AGENDA

REGULAR MEETING OF THE
PLANNING COMMISSION

October 21, 2020 at 7:30 p.m.

VIA TELECONFERENCE
https://elcerrito.webex.com/elcerrito/j.php?MTID=m5da036d81f9226fe5b8163238c0af104
Event ID: 146 946 4374
Event Password: Planning

Or Join by Phone: 1-408-418-9388
Access code: 146 946 4374

7:30 p.m. CONVENE REGULAR MEETING

1. ROLL CALL – Chair Leslie Mendez; Vice-Chair Andrea Lucas; Members Brendan Bloom, Greg Crump, Erin Gillett, and Joy Navarrete

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
   Approval of the June 17, 2020 meeting minutes.

5. 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.

6. PUBLIC HEARING: MAYFAIR BRIDGE HOUSING 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: Planning Commission 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.

7. STAFF COMMUNICATIONS
   Informational reports on matters of general interest, presented by City staff.

8. 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.
7:30 p.m. CONVENE REGULAR MEETING

1. **ROLL CALL** – Chair Leslie Mendez; Vice-Chair Andrea Lucas; Members Brendan Bloom, Greg Crump, Erin Gillett, and Joy Navarrete

2. **COUNCIL/STAFF LIAISON ANNOUNCEMENTS AND REPORTS**
   Nothing was reported

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**

5. **COMMISSIONER COMMUNICATION/CONFLICT OF INTEREST DISCLOSURE**
   Nothing was reported.

6. **PUBLIC HEARING: OFF THE GRID CONDITIONAL USE PERMIT**
   Application: PL20-0040
   Applicant: Maria Isabella Visalli, Off the Grid Services LLC
   Location: Public Right-of-Way (Fairmount Ave between San Pablo Ave and Carlson Blvd)
   Zoning: TOHIMU (Transit Oriented High Intensity Mixed Use)
   General Plan: Commercial/Mixed Use
   Request: Planning Commission consideration of a Conditional Use Permit to allow a weekly mobile food truck event.
   CEQA: This project is categorically exempt from the provisions of CEQA pursuant to CEQA Guidelines Section 15301 of the, Class 1: Existing Facilities, and Section 15311, Class 11: Accessory Structures

   Planning Manager Sean Moss presented the staff report and answered questions from the Commission.
The applicant, Isa Visalli, presented the project and answered questions from the commission.

The public hearing was opened.

The following speakers addressed the Commission:
Howdy Goudey, El Cerrito

The public hearing was closed.

**Moved/Second:** Commissioner Mendez/Lucas. **Action:** Passed a motion to adopt a Conditional Use Permit to allow a weekly mobile food truck event on the Public Right-of-Way on Fairmount Avenue between San Pablo Avenue and Carlson Boulevard, with the addition of the following conditions of approval:

1. The stage shall be located outside of the fire lane
2. Signage shall be provided at two crosswalks on Carlson Boulevard notifying vehicles to slow down for pedestrians, subject to review and approval by the Public Works Department
3. By July 2022, the food trucks shall only utilize zero waste products for compostable flatware and utensils.
4. The applicant shall present Planning Division staff with a plan for connecting to the electrical grid, within 18 months of approval by the Planning Commission. If this plan is not sufficiently implemented within five years of approval by the Planning Commission, any future Conditional Use Permit application shall be considered by the Planning Commission.

**Ayes:** Commissioners Bloom, Crump, Gillett, Lucas, Navarrete, Mendez. **Noes:** None. **Abstain:** None.

7. **STAFF COMMUNICATIONS**
Planning Manager Sean Moss updated the Commission regarding major projects, the current workload in the Community Development Department, and the City’s SB2 and LEAP grant applications.

8. **ADJOURNMENT**
9:30 p.m.
Mayfair – Bridge Housing

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: Planning Commission consideration of Tier IV Site Plan and Design Review, pursuant to the San Pablo Avenue Specific Plan.

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 Planning Commission and Design Review Board both have authority under Tier IV. The Planning Commission is authorized to act upon the site plan and the aspects of the project that do not meet the development standards of the Form Based Code; and to act upon a determination that the project achieves an over-arching public benefit, subject to the findings.

The following aspects of the project do not comply fully with the Tier II Design Review standards:

- Building height
- Shadows cast to the north and east.
- Ground floor transparency along Kearney Street
- Bicycle parking
- Private/common open space

The public benefit of the project includes the provision of either 69 or 74 affordable housing units.

Based on the information in this report, which supports the required
determined that the proposed project would not result in new or substantially more adverse significant environmental effects. 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

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 reason for this change is that Bridge Housing has determined that leasing parking spaces from the market rate building at 11600 San Pablo

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.

Open Space

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.

See below for images of the proposed landscape plans for both the Traditional Housing and the Senior Housing alternatives. In addition, see below for proposed changes to the mews (also provided in Attachment 8). These changes are the result of discussions between the applicant, City staff, and Planning Commissioner Andrea Lucas to improve the seating options and usability of the mews.

**Landscape Plan**

![Traditional Housing Landscape Plan](image)

![Senior Housing Landscape Plan](image)

![Revised Mews](image)

**Solid Waste and Recycling Facilities**

The building contains a central trash room with access onto Kearny Street with smaller trash rooms directly above the main room on each floor. Two chutes are included in the floor plans, connecting the floors above to the main room.
Public Art

Public art will be included along most of the façade of the market rate building on the Kearney Street elevation and will satisfy the public art requirements for both the market rate building and the affordable building.

Compliance with the San Pablo Avenue Specific Plan

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

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

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

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

<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>South side: 12 ft. North side: 10 ft.</td>
</tr>
<tr>
<td>Rear Setback</td>
<td>Buildings shall not cast shadows beyond the curb line on the opposite side of a Neighborhood Street on</td>
<td>Building will cast shadows onto north and east Neighborhood Streets but not residential districts.</td>
</tr>
<tr>
<td><strong>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</strong></td>
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</table>

**Pedestrian Access**  
Entries on front or side streets  
Building entries on side streets and in mews

**Vehicular Access**  
Max 20’ 2-way driveways, Side access on corner lots  
No driveway on San Pablo Avenue

**Building Form**

<table>
<thead>
<tr>
<th><strong>Upper Floor Setbacks</strong></th>
<th>See Shadows</th>
<th>N/A does not abut a residential neighborhood</th>
</tr>
</thead>
<tbody>
<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>

**Neighborhood Street**

<table>
<thead>
<tr>
<th><strong>Required</strong></th>
<th><strong>Provided</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Building Placement</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Sidewalk Amenity Zone</strong></td>
<td>5 ft. min</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>
</tr>
<tr>
<td><strong>Sidewalk Activity Zone</strong></td>
<td>0 ft. min</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>
</tr>
<tr>
<td><strong>Pedestrian Access</strong></td>
<td>Entries on front or side streets</td>
</tr>
<tr>
<td><strong>Vehicular Access</strong></td>
<td>Max 20 ft. 2-way driveways. Side access on corner lots</td>
</tr>
</tbody>
</table>

**Building Form**

| **Upper Floor Setbacks** | 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 north and east Neighborhood Streets but not residential districts. |

Page 7 of 18
<table>
<thead>
<tr>
<th></th>
<th>streets to the east and at 10 a.m. or 4 p.m. for streets to the north</th>
<th></th>
</tr>
</thead>
<tbody>
<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>104 ft.</td>
</tr>
<tr>
<td><strong>Ground Floor Transparency</strong></td>
<td>Non-residential 50% min, Residential 30% min.</td>
<td>Knott Ave: 38.7% Kearney St: 25%</td>
</tr>
<tr>
<td><strong>Upper Floor Transparency</strong></td>
<td>25% min</td>
<td>Knott Ave: 25% Kearney St: 25%</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>Front Yard, Forecourt (NE side), Flex (commercial), Shop Front (commercial)</td>
<td>Knott Ave: Flex Kearney St: Flex</td>
</tr>
</tbody>
</table>

**Open Space Requirements**

<table>
<thead>
<tr>
<th></th>
<th>Required</th>
<th>Provided</th>
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<tbody>
<tr>
<td><strong>Private/Common Open Space</strong></td>
<td>80 sq. ft./unit min 69 x 80 = 5,520 sq. ft. (Traditional Housing Alternative) 74 x 80 = 5,920 sq. ft. (Senior Housing Alternative)</td>
<td>2,233 sq. ft. (Traditional Housing Alternative) 2,207 sq. ft. (Senior Housing Alternative)</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>5,785 sq. ft. (Affordable Building + Market Rate Building)</td>
</tr>
</tbody>
</table>

**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></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)</td>
</tr>
<tr>
<td>Building Height</td>
<td>Min 1.5 long-term spaces/unit</td>
<td>80 long term for Traditional Housing Alternative</td>
</tr>
<tr>
<td>-----------------</td>
<td>-------------------------------</td>
<td>--------------------------------------------------</td>
</tr>
<tr>
<td>Maximum Height</td>
<td>65 ft. max</td>
<td>75 ft.</td>
</tr>
<tr>
<td>Minimum Height</td>
<td>3 stories residential, 2 stories commercial</td>
<td>6 residential stories</td>
</tr>
</tbody>
</table>

### Planning Commission Purview Under the Tier IV Process

The Planning Commission is authorized to act upon the site plan and the aspects of the project that do not meet the development standards of the Form Based Code; and to act upon a determination that the project achieves an over-arching public benefit, subject to the findings, below.

### Aspects of the Approved Project that do not meet Specific Plan Standards:

The following aspects of the affordable building that do not meet the Specific Plan standards were approved in 2017 by the Planning Commission:

- Building casts shadows onto north and east Neighborhood Streets.

The following aspects of the market rate building that do not meet the Specific Plan standards were also approved in 2017 by the Planning Commission:

- Building height exceeds 65 feet.
- Building casts shadows onto north and east Neighborhood Streets but not residential districts.
- Driveway widths exceed 20 feet on Neighborhood Street.
- Building lengths along San Pablo community Street and Neighborhood Street exceed 200 feet.
- Ground floor transparency and frontage type along Gateway Street (Cutting Blvd.) not met.
- Allowed frontage type along Neighborhood Street not met.

### Public Benefit of Approved Project

The following public benefits were approved in 2017 by the Planning Commission for the entire project, including both the affordable building and the market rate building.

- 67 units of affordable housing, located directly next to the El Cerrito del Norte BART station and transit hub. The affordability levels include 10% of the units affordable at 30% Area Median Income (AMI), these 7 units will be supported with Project Based Vouchers from the Housing Authority of Contra Costa County. The project also includes 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.
• Additional public open space of 501 square feet greater than required by the Specific Plan. The public open space area is included in the mew that is designed to encourage visitors and residents to come into the space from San Pablo Avenue and Kearney Street, as well as the Ohlone Greenway. The area integrates common and public open space that serves to not only break up a super block but also turns a mid-block connection into meeting all the goals of a pocket park, envisioned for this area in the Urban Greening Plan.

Public Open Space Calculation

The calculation of 501 sq. ft. provided in the July 12, 2017 Planning Commission staff report for the previously approved project appears to have been done in error and is neither substantiated by the plans presented to the Planning Commission for this meeting nor by other data provided within that same staff report. The plans approved by the Design Review Board on August 2, 2017 indicate that 3,945 sq. ft. of public open space is provided, which is 81 sq. ft. more than the required 3,864 sq. ft. of public open space.

The proposed project (including the affordable and market rate buildings) now includes 5,785 sq. ft. of public open space in the mews between the two buildings. This is 934 sq. ft. more than the required 4,851 sq. ft. of public open space. This additional public open space is not enough, however, to make up for the discrepancy in the required private/common open space of either of the proposed alternatives.

Although the total amount of 5,785 sq. ft. is significantly more than the 3,945 sq. ft. of public open space for the previously approved project, the change is a result of a revised calculation methodology. Planters in the mews were previously counted as private open space and are now counted as public open space. Projects that have been approved since the original Mayfair approval have utilized this revised methodology. The revised methodology encourages the inclusion of landscape areas in public open space. As long as the landscape areas are designed to integrate well with the active parts of the open space, they are typically counted as part of the public open space. Ultimately, the proposed project (including both affordable and market rate buildings) includes roughly the same amount (26,300 sq. ft.) of combined open space areas as the previously approved project.

Additional Aspects of the Proposed Project that do not meet Specific Plan Standards:

The following aspects of the proposed affordable building that do not meet the Specific Plan standards are in addition to what was approved in 2017 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.

Public Benefit of Proposed Project

The following public benefits are proposed for the entire project, including both the affordable building and the market rate building:

• 69 units of affordable housing for the Traditional Housing Alternative and 74 units of affordable housing for the Senior Housing Alternative. This is either 2 additional affordable units or 7 additional affordable units compared to the 2017 approved project, depending on which alternative is ultimately constructed. 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.

Project Rendering

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 at two areas within the project: the screen wall façade facing Kearney Street that will energize the street and serve as a visual point of interest to BART travelers. Both public art elements will be designed and installed by experienced artists.

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 30, 2020.

Staff received no comments.

Environmental Review

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

An Initial Study Checklist 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

In acting to approve or conditionally approve a Tier IV application, the Planning Commission shall make the following findings:

a. That the project furthers the goals of this Specific Plan by encouraging practical and market-friendly development, ensuring return on investment, strengthening a sense of place, enhancing and humanizing the public realm, and catalyzing mode shift;

*As detailed in this report, the project will implement the following goals and strategies of the San Pablo Avenue Specific Plan:*

**Goal A: Strengthen Sense of Place**

*Strategy 3: Optimize placemaking in all projects; Strategy 4: Attract pedestrian activity to key nodes to foster community and identify places of interest*
Goal B: Ensure Return on Investment

*Strategy 1: Maximize TOD potential; Strategy 3: Leverage all investments to catalyze new investments*

Goal D: Enhance and Humanize Public Realm

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

Goal E: Catalyze Mode Shift

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

b. That the project provides a public benefit which is consistent with the goals of the Specific Plan and furthers an important goal(s) as stated in adopted city policy documents as identified by the Community Development Director. These documents include but are not limited to: El Cerrito Climate Action Plan,

- El Cerrito Strategic Plan.
- El Cerrito General Plan, especially the Housing Element.
- El Cerrito Economic Development Action Plan
- El Cerrito Urban Greening Plan
- El Cerrito Active Transportation Plan

The public benefit shall be beyond that which is required by Tier II of this Specific Plan and other adopted regulations;

*The project will provide either 69 or 74 units of affordable housing. The project will also provide open space in excess of the requirements.*

*The proposed affordable housing units, will further the goals of the Housing Element of the El Cerrito General Plan, specifically Goals H2 and H5. The provided publicly accessible open space will provide a mid-block connection consistent with the goals of the City’s Urban Greening Plan.*

c. That the development will not have an undue adverse effect upon the Transect Zone in which it is located, and will be compatible with the design features and land uses permitted in the Transect Zone in which the project is located;

With the exceptions of shadow standards, building length, building height, ground floor transparency, frontage type, vehicular access, private/common open space, and bicycle parking, the project is consistent with the standards of the San Pablo Avenue Specific Plan, including the standards of the Transit Oriented Higher-Intensity Mixed Use Transect Zone. The proposed land uses are permitted in the Transit Oriented Higher-Intensity Mixed Use Transect Zone and the project is consistent with the land uses permitted throughout the San Pablo Avenue Specific Plan.

*The project is consistent with the higher-intensity vision for the area surrounding the El Cerrito del Norte BART station. The project has been determined not to have environmental impacts which were not addressed in the San Pablo Avenue Specific Plan Program EIR. The project is consistent with the vision for an active and vibrant mixed-use environment near in the El Cerrito del Norte BART station area.*

d. That the proposed development complies with the intent of the Specific Plan; and,
The intent of the Transit Oriented High-Intensity Mixed Use Transect Zone is to:

Provide a vibrant, walkable, transit oriented higher intensity area within a 1/2 mile BART walkshed that allows a wide variety of uses including retail, commercial, residential and public uses in the distinctive Downtown and Uptown areas. Encourage multifamily residential uses to provide a variety of housing types, including units with 3 or more bedrooms, to meet the diverse needs of residents.

The proposed project will provide new affordable housing units adjacent to a major transit hub. The project represents the higher-intensity vision of the Specific Plan for development near the El Cerrito del Norte BART station and will implement the following Strategies of the Specific Plan: A.3: Placemaking, A.4: Pedestrian Activity, B.1: Maximize TOD Potential, B.2: Vacant/Underutilized Sites, D.3: Gathering Places, and E.1: Residential Infill.

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

The proposed 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 Planning Commission Resolution PC2020-07 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 Planning Commission action may be appealed to the City Council.

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
Planning Commission Resolution PC2020-07

APPLICATION NO. PL20-0025

A RESOLUTION OF THE CITY OF EL CERRITO PLANNING COMMISSION 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 Planning Commission, 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. The project will implement the following goals and strategies of the San Pablo Avenue Specific Plan:

   Goal A: Strengthen Sense of Place
   Strategy 3: Optimize placemaking in all projects; Strategy 4: Attract pedestrian activity to key nodes to foster community and identify places of interest

   Goal B: Ensure Return on Investment
   Strategy 1: Maximize TOD potential; Strategy 3: Leverage all investments to catalyze new investments
Goal D: Enhance and Humanize Public Realm
Strategy 3: Create new gathering places to serve the needs of existing and new users

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

3. The project will provide either 69 units (Traditional Housing Alternative) or 74 units (Senior Housing Alternative) of affordable housing. The project will also provide open space excess of the requirements.

The proposed affordable housing units, will further the goals of the Housing Element of the El Cerrito General Plan, specifically Goals H2 and H5. The provided publicly accessible open space will provide a mid-block connection consistent with the goals of the City’s Urban Greening Plan.

4. With the exceptions of shadow standards, building length, building height, ground floor transparency, frontage type, vehicular access, private/common open space, and bicycle parking, the project is consistent with the standards of the San Pablo Avenue Specific Plan, including the standards of the Transit Oriented Higher-Intensity Mixed Use Transect Zone. The proposed land uses are permitted in the Transit Oriented Higher-Intensity Mixed Use Transect Zone and the project is consistent with the land uses permitted throughout the San Pablo Avenue Specific Plan.

The project is consistent with the higher-intensity vision for the area surrounding the El Cerrito del Norte BART station. The project has been determined not to have environmental impacts which were not addressed in the San Pablo Avenue Specific Plan Program EIR. The project is consistent with the vision for an active and vibrant mixed-use environment near in the El Cerrito del Norte BART station area.

5. The intent of the Transit Oriented High-Intensity Mixed Use Transect Zone is to:

Provide a vibrant, walkable, transit oriented higher intensity area within a 1/2 mile BART walkshed that allows a wide variety of uses including retail, commercial, residential and public uses in the distinctive Downtown and Uptown areas. Encourage multifamily residential uses to provide a variety of housing types, including units with 3 or more bedrooms, to meet the diverse needs of residents.

The proposed project will provide new affordable housing units adjacent to a major transit hub. The project represents the higher-intensity vision of the Specific Plan for development near the El Cerrito del Norte BART station and will implement the following Strategies of the Specific Plan: A.3: Placemaking, A.4: Pedestrian Activity, B.1: Maximize TOD Potential, B.2: Vacant/Underutilized Sites, D.3: Gathering Places, and E.1: Residential Infill.


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 October 6, 2020 or in conformance with the Senior Housing Alternative plans received by the City on October 6, 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 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.

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

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

5. 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.

6. 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.

7. 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.

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

9. The cost of all automobile parking shall be separate from the sale or rental price of all residential units. All renters and/or buyers of residential units shall be free to not rent and/or purchase parking. 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.
10. 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.

11. 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 open from dawn to dusk.

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

12. 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.

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

**Dust (PM2.5 and PM10) Control Measures:**

b. Water all active construction areas at least twice daily and more often during windy periods. Active areas adjacent to residences should be kept damp at all times.

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

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

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

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

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

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

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

j. Post a publically visible sign(s) with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District’s phone number shall also be visible to ensure compliance with applicable regulations.
Additional Measures to Reduce Diesel Particulate Matter and PM2.5 and other construction emissions:

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

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

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

n. Properly tune and maintain equipment for low emissions.

14. 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.

15. 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.

16. 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

17. 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.

18. 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.

19. 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.

20. 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.

21. 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:**

22. 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:**

23. 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).

24. Applicant shall ensure that on-street parking and trees directly north of both project driveway on Kearney Street will not restrict sight distance for exiting vehicles by providing at least 10 feet of red curb and ensure that the tree canopy is higher than six feet from the ground.

**Public Works Department:**

25. 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.

26. 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.

27. 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.

28. 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.

29. 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.

30. 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.

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

32. 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.

33. 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.

34. 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.

35. 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.
36. 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.

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

38. 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:**

39. Building Construction

40. 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.

41. 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.

42. 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.

43. 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.

44. 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.

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

46. 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.

47. 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 120 v Powered with battery backup and be interconnected with the smoke detectors to be approved by State Inspector.

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

49. 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.

50. 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.
   g. Radio Communications
   i. Radio frequency signal strength analysis shall be conducted throughout the building.
   j. If radio signal strength deficiencies are identified, signal boosters shall be installed to achieve adequate signal strength and boosters shall be maintained.

Building Division:

51. 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:

52. 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 Planning Commission at a regular meeting held on October 21, 2020, upon motion of Commissioner____, second by Commissioner _____.

AYES: 
NOES: 
ABSTAIN: 
ABSENT: 

______________________________
Sean Moss, AICP
Planning Manager
VIEW FROM SAN PABLO AVE AND KNOTT AVE
**PROJECT INFORMATION**

**SITE LOCATION:** 11600 S. San Pablo Ave, El Cerrito, CA 94530

**ZIP:** 94530

**SPD:** 3024.0x2160.0

**LOT AREA:** 21,940 SF

**FLOOR AREA:** 18,962 SF

**LOT COVERAGE:** 80%

**AFFORDABLE BUILDING AREAS:**

- Non-residential: 1,128 SF
- Residential: 7,346 SF

**AFFORDABLE UNIT INDEX**

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<th>ROOM SCHEDULE</th>
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**UNIT MATRIX**

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<td>Total</td>
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**SITE ZONING INFORMATION**

- Zoning District: Transit-oriented high-intensity mixed use (TOHIMU)

**SPACE REQUIREMENT**

- Public Open Space: 80 SF/unit x 69 units = 5,520 SF
- Private/Common Open Space: 13,579 SF

**PROJECT DESCRIPTION**

The proposed project includes two buildings, one Market rate and one Affordable, with a combined total of 255 residential units. The project will include on-site parking and pedestrian space, with a total of 30 parking spaces for residents and 63 short-term bicycle parking spaces. The on-site parking will be used for residents and will also be available for commercial tenants.

The six-story north building proposed by Bridge Housing will provide 69 below market rate units with levels of affordability ranging from 30% to 60% of area median income. This building would contain 15 studios, 18 one bedroom, and 24 two-bedroom dwelling units. 8,893 square feet of commercial space is anticipated. The four-story south building proposed by Family Housing will provide 72 market rate units with levels of affordability ranging from 30% to 60% of area median income. This building will contain 25 studios, 107 one-bedroom, and 24 two-bedroom dwelling units. 19,457 square feet of commercial space is anticipated.

Pedestrian access will primarily be through mews which connect the main lobby of both buildings. The north building includes 25 studios, 107 one-bedroom, and 24 two-bedroom dwelling units. The south building includes 25 studios, 72 market rate units, and 24 two-bedroom dwelling units. The north building will offer an accessible foot path at front.

**HARDSCAPE COVERAGE**

- Reservoir: 22,286 SF (84%)
- 1,183 SF (AFFORDABLE) + 2,782 SF (MARKET RATE) = 3,965 SF

**PUBLIC OPEN SPACE**

- Existing: 1,816 SF (AFFORDABLE) + 2,681 SF (MARKET RATE) = 4,497 SF

**PROJECT SETBACKS**

- Front: Min: Distance from row
- Rear: See shadow studies
- Side: 0'-0"
G0.4

ENTITLEMENT SET

FORM BASED CODE ANALYSIS

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

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

UPPER FLOORS
OPEN AREA: 2370 SF
TOTAL AREA: 9451 SF
2370 / 9451 = 25%
25% MIN REQUIRED

GROUND FLOOR
OPEN AREA: 925 SF
TOTAL AREA: 1422 SF
925 / 1422 = 65%
40% MIN REQUIRED

UPPER FLOORS
OPEN AREA: 1794 SF
TOTAL AREA: 5964 SF
1794 / 5964 = 30%
30% MIN REQUIRED

FRONTAGE TYPE: SHOP FRONT

EXTERIOR ELEVATION WEST - SPACOMMUNITY STREET TRANSPARENCY DIAGRAM -

EXTERIOR ELEVATION NORTH - NEIGHBORHOOD STREET TRANSPARENCY DIAGRAM -

1/8" = 1'-0"
ENTITLEMENT SET
FORM BASED CODE ANALYSIS

UPPER FLOORS:
OPEN AREA: 1,457 SF
TOTAL AREA: 5,816 SF
25% MIN REQUIRED

GROUND FLOOR RESIDENTIAL:
OPEN AREA: 389 SF
TOTAL AREA: 1,556 SF
389 / 1,556 = 25%
25% MIN REQUIRED

FRONTAGE TYPE: FLEX
1/8" = 1'-0"

EXTERIOR ELEVATION EAST - NEIGHBORHOOD STREET TRANSPARENCY DIAGRAM
VIEW SHED FROM KNOTT ST TOWARDS SAN PABLO AVE

VIEW SHED FROM MEWS TOWARDS SAN PABLO AVE

NOT FOR CONSTRUCTION
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%.

Media filter is located in the garage.

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### DRAINAGE MANAGEMENT AREA SUMMARY TABLE

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**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:

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).

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 GROWTH, INCLUDING SPECIFICATION OF ORGANIC SOIL AMENDMENTS AND COMPOST.
3. A COMBINATION OF LANDSCAPE EDGING, CURBS, AND RAISED PLANTING AREAS IS DESIGNED TO CREATE DEFINED PLANTING AREAS.
4. PLANTING AREAS ARE DESIGNED TO ENABLE DESIRED CIRCULATION ROUTES. IN ORDER TO LIMIT DAMAGE TO PLANTS, STREETS TREES TO BE LOCATED 36" FROM BACK OF CURB WITH 18" DEEPROOT BARRIERS SET AT EDGE OF ADJACENT SIDEWALK AND CURB, TYPICAL.
5. ON-SITE STRUCTURE PLANT SELECTIONS ARE APPROPRIATE FOR THE SOIL DEFINED OFFERED IN THESE CONDITIONS.
6. A COMBINATION OF FLOW-THROUGH TREATMENT PLANTERS AND SIDEWALK CURB, TYPICAL. MAINTENANCE NEEDS.
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 DRY TURF IRRIGATION SYSTEMS, SUCH AS DRY LINES AND Dribblers.
4. THE IRRIGATION SYSTEM WILL INCLUDE VARIOUS WATER SAVING TECHNOLOGIES, SUCH AS A WEATHER SENSOR, WEB-BASED CONTROLLER AND WATER PRESSURE REGULATOR.
5. IRRIGATION ZONES WILL BE GROUPED BY WATER DEMAND AND WILL HAVE DEDICATED REMOTE CONTROL WATER CONTROLLERS, SEPARATE FROM THE PROPERTY SIDE, LOCATED IN A DEDICATED METER BOX.
6. ALL PROW IRRIGATION TO HAVE DEDICATED REMOTE CONTROL WATER CONTROLLERS, SEPARATE FROM THE PROPERTY SIDE, LOCATED IN A DEDICATED METER BOX.
7. ALL PROW IRRIGATION TO BE SCHEDULE 40 PIPE, SLEEVED IN SCHEDULE 40 AND BURIED 8" MIN. BELOW TOP OF PAVEMENT.
8. BAY-FRIENDLY BEST PRACTICES REGARDING MULCH AND SOIL HEALTH WILL BE IMPLEMENTED TO REDUCE IRRIGATION NEEDS.
9. STREET TREES TO BE LOCATED 36" FROM BACK OF CURB WITH 18" DEEPROOT BARRIERS SET AT EDGE OF ADJACENT SIDEWALK AND CURB, TYPICAL.

LIGHTING NOTES:
1. LANDSCAPE LIGHTING THROUGHOUT THE PROJECT WILL BE LOW VOLTAGE AND COMPLY WITH STATE AND LOCAL REGULATIONS REGARDING OUTDOOR LIGHTING.
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 DRY TURF IRRIGATION SYSTEMS, SUCH AS DRY LINES AND Dribblers.
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5. IRRIGATION ZONES WILL BE GROUPED BY WATER DEMAND AND WILL HAVE DEDICATED REMOTE CONTROL WATER CONTROLLERS, SEPARATE FROM THE PROPERTY SIDE, LOCATED IN A DEDICATED METER BOX.
6. ALL PROW IRRIGATION TO HAVE DEDICATED REMOTE CONTROL WATER CONTROLLERS, SEPARATE FROM THE PROPERTY SIDE, LOCATED IN A DEDICATED METER BOX.
7. ALL PROW IRRIGATION TO BE SCHEDULE 40 PIPE, SLEEVED IN SCHEDULE 40 AND BURIED 8" MIN. BELOW TOP OF PAVEMENT.
8. BAY-FRIENDLY BEST PRACTICES REGARDING MULCH AND SOIL HEALTH WILL BE IMPLEMENTED TO REDUCE IRRIGATION NEEDS.

REYER A. RAMIREZ
NO. 2031
June 30th 2021
Signature
Date

NOT FOR CONSTRUCTION

OVERALL LANDSCAPE PLAN
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"

If this 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: Colored Window Fin
- M2: Colored Garage Screening Fin
- M3: Colored Window Fin
- M4: Standing Seam Metal Panel
- M5: Perforated Metal Panel
- SF1: Aluminum Storefront
- BFC1: Board Formed Concrete

LEVEL 2: 15' - 0"
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"

ENTITLEMENT SET: EL CERRITO

FAMILY HOUSING

NOT FOR CONSTRUCTION

ARCHITECT: LOWNEY ARCH

CONSTRUCTION: 09/11/20 PLANNING RESPONSE

DATE ISSUES & REVISIONS BY: 02/13/2017

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

SHEET NUMBER: A3.0
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: 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
G0.1 GENERAL
G0.2 GENERAL
G0.3 GENERAL
G0.4 GENERAL
G0.5 GENERAL
G0.6 GENERAL
G0.7 GENERAL
G0.8 GENERAL
CIVIL
C1.0 CIVIL
C2.0 CIVIL
C3.0 CIVIL
SW 1.0 CIVIL
LANDSCAPE
L0.0 LANDSCAPE
L1.0 LANDSCAPE
L2.0 LANDSCAPE
ARCHITECTURAL
A1.0 ARCHITECTURAL
A2.0 ARCHITECTURAL
A2.1 ARCHITECTURAL
A2.2 ARCHITECTURAL
A2.3 ARCHITECTURAL
A2.4 ARCHITECTURAL
A2.5 ARCHITECTURAL
A2.6 ARCHITECTURAL
A2.7 ARCHITECTURAL
A3.0 ARCHITECTURAL
A3.1 ARCHITECTURAL
A3.2 ARCHITECTURAL
A5.1 ARCHITECTURAL
A5.2 ARCHITECTURAL
A5.3 ARCHITECTURAL
A6.0 ARCHITECTURAL
CONTRACTOR
OWNER/DEVELOPER
ARCHITECT
LANDSCAPE ARCHITECT
CIVIL ENGINEER
PROJECT DIRECTORY
OWNER/DEVELOPER
ARCHITECT
LANDSCAPE ARCHITECT
CIVIL ENGINEER
PROJECT LOCATION
VIEW FROM SAN PABLO AVE AND KNOTT AVE
CONTEXT MAP
MAYFAIR SENIOR AFFORDABLE ENTITLEMENT SET - DECEMBER 20, 2019

ATTACHMENT 3

PROJECT LOCATION
The proposed project includes two buildings, one Market rate and one Affordable, with a combined total of 239 residential units, at-grade parking and garages, along with public, common and private open space throughout the project core.

The site plan with buildings proposed by Bridge Housing will provide 74 below market rate units with built-in affordability housing that 30% to 60% of area median income. The buildings will encourage all-in-one living and 25% of the total units will be one-bedroom units. Each unit will include at least 120 square feet of outdoor living space and a covered parking space.

The site plan with buildings proposed by the City Planning Department will provide 116 units of market rate housing. The mix will consist of one-, two- and three-bedroom units. Each unit will include at least 120 square feet of outdoor living space and a covered parking space. Additionally, there will be a total of 96 below market rate units with built-in affordability housing that 30% to 60% of area median income. The buildings will encourage all-in-one living and 25% of the total units will be one-bedroom units. Each unit will include at least 120 square feet of outdoor living space and a covered parking space.

The project will provide 1,598 square feet of public open space, which will be accessible to the public.

The proposed project includes a number of amenities and features that will enhance the living experience for residents, including:

- Below market rate units
- Market rate units
- Common area
- Outdoor living spaces
- Covered parking spaces
- Public open space

Please review the enclosed documents for additional project info, description, and compliance.
ENTITLEMENT SET
SENIOR HOUSING
FORM BASED
CODE ANALYSIS

NUMBER SET

FRONTAGE TYPE: FLEX
GROUND FLOOR RESIDENTIAL
OPEN AREA:  389 SF
TOTAL AREA: 1,556 SF
389 / 1,556 = 25%
25% MIN REQUIRED

UPPER FLOORS
OPEN AREA: 1,443 SF
TOTAL AREA: 5,722 SF
1,443 / 5,722 = 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.
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.

2. MEDIA FILTER IS LOCATED IN THE GARAGE.

DRAINAGE MANAGEMENT AREA SUMMARY TABLE

| DMA-1A | ROOF/2ND FL | 8,470 | - | - | - | MEDIA FILTER | - | 8,470 |
| DMA-1B | ROOF | 4,825 | - | - | - | IMP 2 | 195 | 5020 |
| DMA-1C | GROUND | - | - | - | - | IMP 1 | 160 | 4,170 |
| DMA-1D | GROUND | - | 1,715 | SELF TREATING | - | 1,715 |
| DMA-1E | GROUND | - | 250 | SELF RETAINING | - | 250 |
| DMA-1F | GROUND | 255 | 175 | SELF RETAINING | - | 430 |
| DMA-1J | GROUND | 625 | 360 | 215 | SELF RETAINING | - | 1,200 |
| DMA-1K | GROUND | 1,005 | 490 | - | SELF RETAINING | - | 1,495 |
| DMA-1L | GROUND | - | 1,810 | - | SD SYSTEM | - | 1,790 |

OVERALL TOTAL (SF) 28,520

* 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:

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. LANDSCAPE LIGHTING THROUGHOUT THE PROJECT WILL BE LOW VOLTAGE AND COMPLY WITH STATE AND LOCAL REGULATIONS REGARDING OUTDOOR LIGHTING.
2. BAY-FRIENDLY BEST PRACTICES REGARDING MULCH AND SOIL HEALTH WILL BE IMPLEMENTED TO REDUCE IRRIGATION NEEDS.
3. THE LANDSCAPE WILL INCLUDE VARIOUS WATER SAVING TECHNOLOGY, SUCH AS DRIP LINES AND BUBBLERS.
4. IRRIGATION ZONES WILL BE GROUPED BY WATER DEMAND AND WILL NOT BE PLANTED.
5. IRRIGATION ZONES WILL HAVE DEDICATED REMOTE CONTROL AND WATER PRESSURE REGULATOR.
6. ALL PROW IRRIGATION TO HAVE DEDICATED REMOTE CONTROL AND WATER PRESSURE REGULATOR.
7. ALL PROW IRRIGATION TO BE SCHEDULE 40 PIPE, SLEEVED IN BURIED 8" MIN. BELOW TOP OF PAVEMENT.
8. STREET TREES TO BE LOCATED 36" FROM BACK OF CURB WITH 18" DEEPROOT BARRIERS SET AT EDGE OF ADJACENT SIDEWALK AND CURB.
9. STREET TREES WILL NOT BE PLANTED.
10. PLANT LISTS AND PLANTER DETAILS WILL COMPLY WITH SPECIFICATIONS.
11. STREET TRENCHES TO BE LOCATED 36" FROM CURB OR 18" DEEPROOT BARRIERS SET AT EDGE OF ADJACENT SIDEWALK AND CURB.
12. STREETSCAPE UNDERSTORY PLANTING TO BE 2'-6" MIN. FROM TREE TRUNKS.
13. TPRPLANT SELECTIONS ARE APPROPRIATE FOR THE SIZE, WATER REQUIREMENTS, SHADE/SUN-TOLERANCE, AND HARDINESS OF THE SITE.
14. LANDSCAPE ARCHITECT WILL PROVIDE PLANT AND SOIL MAINTENANCE RECOMMENDATIONS AS PART OF THE PROJECT DESIGN.
15. STORM WATER TREATMENT IS ADDRESSED THROUGH A COMBINATION OF FLOW-THROUGH TREATMENT PLANTERS AND RAISED PLANTING AREAS. PLANTING AREAS ARE DESIGNED TO ENABLE DESIRED PLANTING AREAS AND PROPOSED PLANT SPECIES ARE SHOWN ON L1.0. PLANT LISTS AND PLANTER DETAILS WILL COMPLY WITH WATER USE LIMITATIONS OUTLINED IN THE LATEST WATER EFFICIENT LANDSCAPE ORDINANCE. HIGH-WATER PLANTS, SUCH AS TURF, WILL NOT BE PLANTED.
16. THE CONTRA COSTA CLEAN WATER PROGRAM. SEE CIVIL ENGINEER'S DRAWINGS FOR MORE INFORMATION.
17. 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.
18. PLANT SPECIES ARE SELECTED FOR SITE SUITABILITY IN TERMS OF GROWTH, INCLUDING SPECIFICATION OF ORGANIC SOIL AMENDMENTS AND COMPOST.
19. THE IRRIGATION SYSTEM WILL INCLUDE VARIOUS WATER SAVING COMPONENTS, SUCH AS A WEATHER SENSOR, WEB-BASED PROGRAM, ENSURE SAFETY.
20. STORM WATER TREATMENT IS ADDRESSED THROUGH A COMBINATION OF FLOW-THROUGH TREATMENT PLANTERS AND RAISED PLANTING AREAS.

PLANTING NOTES:

1. PLANT SPECIES ARE SELECTED FOR SITE SUITABILITY IN TERMS OF SIZE, WATER REQUIREMENTS, SHADE/TOLERANCE, AND HARDINESS OF THE SITE.
2. A COMBINATION OF LANDSCAPE EDGING, CURBS, AND RAISED PLANTING AREAS ARE DESIGNED TO ENABLE DESIRED PLANTING AREAS AND PROPOSED PLANT SPECIES ARE SHOWN ON L1.0. PLANT LISTS AND PLANTER DETAILS WILL COMPLY WITH SPECIFICATIONS.
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LIGHTING NOTES:

1. LANDSCAPE LIGHTING THROUGHOUT THE PROJECT WILL BE LOW VOLTAGE AND COMPLY WITH STATE AND LOCAL REGULATIONS REGARDING OUTDOOR LIGHTING.
2. BAY-FRIENDLY BEST PRACTICES REGARDING MULCH AND SOIL HEALTH WILL BE IMPLEMENTED TO REDUCE IRRIGATION NEEDS.
3. THE LANDSCAPE WILL INCLUDE VARIOUS WATER SAVING TECHNOLOGY, SUCH AS DRIP LINES AND BUBBLERS.
4. THE IRRIGATION SYSTEM WILL INCLUDE VARIOUS WATER SAVING TECHNOLOGY, SUCH AS DRIP LINES AND BUBBLERS.
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13. STREETSCAPE UNDERSTORY PLANTING TO BE 2'-6" MIN. FROM TREE TRUNKS.
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 1/2 INCH AND SHALL BE A DEPTH OF 36 INCHES OR DEEPER. ACCESSIBLE PATHS OF TRAVEL SHALL NOT EXCEED 1% RISE PER FOOT, WHEN THE SLOPE IN DIRECTION OF TRAVEL OF ANY WALK EXCEEDS ONE UNIT VERTICAL TO 20 UNITS HORIZONTAL, IT SHALL SIMPLY COMPLY WITH PROVISIONS OF CBC 11B-405 FOR RAMPS.
Not for Construction

El Cerrito
Mayfair:
11600 San Pablo Ave

Roof Plan - Senior Affordable Housing

Graphic Scale: 1 inch = 8 feet

1/8" = 1'-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.
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
- T6 WOOD GRAIN
- FC1 PAINTED FIBER CEMENT PANEL - ZENIT-503-NEPTUNE
- FC1 PAINTED FIBER CEMENT PANEL - ZENIT-504-LUNA
- FC1 PAINTED FIBER CEMENT PANEL - ZENIT-508-PLUTO
- M1 ALUMINUM FRAME WINDOW
- M1 ALUMINUM STOREFRONT
- M2 BOARD FORMED CONCRETE
- M2 COLORED WINDOW FIN
- M3 COLORED GARAGE SCREENING FINS
- M4 STANDING SEAM METAL PANEL
- M5 PERFORATED METAL PANEL
- SF1 ALUMINIUM STOREFRONT
- SF1 ALUMINIUM FRAME WINDOW

LEVELS:
- LEVEL 2: 15' - 0"
- LEVEL 3: 25' - 11"
- LEVEL 4: 36' - 10"
- LEVEL 5: 47' - 9"
- LEVEL 6: 58' - 8"
- GROUND FLOOR: 0' - 0"

NOT FOR CONSTRUCTION

ENTITLEMENT SET
SENIOR HOUSING
EXTERIOR ELEVATIONS - STREET VIEW

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

T6
FC1
FC2
FC3
M1
M2 COLORED WINDOW FIN
M3 COLORED GARAGE SCREENING FIN
M4 STANDING SEAM METAL PANEL
M5 PERFORATED METAL PANEL
SF1 ALUMINIUM STOREFRONT

LEVEL 2 15'-0"
LEVEL 3 25'-11"
LEVEL 4 36'-10"
LEVEL 5 47'-9"
LEVEL 6 58'-8"
GROUND FLOOR 0'-0"

GROUND LEVEL

HIGH ROOF LEVEL

GROUND FLOOR

LEVEL 2
LEVEL 3
LEVEL 4
LEVEL 5
LEVEL 6

CEILING HEIGHT

14'-0"
9'-0"
9'-0"
9'-0"
9'-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"

NOT FOR CONSTRUCTION

ENTITLEMENT SET SENIOR HOUSING
EXTERIOR ELEVATIONS - SENIOR AFFORDABLE

GRAPHIC SCALE 1/8" = 1'-0"
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 analyzed by the San Pablo Avenue Specific Plan Final Environmental Impact Report (FEIR), 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 Ground and Second Level Floor Plans

FIGURE 1

P:\BHC1901 Mayfair\PRODUCTS\Graphics\Figure_1.ai (12/20/19)
FIGURE 2

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

FIGURE 3

ATTACHMENT B

TRIP GENERATION MEMO
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><strong>AM Peak Hour</strong></th>
<th></th>
<th><strong>PM Peak Hour</strong></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>In</td>
<td>Out</td>
<td>Total</td>
<td>In</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>
<td>67</td>
<td>59</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>
<td>62</td>
<td>55</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>
<td>67</td>
<td>59</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>
<td>68</td>
<td>68</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&lt;sup&gt;1&lt;/sup&gt;</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)&lt;sup&gt;2&lt;/sup&gt;</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)&lt;sup&gt;2&lt;/sup&gt;</td>
<td>156 DU</td>
<td>920</td>
<td>13</td>
<td>28</td>
</tr>
<tr>
<td>Commercial</td>
<td>Shopping Center (820)&lt;sup&gt;3&lt;/sup&gt;</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></td>
<td>1,660</td>
<td>23</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>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>In</td>
<td>Out</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>
</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>
</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>
</tr>
<tr>
<td><strong>Total Trip Generation</strong></td>
<td><strong>1,480</strong></td>
<td><strong>22</strong></td>
<td><strong>40</strong></td>
<td><strong>62</strong></td>
<td><strong>55</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: 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
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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.
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 Report (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

E:\CEC1701.A Mayfair\figures\Fig_4.ai (5/24/17)
Mayfair Parcels Transit-Oriented Development Project
Conceptual Market-Rate Building Ground-Level Floor Plan

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

FIGURE 6

Mayfair Parcels Transit-Oriented Development Project
Conceptual Market-Rate Building Elevations

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

E:\CEC1701.A Mayfair\figures\Fig_8b.ai (6/13/17)
Mayfair Parcels Transit-Oriented Development Project
Conceptual Affordable Housing Building
Ground-Level Floor Plan

FIGURE 9

Legend

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

Mayfair Parcels Transit-Oriented Development Project
Conceptual Affordable Housing Building
Second Floor Plan

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

FIGURE 10

I:\CEC1701.A\Mayfair\figures\Fig_10.ai  (5/24/17)
Mayfair Parcels Transit-Oriented Development Project
Conceptual Affordable Building Elevations

E:\CEC1701A Mayfair\figures\Fig_11a.ai (6/13/17)
FIGURE 11b

Mayfair Parcels Transit-Oriented Development Project
Conceptual Affordable Building Elevations

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
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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>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>
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</tr>
<tr>
<td>a) Have a substantial adverse effect on a scenic vista?</td>
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<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>
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<tr>
<td>c) Substantially degrade the existing visual character or quality of the site and its surroundings?</td>
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<tr>
<td>d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?</td>
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</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.

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.

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?


b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

- Potentially Significant Impact
- Less Than Significant Impact with Mitigation
- Less Than Significant Impact
- No New Impact

<table>
<thead>
<tr>
<th>Impact Level</th>
<th>Yes</th>
<th>No</th>
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<tbody>
<tr>
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<tr>
<td>Less Than Significant Impact with Mitigation</td>
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<td>Less Than Significant Impact</td>
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<tr>
<td>No New Impact</td>
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Rationale: The project is expected to result in a less-than-significant impact.

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.

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

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? ☐ ☐ ☐ ✗

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?
   - Potentially Significant Impact
   - Less Than Significant Impact with Mitigation
   - Less Than Significant Impact
   - No New Impact

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?
   - Potentially Significant Impact
   - Less Than Significant Impact with Mitigation
   - Less Than Significant Impact
   - No New Impact

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?
   - Potentially Significant Impact
   - Less Than Significant Impact with Mitigation
   - Less Than Significant Impact
   - No New Impact

d) Disturb any human remains, including those interred outside of formal cemeteries?
   - Potentially Significant Impact
   - Less Than Significant Impact with Mitigation
   - Less Than Significant Impact
   - No New Impact

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.

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.


VI. GEOLOGY AND SOILS. Would the project:

- i) 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.

VII. GREENHOUSE GAS EMISSIONS. Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

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$_2$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$_2$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$_2$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.

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

Would the project:

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

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

<table>
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<tr>
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</table>

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:

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<thead>
<tr>
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<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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<tbody>
<tr>
<td>a)</td>
<td>Violate any water quality standards or waste discharge requirements?</td>
<td>☐</td>
<td>☐</td>
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</tr>
<tr>
<td>b)</td>
<td>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>
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<tr>
<td>c)</td>
<td>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>
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<tr>
<td>d)</td>
<td>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>
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<tr>
<td>e)</td>
<td>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>
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<tr>
<td>f)</td>
<td>Otherwise substantially degrade water quality?</td>
<td>☒</td>
<td>☒</td>
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<tr>
<td>g)</td>
<td>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>
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</tr>
<tr>
<td>h)</td>
<td>Place within a 100-year flood hazard area structures which would impede or redirect flood flows?</td>
<td>☒</td>
<td>☒</td>
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</tr>
</tbody>
</table>
IX. HYDROLOGY AND WATER QUALITY. Would the project:

- 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? ☐ ☐ ☑ ☒
- Inundation by seiche, tsunami, or mudflow? ☐ ☐ ☑ ☒

DISCUSSION

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

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

The proposed increase in population and traffic associated with the project could increase discharge of pollutants in stormwater runoff beyond current levels after partial or full build-out of the SPASP. However, the proposed project would increase the amount of pervious surface on the site by replacing existing impervious surfaces on the site with 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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**X. LAND USE AND PLANNING.** Would the project:

- a) Physically divide an established community? ☐ ☐ ☐ ☒
- 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? ☐ ☐ ☒ ☒
- c) Conflict with any applicable habitat conservation plan or natural community conservation plan? ☐ ☐ ☐ ☒

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:

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<thead>
<tr>
<th>Potential Impact</th>
<th>Less Than Significant Impact with Mitigation</th>
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</thead>
<tbody>
<tr>
<td>a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?</td>
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<tr>
<td>b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?</td>
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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:

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<tr>
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</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>
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</tr>
<tr>
<td>b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?</td>
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<tr>
<td>c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?</td>
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<tr>
<td>d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?</td>
<td>☐</td>
<td>☐</td>
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</tr>
<tr>
<td>e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?</td>
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</table>
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?  

<table>
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</table>

**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 CNEL. Train pass-by noise measurements ranged from approximately 69.1 dBA to 79.1 dBA *L*\(_{eq}\).

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

Implementation of the proposed project would result in new daily trips on local roadways in the project site vicinity. 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

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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 from 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.

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**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>1,706a</td>
<td>430</td>
<td>223</td>
<td>1,053</td>
</tr>
<tr>
<td>Population</td>
<td>3,840a</td>
<td>968b</td>
<td>502c</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? □ □ □ □ ☒

DISCUSSION

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

<table>
<thead>
<tr>
<th>XV. RECREATION</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant Impact with Mitigation</th>
<th>Less Than Significant Impact</th>
<th>No New Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?</td>
<td>X</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>X</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)?

[ ] Potentially Significant Impact  [ ] Less Than Significant Impact with Mitigation  [ ] Less Than Significant Impact  [ ] No New Impact
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.\(^\text{12}\)

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 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 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.

Table 2: Project Trip Generation

<table>
<thead>
<tr>
<th>Land Use</th>
<th>ITE Code</th>
<th>Size</th>
<th>Daily In</th>
<th>Daily Out</th>
<th>Daily Total</th>
<th>AM Peak Hour In</th>
<th>AM Peak Hour Out</th>
<th>AM Peak Hour Total</th>
<th>PM Peak Hour In</th>
<th>PM Peak Hour Out</th>
<th>PM Peak Hour Total</th>
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<tbody>
<tr>
<td>Residential (A)</td>
<td>Mid-Rise Apartments (223)</td>
<td>223 DU</td>
<td>1,305</td>
<td>18</td>
<td>41</td>
<td>59</td>
<td>45</td>
<td>32</td>
<td>77</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Commercial (B)</td>
<td>Shopping Center (820)</td>
<td>8.9 KSF</td>
<td>334</td>
<td>5</td>
<td>3</td>
<td>8</td>
<td>14</td>
<td>15</td>
<td>29</td>
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<td></td>
</tr>
<tr>
<td>Residential (A)</td>
<td>Mid-Rise Apartments (223)</td>
<td>200 DU</td>
<td>1,170</td>
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<td>37</td>
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<td>40</td>
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<td>69</td>
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<tr>
<td>Commercial (B)</td>
<td>Shopping Center (820)</td>
<td>18.0 KSF</td>
<td>676</td>
<td>9</td>
<td>6</td>
<td>15</td>
<td>28</td>
<td>31</td>
<td>59</td>
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<tr>
<td>SPASP Assumption (B)</td>
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<td></td>
<td>1,846</td>
<td>25</td>
<td>43</td>
<td>68</td>
<td>68</td>
<td>60</td>
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<td>Net Difference (C=A-B)</td>
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<td>-207</td>
<td>-2</td>
<td>1</td>
<td>-1</td>
<td>-9</td>
<td>-13</td>
<td>-22</td>
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<tbody>
<tr>
<td>a</td>
<td>KSF = 1,000 square feet; DU = dwelling unit</td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>b</td>
<td>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)</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>c</td>
<td>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)</td>
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</table>


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>Required Parking</th>
<th>Long-Term Spaces</th>
<th>Required Parking</th>
</tr>
</thead>
<tbody>
<tr>
<td>Apartment</td>
<td>223</td>
<td>DU</td>
<td>Parking Rate&lt;sup&gt;a&lt;/sup&gt;</td>
<td>Min. 2 spaces or 1 space/10 units, whichever is greater</td>
<td>23</td>
<td>Min. 1.5 space/unit</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>
<td>Min 1.0 space/10,000 s.f.</td>
<td>1</td>
</tr>
<tr>
<td>Total Parking Required</td>
<td></td>
<td></td>
<td></td>
<td>28</td>
<td></td>
<td>336</td>
</tr>
<tr>
<td>Total Parking Proposed</td>
<td></td>
<td></td>
<td></td>
<td>46</td>
<td></td>
<td>348</td>
</tr>
</tbody>
</table>

<sup>a</sup> 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.

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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? ☐ ☐ ☐ ☒

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

g) Comply with federal, State, and local statutes and regulations related to solid waste? ☐ ☐ ☐ ☒

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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B. REFERENCES

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


Geotracker, 2017. Sites and Facilities Map, 11690 San Pablo Avenue, El Cerrito, Regional Water Quality Control Board, Case No. 07-0063. Website: [geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=11690+San+Pablo+Avenue](geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=11690+San+Pablo+Avenue) (accessed May 11, 2017).


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 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>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>Size(^1)</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>Affordable Residential</td>
<td>Mid-Rise Apartments (223)(^2)</td>
<td>69 DU</td>
<td>410</td>
<td>5</td>
<td>13</td>
<td>18</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>
<td>41</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>
<td>8</td>
</tr>
<tr>
<td><strong>Total Trip Generation</strong></td>
<td></td>
<td></td>
<td>1,660</td>
<td>23</td>
<td>44</td>
<td>67</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>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>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>
</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>
</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>
</tr>
<tr>
<td>Total Trip Generation</td>
<td></td>
<td></td>
<td></td>
<td>1,480</td>
<td>22</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</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>PROPOSED PROJECT (A)</td>
<td>Residential</td>
<td>Mid-Rise Apartments (223)²</td>
<td>223 DU</td>
<td>1,305</td>
<td>18</td>
</tr>
<tr>
<td></td>
<td>Commercial</td>
<td>Shopping Center (820)³</td>
<td>8.9 KSF</td>
<td>334</td>
<td>5</td>
</tr>
<tr>
<td></td>
<td>Proposed Project (A)</td>
<td></td>
<td></td>
<td>1,639</td>
<td>23</td>
</tr>
<tr>
<td>SAN PABLO AVENUE SPECIFIC PLAN ASSUMPTION (B)</td>
<td>Residential</td>
<td>Mid-Rise Apartments (223)²</td>
<td>200 DU</td>
<td>1,170</td>
<td>16</td>
</tr>
<tr>
<td></td>
<td>Commercial</td>
<td>Shopping Center (820)³</td>
<td>18.0 KSF</td>
<td>676</td>
<td>9</td>
</tr>
<tr>
<td></td>
<td>SPASP Assumption (B)</td>
<td></td>
<td></td>
<td>1,846</td>
<td>25</td>
</tr>
<tr>
<td><strong>Net Difference (C = A-B)</strong></td>
<td></td>
<td></td>
<td></td>
<td>-207</td>
<td>-2</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></td>
<td></td>
<td></td>
<td><strong>Total Parking Required</strong></td>
<td><strong>28</strong></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td><strong>Total Parking Proposed</strong></td>
<td><strong>336</strong></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'
GHOSTLY RED CALIFORNIA FUSCHIA
5 GAL. CONTAINER AT 18" O.C.

QUERCUS ROBUR 'FASTIGIATA'
COLUMNAR ENGLISH OAK
24" BOX

CERCIS OCCIDENTALIS
WESTERN REDBUD
24" BOX

CERCIS RENIFORMIS OKLAHOMENSIS
OKLAHOMA REDBUD
24" BOX

PEDESTRIAN LIGHT
LANDSCAPE FORMS
12-FT FGP AREA LIGHT
PREFABRICATED BENCHES ON CONCRETE PLINTH
LANDSCAPE FORMS
ESCOFET UNIVERSAL BENCH

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
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
SAN FRANCISCO, CA 94103
415.252.7288  www.millercomp.com

110  TRASH
109  JAN
108  ELEV-1
107  JAN
106  LOBBY
105  LOBBY
104  ELEV-2
103  MAIL
102  MAIL
101  OFFICE
100  OFFICE
119B  RESTAURANT 1
118  RESTAURANT 2
117  RESTAURANT 3
116  RESTAURANT 4
115  RESTAURANT 5
114  RESTAURANT 6
113  RESTAURANT 7
112  RESTAURANT 8
111  RESTAURANT 9
110  RESTAURANT 10
109  RESTAURANT 11
108  RESTAURANT 12
107  RESTAURANT 13
106  RESTAURANT 14
105  RESTAURANT 15
104  RESTAURANT 16
103  RESTAURANT 17
102  RESTAURANT 18
101  RESTAURANT 19
100  RESTAURANT 20
1180  LOUNGE
1170  DOG WASH
1160  ELEV-1
1150  ST-1
1140  ST-2
1130  ST-3
1120  ST-4
1110  ST-5
1100  ST-6
1090  ST-7
1080  ST-8
1070  ST-9
1060  ST-10
1050  ST-11
1040  ST-12
1030  ST-13
1020  ST-14
1010  ST-15
1000  ST-16

PUBLIC MEWS LANDSCAPE PLAN

ENTITLEMENT SET FAMILY HOUSING

ATTACHMENT 8