AGENDA

SPECIAL JOINT MEETING OF THE
DESIGN REVIEW BOARD AND
PLANNING COMMISSION

September 7, 2022 at 7:30 p.m.

VIA TELECONFERENCE
https://us06web.zoom.us/j/84895629471?pwd=d0txeGlKWk9yYWtgeXpNV3FjHzV0Zz09
Meeting ID: 848 9562 9471
Passcode: 672502
Or Join by Phone: 408-638-0968

7:30 p.m. CONVENE SPECIAL MEETING

1. ROLL CALL – Design Review Board: Chair Wenlin Li; Vice Chair Gyan Singh; Members Ben Chuaqui, and Andrea Lucas
   Planning Commission: Chair Daniel Hamilton; Vice Chair Leslie Mendez; Members Brendan Bloom, Erin Gillett, and Joy Navarrete

2. 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.

3. BOARDMEMBER/COMMISSIONER COMMUNICATION/CONFLICT OF INTEREST DISCLOSURE
   This time on the agenda is reserved for Commissioners to disclose communications from individuals regarding specific agenda items or to state a potential conflict of interest in relation to a specific agenda item

4. STUDY SESSION – EL CERRITO PLAZA STATION TOD PROJECT
   Applicant: Holliday Development and the Related Companies of California
   Location: 6699 Fairmount Avenue
   APN: 504-050-012, 504-121-017, 504-122-010, and 504-130-031
   Zoning: Transit-Oriented Higher-Intensity Mixed Use (TOHIMU); Transit Oriented Mixed Use (TOM)
   General Plan: Transit-Oriented Higher-Intensity Mixed Use (TOHIMU); Commercial/Mixed-Use
   Request: A Design Review Board/Planning Commission study session on the preliminary conceptual plans for the El Cerrito Plaza Station TOD project
   CEQA: The project will be evaluated for compliance with the California Environmental Quality Act (CEQA) upon submittal of a development action. This study session is not a project pursuant to the CEQA Guidelines.

5. STAFF COMMUNICATIONS
   Informational reports on matters of general interest, presented by City staff.
6. ADJOURNMENT

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact Sean Moss 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.
DETIALS

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EXECUTIVE SUMMARY

The San Francisco Bay Area Rapid Transit District (BART) has entered into an Exclusive Negotiating Agreement (ENA) with Holliday Development and Related Companies of California for Transit Oriented Development (TOD) on the existing surface parking lots of the El Cerrito Plaza BART Station.

This report and the applicant’s presentation in Attachment 1 highlight the background of the project and the preliminary plans for the project. This study session is an opportunity for the Design Review Board, the Planning Commission, and the public to provide feedback on the preliminary plans prior to the submittal of a development application.
Background

AB 2923

On September 30, 2018, Governor Brown signed AB 2923 into law. It added sections 29010.1 through 29010.12 to California’s Public Utilities Code, affecting zoning requirements on existing BART-owned property in Alameda, Contra Costa, and San Francisco counties within a half-mile of stations. AB 2923 includes two core components:

- Transit-Oriented Development (TOD) Zoning Standards: AB 2923 established Baseline Zoning Standards for BART properties subject the legislation. Cities and counties had until July 1, 2022 to rezone non-conforming parcels to align with the AB 2923 Baseline Zoning Standards.

- Development Streamlining: Developers in an exclusive negotiating agreement with BART to develop its property may apply for expedited approval from local cities and counties, as articulated in Senate Bill 35, if (1) the project is at least 50% residential; (2) a minimum of 20% of proposed housing is affordable to low- or very low-income households; (3) the height is within one story of the tallest approved height within a ½ mile; and (4) the construction plan meets required labor standards described in the bill.

The Baseline Zoning Standards for the El Cerrito Plaza Station property are outlined in the table below. Objective standards in the San Pablo Avenue Specific Plan and the El Cerrito Zoning Ordinance which are outside of the areas identified in the Baseline Zoning Standards remain in effect.

The San Pablo Avenue Specific Plan has been determined to conform with the AB 2923 Baseline Zoning Standards. One parcel (Parcel A South – see Attachment 1, page 9 for parcel locations) outside of the Specific Plan area is being added to the Specific Plan as part to the Specific Plan update in order to comply with AB 2923, however, the provisions of AB 2923 automatically apply as of July 1, 2022. Because the developer’s timeline needs to advance the project on this parcel quicker than the San Pablo Avenue Specific Plan update, due to affordable housing funding availability, the developer will be submitting an application pursuant to both the provisions of AB 2923 and the City’s existing TOM zoning district.

<table>
<thead>
<tr>
<th>AB 2923 Baseline Zoning Standards for El Cerrito Plaza Station</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential Density</td>
</tr>
<tr>
<td>Allowable Building Height</td>
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<tr>
<td>Allowable Floor Area Ratio (FAR)</td>
</tr>
<tr>
<td>Minimum Vehicle Parking</td>
</tr>
<tr>
<td>Maximum Residential Vehicle Parking</td>
</tr>
<tr>
<td>Minimum Secure Bike Parking</td>
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Community Engagement, Vision, and Developer Selection

In 2019, BART kicked off a series of community engagement and City Council meetings to discuss TOD at the El Cerrito Plaza Station. (See the City’s TOD webpage for a list of previously held community meetings.) The community input received was used to develop TOD Goals & Objectives as the guiding vision for El Cerrito Plaza Station. These goals and objectives were reviewed and supported by the El Cerrito Council in November 2019. In January 2020, the BART Board of Directors authorized BART staff
to issue a Request for Qualifications (RFQ) to identify a development team. The RFQ that was released in July 2020. On [November 19, 2020](#) the BART Board selected the development team – Holliday Development, Related California, and Satellite Affordable Housing Associates (SAHA) – to advance development at the El Cerrito Plaza BART Station and entered into an Exclusive Negotiating Agreement (ENA).

**Entitlement Process**

Based on the determination of the Department of Housing and Community Development, the City of El Cerrito is typically exempt from the development streamlining processes established in SB 35. However, AB 2923 specifically allows developers that have entered into an exclusive negotiating agreement with BART to utilize SB 35 processes for projects that meet certain criteria. Under the criteria, the proposed El Cerrito Plaza Station TOD project qualifies for SB 35 permit streamlining. This means the required actions for the project must be non-discretionary. The applicant has agreed to participate in advisory reviews with the Planning Commission and the Design Review Board at various stages in the entitlement process. City staff is currently working with the applicant team to finalize the details of the entitlement process pursuant to AB 2923 and SB 35. The details of the entitlement process will be shared once this process is complete. At this time no development application has been submitted to the City.

As mentioned above, the entitlement process for Parcel A South will be separated from the entitlement process for the remainder of the site, so that it can move on a separate timeline.

**Library**

In 2016, the El Cerrito City Council authorized the City Manager to enter into a Memorandum of Understanding (MOU) with BART to explore opportunities for a new public library at the El Cerrito Plaza Station. BART and the City executed an MOU in 2018. In November 2019, the City Council passed a resolution requesting that evaluation of a library be included in the RFQ for the El Cerrito Plaza Station TOD issued by BART.

Accordingly, the development team has included a potential library in the project. The City has embarked on a separate, but related, public process to evaluate the feasibility of including a library as part of the project. More information on that process is available on the City’s [library webpage](#).

**Analysis**

**Study Session**

Since being selected in November 2020, the developers and their design team have refined the site plan for the project based upon feedback received during public engagement and working with BART operations, the City’s Fire Department, and AC Transit. The Design Review Board and the Planning Commission are being asked to review the preliminary site plan and provide feedback to the development team which can used to inform the development application submittal.

**Site Plan**

The site includes four parcels that comprise the existing El Cerrito Plaza Station surface parking lots. Attachment 1 contains the applicant’s presentation and shows the preliminary site plan and planned improvements in the adjacent public rights-of-way, among other exhibits that highlight open space, the library, and building design.
Attachments

1. Applicant’s presentation
City-BART Goals & Objectives Highlights

Complete Communities
- Enhance: Ohlone Greenway connectivity, sustainability
- Connect: BART Station with neighborhood, services
- Explore options for integrating public library
- City to manage street parking in neighborhood with BART’s support

Sustainable Community Strategies
- Deliver community serving facilities
- Address regional housing need
- Incorporate sustainable design

Affordability
- At least 20% affordable homes for low- and very-low-income households
- Support BART’s 35% system wide housing affordability goal
- Support local economy with project labor agreements

Project Info: www.elcerritotod.squarespace.com
BART: www.bart.gov/about/business/tod/el-cerrito-plaza
City of El Cerrito: www.el-cerrito.org/tod
Goals: www.el-cerrito.org/DocumentCenter/View/15880
City-BART Goals & Objectives Highlights

Transportation Choice
- Increase % of people who walk, bike, and take the bus to get to BART
- Reduce reliance on cars for new residents
- Expand pedestrian and bicycle network
- Embrace rapid evolution of mobility trends / technology

Ridership
- Increase BART ridership
- Attract BART patrons from San Pablo Avenue Specific Plan area through sustainable ways of travel to the station

Value Creation & Capture
- Deliver long term revenue to support BART and the City
- Leverage innovative funding and financing options

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City of El Cerrito: www.el-cerrito.org/tod
Goals: www.el-cerrito.org/DocumentCenter/View/15880
Project Highlights

- 1.8 Acres of Publicly Accessible Open Space
- 28,000 sq ft Public Plaza
- Enhanced Ohlone Greenway

- New Two-Way Busway
- New Bike Station
- Bikeways on Central and Fairmount
- Wider Sidewalks and Enhanced Street Crossings
- Improved Lighting/Security
- Car Share

- 100 to 150 Spaces for Riders
- ~300 Spaces for TOD Residents
- Consolidated Garage Access Off of Liberty Street
- City Lead Parking Management Program

- Context-Sensitive Design
- Modular / Pre-Fabricated Construction
- Sustainable Design

- Potential ~20,000 sq ft Modern Library
- Connection to Public Plaza and BART Station

750 to 800 Housing Units

- ~50% Market-Rate
- ~35% Affordable (60% AMI and below)
- ~15% Moderate-Income (80-120% AMI)
**San Pablo Avenue Specific Plan Goals**

A. Enliven San Pablo Avenue

B. Encourage Practical and Market-Friendly Development

C. Support Climate Action Goals

D. Create Housing that Supports a Diverse Population

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**July 19** Draft Plan and SEIR Published

**Sept 2** Public Comment Period Ends

SPAS Upcoming Meetings: [www.el-cerrito.org/spasp](http://www.el-cerrito.org/spasp)
2022 Conceptual Design
2022 Conceptual Design
Urban Design

Parks

History

Today

Urban Design

Public Park
1. Harding Park
2. Centennial Park
3. Central Park
4. Memorial Park (Albany)
5. Albany Hill Park (Albany)
Urban Design
San Pablo Avenue Specific Plan Recommendations

The Site/BART Station
Ohlone Greenway and Train Tracks Overhead
Civic Space
Bikeway, Existing
Bikeway, Proposed
Gateway Street
Major Commercial Street
Downtown District

BUILDING ON PREVIOUS WORK
Green Infrastructure Plan
Ohlone Greenway Design Guidelines
San Pablo Avenue Specific Plan
Urban Greening Plan
Planting Guidelines
Topography, Drainage & Stormwater

Stormwater treatment echoing natural hydrology
Creating biodiversity to encourage native habitat for animal species
Project Streets
Typology Program & San Pablo Avenue Specific Plan (SPASP)
Project Streets
Fairmount Avenue: Commercial Street

Existing

Proposed: No Median, Parallel Parking

Passenger Loading Areas - no planting
Non-Passenger or Non-Commercial Loading Areas - street trees and planting below
Project Streets
Liberty, Richmond, Willow: Residential Streets

Existing

Proposed

Passenger Loading Areas - no planting
Non-Passenger or Non-Commercial Loading Areas - street trees and planting below
Project Streets
Ohlone Greenway

Existing

Proposed
Project Streets
Central Avenue: Gateway Street

Existing

Proposed

Liberty
Richmond
Willow
Oak
Central
Fairmont
C West
C East
B
D
A South
A North

El Cerrito Plaza BART Station Development
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Conceptual Walking & Biking Improvements
Conceptual Open Space Program
Ohlone Greenway at Central Avenue looking South

EXISTING OAK TREE

EXISTING PINE TREE

Conceptual rendering of preliminary design
Conceptual rendering of preliminary design

Ohlone Greenway at Fairmount looking North to BART Station
Plaza Concept
Pulling the Greenway into Downtown
Conceptual Plaza Design

Fairmount Avenue and New Public Open Space

Bird’s-Eye View of New Public Open Space
Conceptual Plaza Sections
Conceptual Plaza Sections

C

FAIRMOUNT AVE  SIDEWALK  LAWN AND TERRACE

D

SIDEWALK  PLAZA
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Planning Commission and Design Review Board Joint Study Session | September 7, 2022

29
Township Commons Wood Decking  |  Oakland
Open Space Scale Comparison
Splash Pad Park | Oakland
Open Space Scale Comparison
Conceptual rendering of preliminary design

New Public Plaza looking East
Preliminary Ground Floor Program

- **Cars**
  - 295 residential garage spaces
- **Bikes**
  - 1.5 spaces/unit in each residential building
  - Minimum 200 spaces in new BART Bike Station
- **Facts**
  - 100 - 150 BART garage spaces
  - 100 - 150 BART Spaces
  - 150 Residential Spaces
  - 40 Residential Spaces
  - ~20,000 SF
  - 30 Residential Spaces
  - 75 Residential Spaces
  - Minimum 200 spaces in new BART Bike Station
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  - ~20,000 SF
  - 30 Residential Spaces
  - 75 Residential Spaces
Preliminary Upper Floor and Step-Downs
Central Avenue at Liberty looking East

Conceptual rendering of preliminary design
Water Management
- Rain gardens
- Stormwater landscaping
- Permeable paving

Material Efficiency
- Pre-fabrication
- Carbon sequestering concrete
- Wood from sustainable forestry

Transit-Oriented Development
- BART/bus transfers
- Pedestrian/bike friendly facilities accessible for all
- Car share

Renewable Energy
- All-electric building
- Energy-efficient design
- Solar PV system

Waste Management
- Adequate storage
- Drop-off point control

SOLAR PV ARRAY
PERMEABLE PAVING
RAIN GARDENS
BIKE CONNECTIONS
NATURAL VENTILATION
EV CHARGING
HEATING / COOLING EFFICIENCY
BIKES / TRANSIT TRANSFER

BART
BUSWAY

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Planning Commission and Design Review Board Joint Study Session | September 7, 2022
Proposed Library Location

Library Info: www.el-cerrito.org/library

TOTAL AREA ~ 20,000 SF

On-street parking

Passenger loading zone for BART & library patrons

ADA passenger loading zone for BART and library patrons
Aerial View of Project Site looking Northwest

Conceptual rendering of preliminary design
Appendix
**PHASE 1 (2024)**

PHASE 1

240-270 Units
100-150 BART Parking Spaces
150 Res. Parking Spaces

BART Parking to Remain
Approx. 240 Spaces

Bike Lane Improvements at Central Avenue

Modify Ohlone Greenway Crossing in PHASE 1

Existing busway on east side of station
to be closed once Oak Street Busway
is fully functional.

BART Parking to Remain
Approx. 55 Spaces

Parking Access

BART Parking to Remain
Approx. 100 Spaces

Parking Access

**El Cerrito Plaza BART Station Development**
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El Cerrito Plaza BART Station Development
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PHASE 2 (2025)

- **PHASE 2**
  - 70-90 Aff. Units
  - 40 Parking Spaces

- **PHASE 2 (2025)**
  - 125-135 Units
  - 75 Parking Spaces

**Parking Access**
- BART Parking to Remain
- Approx. 100 Spaces
- Approx. 55 Spaces

**Close Existing Driveway at East Side of Station**

**Markets**
- Market-Rate
- Moderate Income
- Affordable
- Potential Library

**Public Open Space**

**Ohlone Greenway**

**Notes**
- BART Parking to Remain
- Approx. 100 Spaces
- Approx. 75 Parking Spaces

**Potential Library**

**Public Open Space**

**Ohlone Greenway**

**Market-Rate**

**Moderate Income**

**Affordable**

**Potential Library**

**Public Open Space**

**Ohlone Greenway**

**El Cerrito Plaza BART Station Development**
Planning Commission and Design Review Board Joint Study Session | September 7, 2022

44
El Cerrito Plaza BART Station Development
Planning Commission and Design Review Board Joint Study Session | September 7, 2022

ALL PHASES (2028)
Concept Design from 2019 Proposal