a historically or visually significant character.*

7. The aesthetic design preserves significant public views and vistas from public streets and open spaces and enhances them by providing areas for pedestrian activity.

   *The proposed project is two stories tall, consistent with adjacent structures and significantly shorter than the three-story and four-story multi-family residential structures in the surrounding area. The project will not substantially impact any potential views from public streets or open spaces.*

8. The proposed landscaping plan is suitable for the type of project and will improve the appearance of the community by enhancing the building, minimizing hardscape and softening walls; and the landscape plan incorporates plant materials that are drought-tolerant, will minimize water usage, and are compatible with El Cerrito’s climate.

   *The project proposes substantial new landscaping in the front and rear yards, along with accent plants in the side yard. The plant palette incorporates drought-tolerant plants, including African boxwood, English laurel, lavender, and star jasmine suitable for El Cerrito’s climate and the characteristics of the site. The proposed landscaping will soften the building walls.*

9. The project has been designed to be energy efficient including, but not limited to, landscape design and green or eco-friendly design and materials.

   *The project will be required to comply with the energy requirements of Title 24 of the 2019 CalGreen building code.*

10. The project design protects and integrates natural features including creeks, open space, significant vegetation, and geologic features. Projects along the Ohlone Greenway shall enhance the usability and aesthetic appeal of the Greenway by integrating it into the fabric of the City through building designs that include entries, yards, patios, and windows that open onto and face the Ohlone Greenway.

   *The project site does not include natural features and is not adjacent to the Ohlone Greenway. This finding is not applicable.*
Staff Recommendation

Based on the information contained in this report, staff recommends approval of Planning Application No. PL19-0036, as conditioned by the draft resolution in Attachment 1.

Proposed Motion

1. Move adoption of Design Review Board Resolution DRB 2020-07 granting Design Review approval to Planning Application No. PL19-0036 for a proposed new 3,385 square foot triplex and a proposed new 1,598 square foot duplex on a vacant lot at 5730 El Dorado Street.

Appeal Period

Within ten (10) calendar 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
3. CEQA Class 32 Memo
Design Review Board Resolution DRB 2020-07

APPLICATION NO. PL19-0036

A RESOLUTION OF THE CITY OF EL CERRITO DESIGN REVIEW BOARD GRANTING DESIGN REVIEW APPROVAL FOR A PROPOSED NEW 3,385 SQUARE FOOT TRIPLEX AND A PROPOSED NEW 1,598 SQUARE FOOT DUPLEX ON A VACANT LOT AT 5730 EL DORADO STREET

WHEREAS, the site is located at 5730 El Dorado Street; and

WHEREAS, the existing Assessor’s Parcel Number of the site is 510-045-006; and

WHEREAS, the General Plan land use classification of the site is High Density Residential; and

WHEREAS, the zoning district of the site is RM (Multi-Family Residential); and

WHEREAS, the project is categorically exempt from the provisions of the California Environmental Quality Act (CEQA) pursuant to Section 15332 of the CEQA Guidelines, Class 32: In-Fill Development Projects; and

WHEREAS, on July 6, 2016, the Design Review Board adopted Resolution DRB 16-03 granting design review approval of a proposed new nine-unit multi-family building at 5730 El Dorado Street; and

WHEREAS, the applicant decided not to pursue their previous design review approval and, on March 28, 2019, the applicant submitted a Design Review application for a proposed new triplex and a proposed new duplex at 5730 El Dorado Street; and

WHEREAS, on November 18, 2020, the Design Review Board, after due consideration of all evidence and reports offered for review, does find and determine the following:

Pursuant to ECMC Section 19.38.060, in acting to approve or conditionally approve a Design Review application, the Design Review Board shall find that the application is consistent with the following:

1. As described in the Zoning Standards portion of this staff report, the project complies with the requirements of the Zoning Ordinance.

2. The design is consistent with the General Plan policies that influence design, specifically, LU1.3 Quality of Development, CD 1.3 High Quality Design, CD1.9 Building Design, CD 2.1 Street Frontages, CD3.3 Site Landscaping, CD4.2 Building Articulation and CD 5.1 Design Review Process.

3. There are no design guidelines adopted by the City Council for this part of the city. This finding is not applicable.

4. The project is in keeping with the design review criteria as outlined below (Section 19.38.060 B of the El Cerrito Municipal Code). See discussion below.

5. The project complies with the requirements of the Zoning Ordinance and it does not require any approvals by the Planning Commission or the Zoning Administrator.

6. Compliance with other relevant standards will be ensured through the City’s building permit and plan check process.
Pursuant to ECMC Section 19.38.060 (B), when conducting design review, the Design Review Board shall be guided by whether the project satisfies all applicable criteria, the policies of the General Plan's Community Design Element, and by any other policies or guidelines that may be adopted by the City Council for this purpose, as follows:

1. The project provides an attractive and comfortable environmental for all with a proposed building with high-quality materials that is well articulated and by providing significant new landscaping and private open space areas.

2. The building materials integrate well with the building design and the façade articulation. The proposed landscaping is appropriate for the site and integrates well with the proposed design aesthetic. The overall design scheme is visually consistent.

3. The surrounding neighborhood contains multi-family residential structures and single-family houses. The structures are predominantly one and two stories high with some structures up to four stories high and are typically mid-century in design. The massing of the proposed project is consistent with the prevailing one and two stories in the neighborhood with similar front, side and rear setbacks.

4. The proposed building is articulated with architectural projections and recesses; recessed windows; and wood balcony railings. The proposed building also features gable roofs with varying heights. The El Cerrito Plaza Bay Area Rapid Transit (BART) station is approximately a half a mile away from the project and AC Transit bus routes are less than a quarter of a mile away from the project, making it an ideal walking or biking distance to mass transit.

5. The project will include windows and private open spaces that face the street which will allow for surveillance of the street.

6. This finding is not applicable. The project location is not in a part of the city that has been recognized as having a historically or visually significant character.

7. The proposed project is two stories tall, consistent with adjacent structures and significantly shorter than the three-story and four-story multi-family residential structures in the surrounding area. The project will not substantially impact any potential views from public streets or open spaces.

8. The project proposes substantial new landscaping in the front and rear yards, along with accent plants in the side yard. The plant palette incorporates drought-tolerant plants, including African boxwood, English laurel, lavender, and star jasmine suitable for El Cerrito’s climate and the characteristics of the site. The proposed landscaping will soften the building walls.

9. The project will be required to comply with the energy requirements of Title 24 of the 2019 CalGreen building code.

10. The project site does not include natural features and is not adjacent to the Ohlone Greenway. This finding is not applicable.

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. PL20-0047, subject to the following conditions:
Planning Division:

1. The project will be constructed substantially in conformance with the plans received by the City on October 26, 2020. 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 the 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 non-issuance 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 approval shall expire two years from the date of this action.

5. A construction staging and site security plan shall be submitted to the Zoning Administrator for review and approval prior to the issuance of a building permit. The construction staging and site security plan shall illustrate where the construction equipment will be staged, the location of parking for the construction employees, and how the site security will be provided at all times. This construction and staging plan may also require the submission of a Temporary Use Permit.

6. An irrigation plan shall be provided for review and approval by the Zoning Administrator prior to issuance of a building permit.

7. The applicant shall submit an application for a parcel map consistent the proposed lots as shown on the plans received by the City on October 26, 2020 for review and approval by the City and shall be recorded with the Contra Costa County Recorder prior to issuance of any building permit.

Building Division:

The following comments shall be addressed as part of any future building permit submittal:

8. For privately funded covered multi-family dwelling units, adherence to the Fair Housing Act Standards, the 2019 California Building Code Chapter 11A for dwelling units and 11B for public and common areas, must be observed.

9. At least one unit in the triplex building must meet the 2019 CBC Chapter 11A, section 1102A.3 for multistory apartments.

10. It is not apparent that the ceiling height in the laundry room of the accessible tri-plex unit is either accessible or meets the 2019 CBC requirements.

11. 2019 CalGreen mandatory measures apply.

12. 2019 California Building Energy and Efficiency Standards (Title 24 – Part 6) apply.

14. A preliminary soils report will be required.

Fire Department:

Prior to issuance of building permit, applicant shall address the following:

15. Building Construction

16. Access
   a. Any electronic gates installed off El Dorado St. shall be equipped with Knox Key System.
   b. Any non-electric gates installed off El Dorado St. shall have Knox Box next to gate(s).
   c. A “KNOX BOX” shall be installed with keys for all common areas.

17. Fire Flow Requirements
   a. Provide code analysis of required total firefighting water.
   b. Based on required fire flow, show on plans the number of fire hydrants required and locations based on maximum spacing requirements.
   c. If required, plans for fire service underground shall be submitted for review, approval and permit under separate cover.

18. Automatic Fire Sprinklers
   a. Automatic Fire Sprinklers shall be installed throughout the buildings.
   b. Fire sprinkler plans shall be submitted for review, approval and permit under separate cover.

19. Fire Department Connection / Underground
   a. Fire riser and FDC locations shall be submitted for review and approval.
   b. Fire FDC’s shall be in locations acceptable for fire department for emergency operations.
   c. Fire FDC’s shall be interconnected between all three buildings and shall be located on El Dorado Street with signage stating what buildings are served by FDC.
   d. Fire system underground pipe plans shall be submitted for review and approval.

20. Smoke Detection
   a. Smoke detection shall be installed in each bedroom, in hallways adjacent to bedrooms, and one detector per floor level (top and bottom of stairs).
   b. Smoke detectors shall be 120-volt powered with battery backup.
   c. Smoke detectors shall be interconnected.

21. Carbon Monoxide Detectors
   a. 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.
   b. Carbon Monoxide detectors shall be installed in accordance with NFPA 720.
   c. Carbon Monoxide alarms shall be 120 volts powered with battery backup and interconnected with the smoke detectors.

22. Electrical
   a. All electrical breakers shall be labeled.

23. Premises Identification
a. Approved numbers or address shall be provided in such a position to be plainly visible and legible from the street fronting the property.
b. Address shall be either internally or externally illuminated.

24. Emergency Egress
   a. Every sleeping room shall have at least one operable window or door approved for emergency escape or rescue in accordance with CFC 1030.
   b. Escape or rescue windows shall be installed in accordance with CFC 1030.

Public Works:

Prior to issuance of building permit, applicant shall address the following:

25. Provide a detailed drainage plan including rain leaders, roof slopes, and down spouts for the Public Works Department to review and approve. Include details on how roof drainage will be captured. If rain leader outfalls or bubble ups are used, show on plans

26. Applicant shall provide a detailed civil plan for off-site work (improvements in the Public Right of Way) for the Public Works Department to review and approve.

27. Before the start of ANY work in the public right-of-way, including any street tree, sidewalk and driveway work, applicant must obtain a Public Works Encroachment Permit and pay all associated fees. Any sidewalk, curb ramp and driveway work shall meet current ADA and City of El Cerrito Standards. Please refer to the Maximum Driveway Profile, LL1031, adopted October 2002 and Standard Driveway Profile, dated April 23, 2010, prepared by the City of El Cerrito Public Works Department.

28. Applicant shall submit an estimate of grading and earthwork to be completed for the project. Any earthwork and/or grading operations in excess of 50 cubic yards will require the applicant to submit a detailed grading plan, obtain a Grading & Transportation Permit and pay all associated fees.

29. Applicant shall submit a landscaping plan, showing all planting in the right-of-way for review and approval by the Public Works Department. Any new street trees must be selected 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. Any new street trees are required to have irrigation and an establishment period of 3 years prior to acceptance by the City.

30. Approval from East Bay Municipal Utilities District (EBMUD) and Stege Sanitary District is required.

31. Applicant shall provide an Erosion and Sediment Control Plan for construction for the Public Works Department to review and approve.

32. Applicant shall submit a complete Stormwater O&M Agreement for the Public Works Department to review and approve

City Arborist:

33. Prior to the issuance of building permit, the three street trees shall either be protected or removed and mitigated and either of the following shall be completed, subject to the review and approval of the City Arborist:
a. Tree Protection. A tree protection zone (TPZ) must be established before any construction activities begin and must remain in place during the entire duration of construction. A TPZ bond is required. The TPZ is recommended at a minimum of 15’ from tree trunk. ANZI A-300 Standards Part 5: Tree, Shrub, and Other Woody Plant Maintenance- Standard Practices (Management of Trees and Shrubs During Site Planning, Site Development, and Construction). Remove proposed 4” curb at sidewalk and move proposed building at least 18’ from existing street trees, or remove and mitigate trees.

b. Tree Mitigation.
   i. Three City street trees, 15” dbh (diameter at breast height) Ulmus parvifolia in good condition would be unsustainably damaged were they not to be protected as described above.
   ii. The development project may therefore remove & grind these trees, stumps and roots with the condition that the developer plants four (4) new street trees in the PROW at this address, per City specifications, and that the developer makes mitigation payment to the City for four (4) additional street trees to be planted by the City in a separate location, per the appropriate tree planting and maintenance to establish new trees fees in the City’s Master Fee Schedule.

Stege Sanitary District:

34. A separate sewer lateral is required for each parcel.

35. Install backflow protection device on the sewer lateral.

36. Any sanitary sewer work from a point two (2) feet outside the building foundation to the connection to the public sewer shall be subject to the regulations of the Stege Sanitary District. A Stege Sanitary District connection permit and payment of fees are required prior to any work on the sewer lines. Connection and testing should be made in the presence of a Stege Sanitary District representative:

CERTIFICATION

I certify that this resolution was adopted by the El Cerrito Design Review Board at a regular meeting held on November 18, 2020, upon motion of Commissioner __________, second by Commissioner __________:

AYES: 
NOES: 
ABSTAIN: 
ABSENT: 

__________________________
Jeff Ballantine, AICP
Senior Planner
ADU#1: 1 BEDROOMS, 1 BATH
EXISTING: 12,500 SF
TRIPLEX CONTAINS:
5730 EL DORADO ST.

PROJECT DATA
LOT B: (TRIPLEX)
LOT SIZE: 75’x100’ = 7,500 SF
HEIGHT: ~25’

APPLICANT: EVA WU & STANLEY WU
STORIES: 2
PARKING: 6 PROVIDED, 6 REQUIRED
PHONE: 510-9329, 510-292
LOT COVERAGE: 22.2%

LOT A - BUILDING 1A 1138 SF
LOT B - BUILDING 2 2287 SF

LOT A - UNIT 1 572 SF
LOT B - UNIT A-L2 663 SF
LOT B - UNIT B-L1 454 SF
LOT B - UNIT C-L1 448 SF
LOT B - UNIT C-L2 692 SF

LOT 5 & 6 TO BE LOT A: 5,000 SF (50’ WIDE x 100’ DEEP)
LOT 7, 8, 9 TO BE LOT B: 7,500 SF (75’ WIDE x 100’ DEEP)

THE DUPLEX AND TRIPLEX WILL HAVE A COMBINATION OF HORIZONTAL CEMENT BOARD SIDING AND ACCENT COLOR VERTICAL SIDING.

LOT A
BUILDING 1A UNIT 1: 2 BEDROOMS, 1.5 BATH
BUILDING 1B
THE DUPLEX AND TRIPLEX WILL HAVE A COMBINATION OF HORIZONTAL CEMENT BOARD SIDING AND ACCENT COLOR VERTICAL SIDING.

LOT B
BUILDING 2 UNIT A: 3 BEDROOMS, 2 BATHS
BUILDING 2 UNIT C: 3 BEDROOMS, 2 BATHS

DEMO
REPLACE WITH 4 NEW STREET TREE TBD.

DEMO
DETAILS (E)
11’ - 10” CURBCUT
18’ - 0” MAX.
12’ - 0” CURBCUT
9’ - 0” 3’ - 0”
18” ~ 7’ - 1 1/8”
10' - 0”
90’ - 0” PATH
5’ - 6” 3’ - 0” 7,500 SF - LOT B
12’ - 0” 5’ - 0”
10’ - 0”
100’ - 0” OVERALL
7’ - 0” 6’ - 0”
6’ - 3”
3’ - 0”
25’ - 5 3/4”
18’ - 0”

MIN. LOT AREA
MIN. LOT WIDTH
MAX. DENSITY
MIN. LOT Depth
MAXIMUM LOT COVERAGE
LOT SLOPE
40% 22% LOT A
40% 22% LOT B
30% 20% 22% LOT A
30% 20% 22% LOT B
40% 22% LOT A
40% 22% LOT B
40% 22% LOT A
40% 22% LOT B
40% 22% LOT A
40% 22% LOT B

LOT A: 50’ - 0”
LOT B: 75’ - 0”
LOT 5 & 6
LOT 7, 8, 9

PROJECT LOCATION

VICTIMITY MAP

LOT COVERAGE: 22.2%
GENERAL ELEVATION NOTES:
1. ALL WINDOWS TO BE DOUBLE PANED VINYL WINDOWS WITH WOOD TRIM.
2. DEPTH OF WINDOW RECESS IS 2".
3. WOOD RAILING AT BALCONIES, TYP.

SIDING MATERIAL:
- W1: JAMES HARDIE - ASPYRE - ARTISAN SHIPLAP SIDING - EVENING BLUE.
- W2: JAMES HARDIE - ASPYRE - ARTISAN SHIPLAP SIDING - MOUNTAIN SAGE.
- W3: JAMES HARDIE - HARDIEPLANK - LAP SIDING - ARCTIC WHITE.

NATURAL SLOPE:
- 28.83
- 31.75

OUTLINE OF FENCE IN GREY, 6'-0" MAX HT.
- 1/8" = 1'-0" SCALE:

LOT A - ELEVATIONS / SECTIONS
- 1 LOT A - WEST ELEVATION
- 2 LOT A - EAST ELEVATION
- 3 LOT A - SECTION 1
- 4 NORTH ELEVATION
- 5 SOUTH ELEVATION
- 6 LOT A - SOUTH - BLDG 1A
- 7 BLDG 1B ADU

NORTH ELEVATION
- 1/8" = 1'-0"

W - 01A
- W - 02
- W - 02

PLANNING SUBMISSION #1 3-25-2019
PLANNING COMMENTS RESPONSE #1 7-22-2019
PLANNING COMMENTS RESPONSE #2 9-16-2019
PLANNING COMMENTS RESPONSE #3 10-07-2019
PLANNING COMMENTS RESPONSE #4 08-30-2020
PLANNING COMMENTS RESPONSE #5 10-15-2020

A2.1
SHEET NO.

DRAWING STATUS:

PLANNING SUBMISSION #1 3-25-2019

PLANNING COMMENTS RESPONSE #1 7-22-2019

PLANNING COMMENTS RESPONSE #2 9-16-2019

PLANNING COMMENTS RESPONSE #3 10-07-2019

PLANNING COMMENTS RESPONSE #4 08-30-2020

PLANNING COMMENTS RESPONSE #5 10-15-2020

A4

FINISH

1 P1

2 P2

3 P3

4 P4

W-01A

ARTISAN SHIPLAP SIDING

EVENING BLUE

ARTISAN SHIPLAP SIDING

MOUNTAIN SAGE

ARTISAN SHIPLAP SIDING

JAMES HARDIE

ASPYRE

W-01B

ARTISAN SHIPLAP SIDING

MOUNTAIN SAGE

ARTISAN SHIPLAP SIDING

JAMES HARDIE

ASPYRE

W-02

HARDIEPLANK

LAP SIDING

ARCTIC WHITE

W-02

W-01B

HARDIEPLANK

LAP SIDING

ARCTIC WHITE

5730 DUPLEX / TRIPLEX

OWNERS: STANLEY & EVA WU

5730 EL DORADO ST. EL CERRITO

19-0010

Author

PERSPECTIVE VIEWS / EXTERIOR

DRAWN BY: EVA WU  Tel: 510-292-9329  eMAIL: e.wu1020@gmail.com
PERMEABLE PAVEMENT

DISPERSE RUNOFF FROM ROOF OR PAVEMENT TO VEGETATED AREAS:

Landscape Notes:
1. PERMEABLE PAVER SURFACE WITH RESERVOIR BASE COURSE OF OPEN GRADE CRUSHED STONE. BASE DEPTH IS ADEQUATE TO RETAIN 3" RAINFALL AND SUPPORT DESIGN LOADS
2. SOIL UNIT PAVERS, IF USED, ARE SER IN SAND OR GRAVEL WITH MIN. 3/8 INCH GAPS BETWEEN THE PAVERS. JOINT AREA FILLED WITH AN OPRIGID EDGE IS PROVIDED TO RETAIN GRANULAR PAVEMENT AND UNIT PAVERS.
3. SUBGRADE IS UNIFORM AND SLOPE ARE NOT TO SO STEEP THAT SUBGRADE IS PRONE TO EROSION
4. NO SUBDRAIN IS INCLUDED OR, IF INCLUDED, OUTLET ELEVATION IN A MIN.OF 3 INCHES ABOVE BOTTOM OF BASE COURSE.
5. SUBGRADE COMPACTION IS MINIMAL.
6. NO CREDIBLE AREAS DRAIN ON TO PERMEABLE PAVEMENT
7. VEGETATED AREAS HAS AMENDED SOILS, VEGETATION, AND IRRIGATION AS REQUIRED TO MAINTAIN SOIL STABILITY AND PERMEABILITY
8. PERMEABLE CONCRETE OR POUR-A-PATH IT USED, AND INSTALLED BY INDUSTRY CERTIFIED PROFESSIONALS ACCORDING TO THE VENDOR'S RECOMMENDATIONS

Total Proposed Impervious Surface: 5,000 SF

Lot A: 2,431 SF (50%=1,215.5 SF)
Lot B: 4,373 SF (50% = 2,186.5 SF)

Total Proposed Impervious Surface: 7,500 SF

Lot A: 2,431 SF (50%=1,215.5 SF)
Lot B: 4,373 SF (50% = 2,186.5 SF)

PERMEABLE PAVER

TOTAL: 99 SF (50% = 49.5 SF)

DESCRIPTION
A. GUTTER AND DOWNSPOUT TOWARDS VEGETATED AREA WITH SPLASH BLOCK PER STANDARD SPECIFICATIONS ON MEASURE 1
B. PERMEABLE PAVER WITH RESERVOIR BASE COURSE OF OPEN GRADE CRUSHED STONE PER STANDARD SPECIFICATION ON MEASURE 2
C. CONCRETE ADA PATHWAY
D. CONCRETE DRIVEWAY
E. CONCRETE SIDEWALK
F. BUILDING ROOF SURFACE
G. CONCRETE ROOF GUTTER AND DOWNSPOUT
H. CONCRETE ROOF PERVIOUS AREA
I. PERMEABLE ROOF PERVIOUS AREA
J. PERMEABLE COMMON PATIO
K. IMPERVIOUS AREA
L. VEGETATED AREA

Drawing Status:
PLANNING SUBMISSION #1 3-25-2019
STORMWATER CONTROL PLAN
JOB #: 19-0010
PLANNING COMMENTS RESPONSE #1 7-22-2019
PLANNING COMMENTS RESPONSE #2 9-16-2019
PLANNING COMMENTS RESPONSE #3 10-07-2019
PLANNING COMMENTS RESPONSE #4 08-30-2020
PLANNING COMMENTS RESPONSE #5 10-15-2020

As indicated

100' - 0"
2. EL CERRITO STANDARD DRIVEWAY DETAIL

3. EL CERRITO DRIVEWAY SLOPE DETAIL

1. PERMEABLE PAVERS DETAIL, NO SCALE
October 8, 2019

Eva Wu
604 Kearney Street
El Cerrito, CA 94530

Re: El Dorado Apartments – CEQA In-fill Exemption (Class 32) – Revised Project

Dear Ms. Wu,

I have revised the preliminary environmental review to determine the level of environmental review under the California Environmental Quality Act (CEQA) that reflects project changes. It is our judgment that the El Dorado Apartments project as described herein, meets the requirements for a Class 32 Categorical Exemption under CEQA and recommend the City of El Cerrito file a Notice of Exemption under Section 15374 of the CEQA Guidelines.

Please see the attached justification for our analysis.

Thank you for considering AEM Consulting. We look forward to working with you in the future.

Sincerely Yours

Cinnamon Crake, Associate
Revised Project Description

El Dorado Apartments is a proposed new construction project on a 0.29-acre vacant parcel (APN 510-045-006-2) with address 5730 El Dorado Street in El Cerrito, Contra Costa County, California 94530. The project has changed from a 9-unit apartment building to a duplex (2 units) and a triplex (3 units) for a total of five (5) units. This is a net decrease of four (4) units. The 12,500 square foot parcel will be subdivided into two (2) lots. Four (4) onsite parking spaces will be provided for the duplex (two spaces per unit) and six (6) spaces will be provided to the triplex (two spaces per unit).

![Figure 1 Site Plan](image)

The above site plan depicts the proposal. The duplex (Lot A, above) will contain a four-bedroom, two-bath unit and a four-bedroom 2.5 bath unit. The triplex (Lot B, above) will contain three, three-bedroom two-bath units. The lot coverage is 36.4% and 32.2% for Lot A and B, respectively. Each building proposed is two-stories in height. Onsite parking is provided in private unit garages and onsite assigned parking spaces.

See attachment (1)
Project Location

Map 1 Regional Setting

Map 2 Vicinity Detail
Site Characteristics

The lot is currently vacant and is surrounded by single- and multi-family residential developments. A small community park, Central Park, borders the lot to the southeast.
California Environmental Quality Act

The California Environmental Quality Act or CEQA provides exemptions for infill development projects meeting certain conditions. The appropriate CEQA documentation for the proposed project anticipates a Class 32 Categorical Exemption (CE). Class 32 Categorical Exemption reports may be used for environmental review for urban infill development meeting certain conditions.

To qualify for the Class 32 Exemption the CEQA Guidelines Section 15332 states that such a CE is appropriate when the effects of Traffic, Air Quality, Noise and Water Quality (among others) do not bear a significant impact on the environment.

This document will discuss the effects of Air Quality, Noise and Water Quality under CEQA guidelines to determine levels of significance. Each is discussed below in turn.
Air Quality

<table>
<thead>
<tr>
<th>AIR QUALITY -- Would the project:</th>
<th>Potentially Significant Impact</th>
<th>Potentially Significant Unless Mitigation Incorporation</th>
<th>Less Than Significant Impact</th>
<th>No 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>X</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>X</td>
</tr>
<tr>
<td>c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative threshold for ozone precursors)?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>d) Expose sensitive receptors to substantial pollutant concentrations?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>e) Create objectionable odors affecting a substantial number of people?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
</tbody>
</table>

Setting

The project site is located near several sources of roadway and railroad traffic. Interstate 80 (I-80), a freeway, lies 953 feet west of the site. Central Avenue lies 256 feet south; San Pablo Avenue is 1,130 feet east; and freight railway operations lie on tracks west of I-80 at a distance of 1,823 feet.

The project site is located inside the setback area (1,000 feet; see discussion that follows) from I-80 and Central Avenue, for sensitive receptors.

There are two stationary sources permitted by the Bay Area Air Quality Management District within 1,000 feet – two gas stations west of the project site, near I-80.

Regulatory Framework

Federal Regulations:

Federal Clean Air Act [Clean Air Act, Sections 176 (c) and (d), and 40 CFR 6, 51, 93]

State and local regulations that pertain to the proposed project related to air quality include:

City of El Cerrito General Plan (1999) Chapter 7, Resources and Hazards:
RI.4 Air Quality. Strive to achieve federal and state air quality standards by managing locally generated pollutants, coordinating with other jurisdictions and implementing measures to limit the increase of automobile trips in El Cerrito and the region.

Bay Area Air Quality Management District (BAAQMD) Clean Air Plan
Bay Area Air Quality Management District (BAAQMD) CEQA Air Quality Guidelines

Regulatory Setting

The Federal Clean Air Act governs air quality in the United States. In addition to being subject to federal requirements, air quality in California is also governed by more stringent regulations under the California Clean Air Act. At the Federal level, the United States Environmental Protection Agency (USEPA) administers the Clean Air Act (CAA). The California Clean Air Act is administered by the California Air Resources Board (CARB) at the State level and by the Air Quality Management District at the regional and local levels. The Bay Area Air Quality Management District (BAAQMD) regulates air quality at the regional level, which includes the nine-county Bay Area.

For consistency with local air quality management, the Bay Area Air Quality Management District BAAQMD standards were used to evaluate impacts for several pollutants. For air quality, the analysis considers whether the Proposed Action or alternatives would:

1) Conflict with the Clean Air Act General Conformity Rule;
2) Emit a criteria pollutant or precursor that exceeds local thresholds for construction or operation;
3) Exceed local standards for fugitive dust emissions during construction;
4) Exceed carbon monoxide standards during operation;
5) Expose sensitive receptors to health risks in excess of local thresholds;
6) Exceed local PM\textsubscript{2.5} standards for new residential development; or
7) Expose a substantial number of people to odor emissions.

The federal Clean Air Act requires each state to identify areas that have ambient air quality in violation of federal standards. States are required to develop, adopt, and implement a state implementation plan (SIP) to achieve, maintain, and enforce federal ambient air quality standards in these nonattainment areas. SIP elements are developed on a pollutant-by-pollutant basis whenever one or more air quality standards are being violated. In California, local and regional air pollution control agencies have primary responsibility for developing SIPS, generally in coordination with local and regional land use and transportation planning agencies. The Bay Area Air Quality Management District (BAAQMD) is the responsible regional air pollution control agency in the San Francisco Bay Area.

An area’s compliance with national ambient air quality standards under the Clean Air Act is categorized as nonattainment, attainment (better than national standards), unclassifiable, or attainment/cannot be classified. The unclassified designation includes attainment areas that comply with federal standards, as well as areas for which monitoring data are lacking. Unclassified areas are treated as attainment areas for most regulatory purposes. Simple attainment designations generally are used only for areas that
transition from nonattainment status to attainment status. Areas that have been reclassified from nonattainment to attainment of federal air quality standards are automatically considered maintenance areas, although this designation is seldom noted in status listings. The San Francisco Bay Area is designated as nonattainment for the federal 8-hour ozone standard and the 24-hour fine particulate matter (PM\(_{2.5}\)) standard. The San Francisco Bay Area is designated as attainment or unclassified for the other national ambient air quality standards.

With respect to the state ambient air quality standards, California classifies areas as attainment, nonattainment, nonattainment-transitional, or unclassified. The San Francisco Bay Area is designated as a nonattainment area for ozone, inhalable particulate matter (PM\(_{10}\)) and PM\(_{2.5}\) standards and as attainment or unclassified for the other state ambient air quality standards. The predominant regulation that guides assessment of air quality impacts of federal actions is the General Conformity Rule, established under the Clean Air Act (Section 176(c)(4)). The General Conformity Rule ensures that the actions taken by federal agencies in nonattainment and maintenance areas do not interfere with a state’s plans to meet national standards for air quality. The project area is located within the San Francisco Bay Area Air Basin, which is designated as a nonattainment area for the federal 8-hour ozone standard and the federal fine particulate matter (PM\(_{2.5}\)) standard. The air basin is designated as a maintenance area with respect to the federal carbon monoxide (CO) standards.

In keeping with the General Conformity Rule process, the appropriate *de minimis* thresholds of the Rule as they apply to the San Francisco Bay Area Air Basin for ozone precursors, PM\(_{2.5}\), and CO are applied. The *de minimis* thresholds for these three pollutants in the San Francisco Bay Area Air Basin are 100 tons per year for each pollutant.

**Toxic Air Contaminants**

Toxic Air Contaminants (TAC) are a broad class of compounds known to cause morbidity or mortality (usually because they cause cancer) and include, but are not limited to, the criteria air pollutants listed above. TACs are found in ambient air, especially in urban areas, and are caused by industry, agriculture, fuel combustion, and commercial operations (e.g., dry cleaners). TACs are typically found in low concentrations, even near their source (e.g., benzene near a freeway). Because chronic exposure can result in adverse health effects, TACs are regulated at the regional, state, and federal level.

Diesel exhaust is the predominant TAC in urban air and is estimated to represent about two-thirds of the cancer risk from TACs (based on the statewide average). According to the CARB, diesel exhaust is a complex mixture of gases, vapors and fine particles. This complexity makes the evaluation of health effects of diesel exhaust a complex scientific issue. Some of the chemicals in diesel exhaust, such as benzene and formaldehyde, have been previously identified as TACs by the CARB, and are listed as carcinogens either under the state’s Proposition 65 or under the federal Hazardous Air Pollutants programs.

CARB reports that recent air pollution studies have shown an association that diesel exhaust and other cancer-causing toxic air contaminants emitted from vehicles are responsible for much of the overall cancer risk from TACs in California. DPM emitted by diesel-fueled engines was found to comprise
much of that risk. DPM can be distributed over large regions, thus leading to widespread public exposure. Diesel engines emit particulate matter at a rate about 20 times greater than comparable gasoline engines. The vast majority of diesel exhaust particles (over 90 percent) consist of PM$_{2.5}$, which are particles that can be inhaled deep into the lung. Like other particles of this size, a portion will eventually become trapped within the lung possibly leading to adverse health effects. While the gaseous portion of diesel exhaust also contains TACs, CARB’s 1998 action was specific to DPM, which accounts for much of the cancer-causing potential from diesel exhaust. California has adopted a comprehensive diesel risk reduction program to reduce DPM emissions 85 percent by 2020. The U.S. EPA and CARB adopted low sulfur diesel fuel standards in 2006 that reduce diesel particulate matter substantially.

CARB has adopted and implemented a number of regulations for stationary and mobile sources to reduce emissions of DPM. Several of these regulatory programs affect medium and heavy duty diesel trucks that represent the bulk of DPM emissions from California highways. These regulations include the solid waste collection vehicle (SWCV) rule, in-use public and utility fleets, and the heavy-duty diesel truck and bus regulations.

In December 2008 the CARB approved a new regulation to reduce emissions of DPM and nitrogen oxides from existing on-road heavy-duty diesel fueled vehicles. The regulation requires affected vehicles to meet specific performance requirements between 2011 and 2023, with all affected diesel vehicles required to have 2010 model-year engines or equivalent by 2023. These requirements are phased in over the compliance period and depend on the model year of the vehicle.

**Buffer Zones**

The BAAQMD recommends that general plans include buffer zones to separate sensitive receptors from sources of air toxic contaminants and odors. In June 2010, CARB released the final version of the Air Quality and Land Use Handbook, which is intended to encourage local land use agencies to consider the risks from air pollution prior to making decisions that approve the siting of new sensitive receptors (e.g., schools, homes or daycare centers) near sources of air pollution. Unlike industrial or stationary sources of air pollution, siting of new sensitive receptors does not require air quality permits, but could create air quality problems. The primary purpose of the handbook is to highlight the potential health impacts associated with proximity to common air pollution sources, so that those issues are considered in the planning process. CARB makes recommendations regarding the siting of new sensitive land uses near freeways, truck distribution centers, dry cleaners, gasoline dispensing stations, and other air pollution sources. These "advisory" recommendations include setbacks of 500 feet between new residences and freeways. The setbacks are based primarily on modeling information and are not reflective of site-specific conditions in El Cerrito. Siting of new sensitive land uses within these recommended distances may be possible, but only after site-specific studies are conducted to identify the actual health risks. CARB acknowledges that land use agencies have to balance other siting considerations such as housing and transportation needs, economic development priorities and other quality of life issues. Source Documentation: (2)
The BAAQMD Clean Air Plan is the regional air quality management plan for the San Francisco Bay Area. The Clean Air Plan accounts for projections of population growth provided by the Association of Bay Area Governments and vehicle miles traveled provided by the Metropolitan Transportation Commission, and it identifies strategies to bring regional emissions into compliance with federal and State air quality standards. Source Documentation: (3)

**BAAQMD Thresholds of Significance**

The Bay Area Air Quality Management District has established CEQA Guidelines that provide Thresholds of Significance to assist lead agencies in evaluating air quality impacts of projects and plans proposed in the San Francisco Bay Area Air Basin (SFBAAB). The Guidelines provides BAAQMD-recommended procedures for evaluating potential air quality impacts during the environmental review process consistent with the requirements of the California Environmental Quality Act.

The SFBAAB is currently designated as a nonattainment area for state and national ozone standards and national particulate matter ambient air quality standards. SFBAAB’s nonattainment status is attributed to the region’s development history. Past, present and future development projects contribute to the region’s adverse air quality impacts on a cumulative basis. By its very nature, air pollution is largely a cumulative impact. No single project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards. Instead, a project’s individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project’s contribution to the cumulative impact is considerable, then the project’s impact on air quality would be considered significant.

**Table 1 BAAQMD Air Quality Significance Thresholds**

<table>
<thead>
<tr>
<th>Pollutant</th>
<th>Construction Thresholds</th>
<th>Operational Thresholds</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Average Daily Emissions (lbs./day)</td>
<td>Average Daily Emissions (lbs./day)</td>
</tr>
<tr>
<td>Criteria Air Pollutants</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ROG</td>
<td>54</td>
<td>54</td>
</tr>
<tr>
<td>NOx</td>
<td>54</td>
<td>54</td>
</tr>
<tr>
<td>PM_{10}</td>
<td>82</td>
<td>82</td>
</tr>
<tr>
<td>PM_{2.5}</td>
<td>54</td>
<td>54</td>
</tr>
<tr>
<td>CO</td>
<td>Not Applicable</td>
<td>9.0 ppm (8-hour average) or 20.00 ppm (1-hour average)</td>
</tr>
<tr>
<td>Fugitive Dust</td>
<td>Construction Dust Ordinance or other Best Management Practices</td>
<td>Not Applicable</td>
</tr>
</tbody>
</table>
Health Risks and Hazards for New Sources and Receptors

<table>
<thead>
<tr>
<th>Excess Cancer Risk</th>
<th>10 per one million</th>
<th>10 per one million</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chronic or Acute Hazard Index</td>
<td>1.0</td>
<td>1.0</td>
</tr>
<tr>
<td>Incremental annual average PM$_{2.5}$</td>
<td>0.3 μg/m$^3$</td>
<td>0.3 μg/m$^3$</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Excess Cancer Risk</th>
<th>100 per one million</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chronic Hazard Index</td>
<td>10.0</td>
</tr>
<tr>
<td>Annual Average PM$_{2.5}$</td>
<td>0.8 μg/m$^3$</td>
</tr>
</tbody>
</table>

GHG Annual Emissions | 1,100 metric tons or 4.6 metric tons per capita

Notes: ROG = reactive organic gases; NO$_x$ = nitrogen oxides; PM$_{10}$ = course particulate matter or particulates with an aerodynamic diameter of 10 micrometers (μm) or less; PM$_{2.5}$ = fine particulate matter or particulates with an aerodynamic diameter of 2.5 μm or less; and GHG = greenhouse gas.

If emissions of TACs or PM$_{2.5}$ exceed any of the Thresholds of Significance listed in the table above, the proposed project would result in a significant impact.

**Discussion**

a) Would the project conflict with or obstruct implementation of any applicable air quality plan? b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Although the project-generated traffic would not result in a significant long-term impact on local or regional air quality, short-term construction impacts could represent an adverse impact without implementation of Best Management Practices. Sources of air emissions and dust include activities such as grading, vehicle travel on paved and unpaved surfaces, and vehicle and equipment exhaust.

**Emissions Due to Construction Activity**

The California Emissions Estimator Model (CalEEMod) Version 2016.3.2 was used to predict annual emissions for construction. CalEEMod provides emission estimates for both on-site and off-site construction activities. On-site activities are primarily made up of construction equipment emissions, while off-site activity includes worker and vendor traffic. A construction build-out scenario, including equipment list and phasing schedule was based on model defaults for a project of this type and size. As a
balanced site, no substantial hauling of soils is expected. The property is currently vacant, therefore demolition activities and demolition hauling were excluded from the model.

The proposed project land uses were input into CalEEMod, which included five (5) residential units entered as “Condo/Townhouse”. Trip Generation assumptions were further refined using the Institute of Transportation Engineers Trip Generation Manual - 9th edition for Condo/Townhouse land use guidelines.

Construction activities, particularly during site preparation and grading would temporarily generate fugitive dust in the form of PM\textsubscript{10} and PM\textsubscript{2.5}. Sources of fugitive dust would include disturbed soils at the construction site and trucks carrying uncovered loads of soils. Unless properly controlled, vehicles leaving the site would deposit mud on local streets, which could be an additional source of airborne dust after it dries. Fugitive dust emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. Fugitive dust emissions would also depend on soil moisture, silt content of soil, wind speed, and the amount of equipment operating. Larger dust particles would settle near the source, while fine particles would be dispersed over greater distances from the construction site. The BAAQMD CEQA Air Quality Guidelines consider these impacts to be less than significant if best management practices are employed to reduce these emissions.

Construction equipment and associated heavy-duty truck traffic generates diesel exhaust, which is a known Toxic Air Contaminant (TAC). The BAAQMD has not developed any procedures or guidelines for identifying these impacts from temporary construction activities where diesel particulate matter emissions are transient. They are typically evaluated for stationary sources (e.g., large compression ignition engines such as generators) in health risk assessments over the course of lifetime exposures (i.e., 24 hours per day over 70 years).

Construction period emissions were modeled using CalEEMod defaults for a project of this type and size, as described above. Construction of the project is expected to occur over a twelve month period, beginning in 2020. The CalEEMod model provided total annual PM\textsubscript{2.5} exhaust emissions (assumed to be diesel particulate matter) for the off-road construction equipment and for exhaust emissions from on-road vehicles (haul trucks, vendor trucks, and worker vehicles), with total emissions of 0.0423 tons (87.6 pounds). The on-road emissions are a result of haul truck travel, worker travel, and vendor deliveries during demolition, grading and construction activities. A trip length of 0.3 miles was used to represent vehicle travel while at or near the construction site. It was assumed that these emissions from on-road vehicles traveling at or near the site would occur at the construction site. Fugitive PM\textsubscript{2.5} dust emissions were calculated by CalEEMod as 0.00095 tons (1.9 pounds) for the overall construction period.

Construction of the project would result in the temporary generation of NO\textsubscript{x} and PM\textsubscript{10} emissions. Short-term air quality impacts are mostly due to dust (PM\textsubscript{10}) generated by construction and development activities, and emissions from equipment and vehicle engines (NO\textsubscript{x}) operated during these activities. Dust generation is dependent on soil type and soil moisture, as well as the amount of total acreage actually involved in clearing, grubbing and grading activities. Clearing and earthmoving activities comprise the major source of construction dust generation, but traffic and general disturbance of the soil also contribute to the problem. Sand, lime or other fine particulate materials may be used during construction,
and stored on-site. If not stored properly, such materials could become airborne during periods of high winds. The effects of construction activities include increased dust fall and locally elevated levels of suspended particulates. PM$_{10}$ is considered unhealthy because the particles are small enough to inhale and damage lung tissue, which can lead to respiratory problems. PM$_{10}$ emissions during project construction can be reduced through compliance with institutional requirements for dust abatement and erosion control.

The project’s construction activities are not expected to substantially change existing air quality standards or contribute to any existing or projected air quality violation. With the implementation of standard construction practices required by the City of El Cerrito, potential air quality related impacts would be reduced to a less than significant level respect to community risk caused by construction activities. Source Documentation: (4) Attachment (5)

**Project Operations**

By the nature of the project (residential) operation of this residential project is not considered a source of TAC or PM$_{2.5}$ emissions. As a result, the project operation would not cause emissions that expose sensitive receptors to unhealthy air pollutant levels. Because the project would not be a source of TACs, it would not contribute cumulatively to unhealthy exposure to TACs.

Source Documentation: (6)

**Table 2 Air Quality Impacts from Project Operations**

<table>
<thead>
<tr>
<th>Operational Criteria Air Pollutant and Precursor Emissions Analysis</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Source Emissions</strong></td>
</tr>
<tr>
<td>-----------------------------------------</td>
</tr>
<tr>
<td>ROG</td>
</tr>
<tr>
<td>NO$_x$</td>
</tr>
<tr>
<td>PM$_{10}$</td>
</tr>
<tr>
<td>PM$_{2.5}$</td>
</tr>
</tbody>
</table>

*Notes: lb/day = pounds per day; NO$_x$ = oxides of nitrogen; PM$_{2.5}$ = fine particulate matter with an aerodynamic resistance diameter of 2.5 micrometers or less; PM$_{10}$ = respirable particulate matter with an aerodynamic resistance diameter of 10 micrometers or less; ROG = reactive organic gases; tpy = tons per year. Due to the small scale of the project, no mitigations were modeled.

CalEEMod estimates that for five residential units with land use “Condo/Townhouse”, the project will generate the trips shown in the table below.
With such a small trip generation (30 trips per day on weekdays), the proposed project is expected to have no impact on nearby intersections, including Carlson Boulevard / Central Avenue. Source Documentation: (5) (7)

Projects of this size do not normally generate operational emissions in sufficient quantity to exceed established thresholds. With the small number of additional vehicle trips generated coupled with the availability of transit, traffic generated by the project would have a less-than-significant impact to local and regional air quality operational emissions. Source Documentation: (2)

**Carbon Monoxide Hotspots**

The BAAQMD CEQA Air Quality Guidelines indicate that project analyses should follow the University of California Davis Transportation Project-Level Carbon Monoxide Protocol (CO Protocol). According to the CO Protocol, intersections with Level of Service (LOS) E or F require detailed analysis. A project contributing to CO concentrations exceeding the California Ambient Air Quality Standard of 9 parts per million (ppm) averaged over 8 hours and 20 ppm for 1 hour would be considered to have a significant impact.

No CO hotspots are anticipated as a result of traffic generated emissions by the proposed project in combination with existing or cumulative traffic. Therefore, the mobile-related emissions from the project are not anticipated to contribute substantially to an existing or projected air quality violation and would not expose sensitive receptors to substantial pollutant concentrations. Impacts would be less than significant.

The project-generated traffic is not sufficient to cause degradation in intersection LOS. There are no effects on toxic hotspots as a result of the project. Source Documentation: (4) (7)

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

According to the BAAQMD CEQA Guidelines, a project that would not individually have a significant air quality impact may have significant cumulative impacts. The determination as to whether a project would

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Table 3 Vehicle Trip Generation Rates

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Average Daily Trip Rate</th>
<th>Unmitigated</th>
<th>Mitigated</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Weekday</td>
<td>Saturday</td>
<td>Saturday</td>
</tr>
<tr>
<td>Condo/Townhouse</td>
<td>26.05</td>
<td>28.35</td>
<td>24.20</td>
</tr>
<tr>
<td>Total</td>
<td>26.05</td>
<td>28.35</td>
<td>24.20</td>
</tr>
</tbody>
</table>

Table 4 Trip Type Information

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Miles</th>
<th>Trip %</th>
<th>Trip Purpose %</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>H-W or C-W</td>
<td>H-S or C-C</td>
<td>H-D or C-NW</td>
</tr>
<tr>
<td>Condo/Townhouse</td>
<td>10.60</td>
<td>4.80</td>
<td>5.79</td>
</tr>
</tbody>
</table>
have a significant cumulative impact is based on the evaluation of the consistency of the project with the local General Plan and the consistency of the General Plan with the Bay Area Clean Air Plan (CAP). Impacts are considered less than significant. Source Documentation: (4)

d) Would the project expose sensitive receptors to substantial pollutant concentrations?

For purposes of risk and hazards for new sources and receptors for individual project, the zone of influence is a 1,000-foot radius from property line of the source or receptor. This new threshold is effective May 1, 2011.

**Mobile Sources**

Major roadways are defined by the BAAQMD as having at least 10,000 average annual daily traffic (AADT). Roadway traffic count data is available from the local congestion management authority.

The project site is located near several sources of roadway and railroad traffic. Interstate 80 (I-80), a freeway, lies 953 feet west of the site. Central Avenue lies 256 feet south; San Pablo Avenue is 1,130 feet east; and freight railway operations lie on tracks west of I-80 at a distance of 1,823 feet. Central Avenue has average daily traffic of 6,630 and therefore is not a major roadway included in the discussion that follows. Source Documentation: (8)

The project site is located inside the setback area (1,000 feet; see discussion that follows) from I-80 for sensitive receptors.

The project would include new sensitive receptors. Substantial sources of air pollution can adversely affect sensitive receptors proposed as part of new projects. The project site is located within 1,000 feet of a freeway. Interstate 680 lies approximately 953 feet to the west of the site. The Bay Area Air Quality Management District (BAAQMD), the regional agency tasked with managing air quality in the region. Guidance provided by the BAAQMD was used for screening the project for health risks to residents.

The air quality analysis tools provided by the BAAQMD are intended to assist lead agencies in analyzing air quality impacts from proposed land use projects and plans, and determine if further refinement in a Health Risk Analysis is warranted. The table below lists the information for I-680 provided by the BAAQMD at a distance of 1,000 feet. This was chosen because the site distance range across the site varies from 953 feet to an approximately 1,095 feet. The screening tool provides for a distance of 750 or 1,000 feet east (see figure below); a distance of 1,000 feet more accurately characterizes the site exposure.
In addition, stationary, permitted sources of emissions within 1,000 feet are considered in screening for residential land uses. There are two stationary sources within 1,000 feet – two gas stations to the west near Interstate 80.

Central Valero is located 780 feet west of the subject property.
Figure 5 Stationary Permitted Source – G10518
Shell gas station is located approximately 653 feet west.

Figure 6 Stationary Permitted Source – G11946

BAAQMD’s Distance Adjustment Multiplier Tool Gasoline Dispensing Facility (GDF) was used to account for the distance to these stationary sources. Results are below.

Table 5 Air Quality - Community Risk Impacts from Single and Cumulative Sources

<table>
<thead>
<tr>
<th>Source</th>
<th>Maximum Cancer Risk (per million)</th>
<th>Maximum Annual PM$_{2.5}$ Concentration ($\mu$g/m$^3$)</th>
<th>Maximum Hazard Index</th>
</tr>
</thead>
<tbody>
<tr>
<td>Interstate 80</td>
<td>3.75</td>
<td>0.032</td>
<td>0.0083</td>
</tr>
<tr>
<td>Gasoline dispensing facility – 5430 Central</td>
<td>0.4873</td>
<td>n/a</td>
<td>0.0007</td>
</tr>
<tr>
<td>Gasoline dispensing facility – 5500 Central</td>
<td>0.3896</td>
<td>n/a</td>
<td>0.00422</td>
</tr>
<tr>
<td>BAAQMD Threshold – Single Source</td>
<td>10.0</td>
<td>0.3</td>
<td>0.05</td>
</tr>
<tr>
<td>Significant?</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Cumulative Sources</td>
<td>4.6269</td>
<td>0.032</td>
<td>0.01322</td>
</tr>
</tbody>
</table>
The initial Highway Screening for University Avenue shows a cancer risk of 3.75 in a million as shown in the table above. The Threshold of Significance is less than 10 in a million. The exposure of new residents to mobile sources of PM$_{2.5}$ and other Toxic Air Contaminates is less than significant.

Source Documentation: (6)

Stationary Sources

Using the screening tool for Contra Costa County Permitted Sources the BAAQMD recognizes two stationary permitted sources within 1,000 feet of the subject property, both gasoline dispensing facilities. Neither gas station individually or as a cumulative source have Initial Screening values for Adjusted Cancer Risks over thresholds of significance.

The exposure of new residents to stationary sources of PM$_{2.5}$ and other Toxic Air Contaminates is less than significant.

Source Documentation: (6)

e) Would the project create objectionable odors affecting a substantial number of people?

As a residential development, the project is not expected to generate objectionable odors. There is no impact in this regard.

Source Documentation: (1)
## Hydrology and Water Quality

<table>
<thead>
<tr>
<th>Hydrology and Water Quality -- Would the Project:</th>
<th>Potentially Significant Impact</th>
<th>Potentially Significant Unless Mitigation Incorporation</th>
<th>Less Than Significant Impact</th>
<th>No 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>X</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>X</td>
</tr>
<tr>
<td>c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, 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>X</td>
</tr>
<tr>
<td>e) Create or contribute runoff water which 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>X</td>
</tr>
<tr>
<td>f) Otherwise substantially degrade water quality?</td>
<td></td>
<td></td>
<td></td>
<td>X</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>X</td>
</tr>
<tr>
<td>h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>i) Expose people or structure 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>X</td>
</tr>
<tr>
<td>j) Inundation by seiche, tsunami, or mudflow?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
</tbody>
</table>
Setting

The lot is currently vacant and covered with ruderal vegetation. It is surrounded by single- and multi-family residential developments. A small community park, Central Park, borders the lot to the southeast. The site slopes slightly downward towards the park. The project plans to include permeable pavers and landscaped areas for a lot coverage of 36.4% for Lot A and 32.2% for Lot B. The project would be served by the public water, wastewater and storm drainage system.

Regulatory Framework

Federal Regulations and Guidelines:

Federal Clean Water Act 1987

Floodplain Management [24 CFR 55, Executive Order 11988]

Flood Disaster Protection Act [Flood Insurance] [§58.6(a)]

State and local regulations that pertain to the proposed project related to hydrology and water quality include:

City of El Cerrito General Plan

California Regional Water Quality Control Board, San Francisco Bay Region, Contra Costa Countywide NPDES Municipal Stormwater Permit, Order R2-2015-0049, National Pollution Discharge Elimination System Permit No. CAS612008 (NPDES C.3)

Contra Costa Clean Water Program

Discussion

a) Would the project violate any water quality standards or waste discharge requirements? c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, 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 which would provide substantial additional sources of polluted runoff? f) Otherwise substantially degrade water quality?

During construction, the project will need to comply with the City’s municipal stormwater permit requirements under the Contra Costa Clean Water Program. This will include preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP). This SWPPP will identify best management practices (BMPs) for erosion and sediment control, and to prevent accidental spills or releases of construction-related hazardous materials. With implementation of the SWPPP, construction of
the project is not anticipated to generate a substantial amount of pollutants which could violate water quality standards or waste discharge requirements.

The project would alter the existing drainage pattern of the lot, through construction of new impervious surfaces (buildings, parking areas), landscape features, and a bio-retention area.

Once constructed, the project itself would not involve any point-source discharges of pollutants. Non-point source pollution (i.e., stormwater runoff) from the site may contain trace amounts of pollutants and sediment. However, in accordance with the Contra Costa Clean Water Program requirements, a Stormwater Control Plan (SCP) must be prepared for all projects that create or replace more than 10,000 square feet of impervious surface. The purpose of a SCP is to specify how the built project will incorporate site design characteristics, landscape features, and BMPs that minimize imperviousness, retain or detain stormwater, slow runoff rates, and reduce pollutants in post development runoff. The SCP must incorporate measures to treat stormwater runoff before it is discharged from the site. These treatment facilities must be designed to minimum criteria specified by the Regional Water Quality Control Board and must identify responsibility and a mechanism to ensure maintenance of the treatment facilities in perpetuity.

As part of the SCP, the project would include landscaping to reduce the amount of exposed (bare) earth which could lead to erosion and will utilize permeable pavers. With development and implementation of the SCP, the project, once constructed, is not anticipated to discharge a substantial amount of pollutants which could violate water quality standards or waste discharge requirements.

There are no streams or rivers on or near the project. Therefore, the project would cause alteration of any streams or rivers. There are no impacts in this regard.
The project as envisioned would include a number of measures and design features to ensure that it would not substantially degrade water quality. The project would be required to submit a Stormwater Pollution Prevention Plan (SWPPP) to the satisfaction of the Building Engineer as well as a Stormwater Control Plan (SCP) that meets C.3 requirements for development projects. Impacts are considered less than significant.

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)?

The East Bay Municipal Utility District (EBMUD) supplies water to approximately 1.4 million people in Contra Costa and Contra Costa Counties. Most of EBMUD’s water comes from the 577-square-mile Mokelumne River watershed. Water is collected at the Pardee Reservoir in Amador County and distributed to the nearby Camanche Reservoir, and the Mokelumne Aqueducts, which carry water to the East Bay. EBMUD maintains reservoirs within its East Bay service area that include the Briones, Chabot,
Lafayette, San Pablo, and Upper San Leandro reservoirs. EBMUD has rights to divert approximately 325 million gallons of water per day from the Mokelumne River.

According to the EBMUD’s Urban Water Management Plan 2015, EBMUD developed a broad portfolio of dry year supplies to increase water supply reliability during drought. In 2006 EBMUD executed a Long Term Renewal Contract with the USBR to receive water from the Central Valley Project (CVP) through the Freeport Regional Water Project in years when EBMUD’s water supplies are relatively low. Specifically, EBMUD’s contract allows it to receive CVP water in years when EBMUD’s March 1 projection of its September 30 total stored water supply is forecast to be below 500 total acre feet (TAF). The Long-Term Renewable Contract (LTRC) allows EBMUD to take up to 133,000 acre feet (AF) in a single qualifying year, not to exceed a total of 165,000 AF over three consecutive qualifying years.

EBMUD exercised its LTRC and delivered CVP water for the first time during the 2014-2015 drought. In 2014, EBMUD received 18,641 acre-feet of CVP supply. In 2015, EBMUD received 33,250 acre-feet of CVP water.

EBMUD will provide potable water service to the project site. Total project demand would be a maximum 1,820 gallons of water per day (using EBMUD’s estimated daily demand of 70 gallons per person per day and an estimated 26 residents). The project represents a higher density use over current conditions, although the net increase is less than if the site were undeveloped. According to EBMUD, it has an “obligation to serve” all customers within their jurisdiction as long as the water use is not considered to be wasteful.

EBMUD has informed the City of El Cerrito of its intent to provide, and that potable water is available, for both domestic use and fire protection to the subject property from existing facilities, which are serviced and maintained by East Bay Municipal Utility District. Service will be granted subject to compliance with the District’s regulations governing water service and Schedule of Rates and Charges.

The project will not affect ground water recharge, well water supplies or aquifers because EBMUD will provide water to the project site. Impacts to water supply is considered less than significant.

Source Documentation: (4) (5) (10) (12) (13)

h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? 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? i) Expose people or structure to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

The project site is not located in a Flood Zone. The area is a Flood Hazard Area Designation Zone X: Areas of minimal flooding. No Base Flood Elevations or depths are shown within this zone. Insurance purchase is not required in this zone. Flood hazard designation is depicted on FIRM Map Number 06013C0243G, with an effective date of September 30, 2015.

The site is not protected from flooding by a levee or dam; there is no impact in this regard.
The southeastern portion of the site is adjacent to a floodplain (Zone AE: 1% annual chance of flooding). The onsite bio-retention basin will ensure no impact to the floodplain will occur off-site as a result of the project.

Map 3 Flood Insurance Rate Map

There is no impact to floodplains as a result of the project.

Source Documentation: (1) (14)

jj Inundation by seiche, tsunami, or mudflow?
A seiche occurs in lakes and other land-locked bodies of water. The project site is located in the San Francisco Bay Area. The subject is not subject to mudflows; however, a tsunami is possible because San Francisco Bay is fed by the Pacific Ocean.

The California Emergency Management Agency, California Geological Survey, and University of Southern California publish Tsunami Inundation Maps for Emergency Planning. According to the Richmond Quadrangle/San Quentin Quadrangle map for Contra Costa County, the project site is outside the tsunami inundation line.
There is no impact in this regard.

Source Documentation: (4) (10) (15)

Conclusion

Based on the evaluation above, water quality impacts of the project would be less than significant.

Noise

<table>
<thead>
<tr>
<th>NOISE – WOULD THE PROJECT:</th>
<th>Potentially Significant Impact</th>
<th>Potentially Significant Unless Mitigation Incorporation</th>
<th>Less Than Significant Impact</th>
<th>No 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 groundborne noise levels?</td>
<td></td>
<td></td>
<td></td>
<td>×</td>
</tr>
<tr>
<td>c)</td>
<td>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>---</td>
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<td>---</td>
<td>---</td>
</tr>
<tr>
<td>d)</td>
<td>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)</td>
<td>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?</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>f)</td>
<td>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?</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Setting**

The existing noise environment at the site and in the vicinity results primarily from vehicular traffic along nearby streets and highways.

**Regulatory Framework**

State and local regulations that pertain to the proposed project related to noise include:

- City of El Cerrito General Plan (1999) Chapter 7, *Resources and Hazards*
- California Building Code

**City of El Cerrito General Plan Policies**

The City of El Cerrito General Plan (1999) Chapter 7, *Resources and Hazards* states the following policies that apply to the project.

- **H3.1 Noise Levels in New Residential Projects.** New residential development projects shall meet acceptable exterior noise level standards. The "normally acceptable" noise standards for new land uses are established in Table 7-1, Land Use Compatibility for Community Exterior Noise Environments, which shall be modified by Policies H3.2 through H3.12, below.

- **H3.2 Outdoor Noise Levels.** The goal for maximum outdoor noise levels in residential areas is an Ldn of 60 dB. This level is a requirement to guide the design and location of future development...
and is a goal for the reduction of noise in existing development. However, 60 Ldn is a goal that cannot necessarily be reached in all residential areas within the realm of economic or aesthetic feasibility. This goal would be applied where outdoor use is a major consideration (e.g., backyards in single-family housing developments and recreation areas in multi-family housing projects). The outdoor standard would not normally be applied to the small decks associated with apartments and condominiums but these would be evaluated on a case-by-case basis. Where the city determines that providing an Ldn of 60 dB or lower outdoors is not feasible, the outdoor goal may be increased to an Ldn of 65 dB at the discretion of the Planning Commission.

**H3.3 Indoor Noise Levels.** The indoor noise level as required by the State of California Noise Insulation Standards must not exceed an Ldn of 45 dB in new housing units.

**H3.4 Indoor Instantaneous Noise Levels.** Interior noise levels in new single-family and multi-family residential units exposed to an Ldn of 60 dB or greater should be limited to a maximum instantaneous noise level in the bedrooms of 50 dBA. Maximum instantaneous noise levels in other rooms should not exceed 55 dB. The typical repetitive maximum instantaneous noise level at each site would be determined by monitor. Examples would include truck passbys on busy streets, BART passbys and train warning whistles.

**H3.9 Noise Environment in Existing Residential Areas.** Protect the noise environment in existing residential areas. In general, the City would require the evaluation of mitigation measures for projects under the following circumstances:

1. The project would cause the Ldn to increase 3 dB(A) or more.
2. Any increase would result in an Ldn greater than 60 dB(A).
3. The Ldn already exceeds 60 dB(A).
4. The project has the potential to generate significant adverse community response.

**H3.10 Mitigating the Effects of Noise on Adjacent Properties.** Require proposals to reduce noise impacts on adjacent properties by incorporating appropriate measures into the project.

The following table lists the Plan’s land use compatibility guidelines for exterior noise environments.
City of El Cerrito Municipal Code

The City of El Cerrito Municipal Code Section 19.21.050 B provides noise guidelines and performance-based standards consistent with the General Plan. It is noted that impact of a proposed project on an existing land use should be evaluated in terms of the increase in existing noise levels and potential for adverse community impact. All new development must comply with the outdoor noise standards established in Table 19.21-A of the Municipal Code.

Table 6 General Plan Land Use Compatibility for Community Exterior Noise Environments
Table 7 Outdoor Noise Levels

Table 19.21-A, Outdoor Noise Levels

<table>
<thead>
<tr>
<th>Land Use Type</th>
<th>Exterior Noise Exposure (Ldn or CNEL, dB)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Normally Acceptable</td>
</tr>
<tr>
<td>Residential, Hotel and Motels</td>
<td>60</td>
</tr>
<tr>
<td>Outdoor Sports and Recreation, Neighborhood Parks and Playgrounds</td>
<td>65</td>
</tr>
<tr>
<td>Schools, Libraries, Museums, Hospitals, Personal Care, Meeting Halls, Churches</td>
<td>60</td>
</tr>
<tr>
<td>Office Buildings, Business Commercial, and Professional</td>
<td>60</td>
</tr>
<tr>
<td>Auditoriums, Concert Halls, Amphitheaters</td>
<td>—</td>
</tr>
<tr>
<td>Industrial, Manufacturing, Utilities and Agriculture</td>
<td>70</td>
</tr>
</tbody>
</table>

Discussion

a) Would the project cause the 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 (e.g. OSHA)?

Noise Measurements

There are several noise measurement scales that are used to describe noise in a particular location. A decibel (dB) is a unit of measurement that indicates the relative intensity of a sound. The zero on the decibel scale is set at the lowest sound level that the healthy, unimpaired human ear can detect. Sound levels in decibels are calculated on a logarithmic basis; an increase of 10 decibels represents a ten-fold increase in acoustic energy, while 20 decibels is 100 times more intense, 30 decibels is 1,000 times more intense, etc. There is a relationship between the subjective noisiness or loudness of a sound and its measured intensity. Each 10-decibel increase in sound level is perceived as approximately a doubling of loudness over a fairly wide range of intensities.

There are several methods of characterizing sound. The most common in California is the A-weighted sound level or dBA. This scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. Because sound levels can vary markedly over a short period of time, a method for describing either the average character of the sound or the statistical behavior of the variations must be utilized. Most commonly, environmental sounds are described in terms of an average level, equivalent in energy to the total energy of the actual noise levels experience over a fixed period of time, most commonly an hour. This energy-equivalent sound/noise descriptor is called Leq.

Since people’s sensitivity to noise increases during the evening and at night, the Community Noise Equivalent Level (CNEL) was developed. The CNEL gives greater weight to noise levels during the evening.
and night than during the day. The Day/Night Average Sound Level, $L_{dn}$, is essentially the same as CNEL, with the exception that the evening time period is not given greater weight than the daytime period.

### Airports and Aircraft Noise

There are no airports within 10 miles of the project site. Aircraft operations are not considered a source of noise at the site.

![Figure 7 Airports](image)

### Railroad Noise

The site lies between two rail lines. Bay Area Rapid Transit (BART) operates 0.42 mile east, and commercial freight rail operations lie 1,823 feet west, parallel to Interstate 580. The tracks are completely shielded by buildings and are not considered a noise source.
Figure 8 Distance to Railroads

Roadway Noise

The subject site lies along El Dorado Avenue, a minor street with traffic volumes were so low they were not counted by the City of El Cerrito’s Public Works department. El Dorado is the only street within 1,000 feet and within direct line of the site of the project. El Dorado Street is a local road; it is an unstriped roadway within one travel lane in each direction and on-street parking. A local road has a typical carrying capacity of approximately 700 vehicles per lane. This is too low for meaningful analysis. El Dorado Avenue does not have traffic volumes sufficient to have a significant impact by the exposure of residents to excess noise above 60 DNL. This is confirmed by noise measurements conducted in September 2015 by Michael Baker for 5800 El Dorado, roughly 400 feet west of 58.5 DNL. Source Documentation: (9)

Central Avenue lies approximately 256 feet south. According to traffic counts, Central has an average daily traffic of 6,630 vehicles. This is too low for meaningful analysis. Source Documentation: (4) (8)

The project site is not subjected to excessive noise. Impacts to future occupants of the site are considered less than less than significant.
Construction Noise

During construction phases associated with the project, noise levels on the project site and in the vicinity would be increased due to construction activities including grading and building activities which would occur on the site. Single-family and multifamily residential uses surround the site, with the exception of the southern portion of the site where a public park is located. These land uses represent sensitive receptors located within the vicinity of the project site. Increases in construction related noise level near the project site could represent a potential significant impact.

Noise generation from the project would be limited to temporary on-site construction activities, which will be temporary in duration. No permanent substantial increase in noise would occur on the project site, as proposed use of the site is compatible with existing use and surrounding uses. Furthermore, adherence to City of El Cerrito Municipal Code requirements as would be required with the project’s approval would limit construction activities to 7 AM to 6 PM on weekdays, 8 AM to 5 PM on Saturdays, and prohibits construction activity on Sundays. Source Documentation: (4) (16)

Construction activities would be temporary and limited to daytime hours; therefore, the temporary increase in noise levels due to construction are considered less than significant.

Operational Noise

The proposed project would result in the development of the project site with residences, whereas the site is currently vacant. Overall operational noise levels would generally be low, consistent with similar uses, and would primarily be associated with vehicle noise associated with residents accessing the site. With the implementation of the proposed project, an additional 30 total vehicle trips per day will occur during weekdays. The limited increase in trips associated with the proposed project would not result in a change in the existing ambient noise environment. The change is expected to be less than 1 dBA which is not a perceptible increase in noise levels and would not have the potential for adverse impacts.

Source Documentation: (4) (7) (8)

Noise impacts from operation of the project are considered less than significant.

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?

There are no airports, private or public within five miles of the project site. The project is not located within an airport land use plan. There are no impacts in this regard. Source Documentation: (4) (10)

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?

There are no airports, private or public within five miles of the project site. The project is not located within an airport land use plan. There are no impacts in this regard. Source Documentation: (4) (10)
Conclusion

The proposed project would be in compliance with City of El Cerrito General Plan policies and Municipal Code requirements. Based on the proposed use of the project site, and the existing noise setting of the site, the proposed project would not be expected to result in a permanent increase above 60 dBA on the project site or in the site’s vicinity.

Because the proposed project would not result in a substantial operational or permanent increase in ambient noise levels on the project site or in the vicinity of the site, noise impacts would be less than significant.

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References


