AGENDA

REGULAR MEETING OF THE DESIGN REVIEW BOARD

May 4, 2022 at 7:30 p.m.

VIA TELECONFERENCE

https://us06web.zoom.us/j/89174531104?pwd=S3hFTGJENEFqaktPd3ZCWjINLN3FZd09
Event ID: 891 7453 1104 Passcode: 075248
Or Dial in: 408-638-0968

7:30 p.m. CONVENE REGULAR MEETING

1. ROLL CALL – Chair Wenlin Li; Members Ben Chuaqui, Andrea Lucas, and Gyan Singh.

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

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

4. ADOPTION OF MINUTES
   Adoption of the April 6, 2022 meeting minutes

5. COMMUNICATION/CONFLICT OF INTEREST DISCLOSURE
   This time on the agenda is reserved for Design Review Board members to disclose communications from individuals regarding specific agenda items or to state a potential conflict of interest in relation to a specific agenda item.

6. CONTINUED PUBLIC HEARING – 11335 SAN PABLO AVE, 6111 & 6115 POTRERO AVE
   Application: PL21-0036
   Applicant: Rhoades Planning Group
   Location: 11335 San Pablo Avenue, 6111 & 6115 Potrero Avenue
   APN: 513-327-015, 513-327-018, 513-327-046
   Zoning: Transit-Oriented High Intensity Mixed-Use (TOHIMU)
   General Plan: Transit-Oriented High Intensity Mixed-Use (TOHIMU)
   Request: Design Review Board consideration of Tier IV Design Review for the demolition of an existing commercial building and subsequent construction of a new building containing 63 residential dwelling units and approximately 6,220 square feet of ground floor commercial space.
   CEQA: This project is consistent with the Program Environmental Impact Report prepared for the San Pablo Avenue Specific Plan, pursuant to CEQA Guidelines Sections 15168(c). The project is also exempt from CEQA
pursuant to CEQA Guidelines Section 15182 (Projects Pursuant to a Specific Plan), under subsection (b) (Projects Proximate to Transit).

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

8. **ADJOURNMENT**
REGULAR MEETING OF THE
DESIGN REVIEW BOARD

April 6, 2022 at 7:30 p.m.

The meeting was held via teleconference.

7:30 p.m. CONVENE REGULAR MEETING

1. ROLL CALL – Chair Wenlin Li; Members Ben Chuaqui, and Gyan Singh. Boardmember Andrea Lucas had an excused absence.

2. ELECTION OF CHAIR AND VICE CHAIR
   Moved/Second: Boardmember Chuaqui/Singh. Action: Passed a motion to reelect Wenlin Li as Chair.
   Ayes: Chuaqui, Li, Singh.
   Noes: None.
   Abstain: None.
   Absent: Lucas.

   Moved/Second: Boardmember Chuaqui/Li. Action: Passed a motion to elect Gyan Singh as Vice Chair.
   Ayes: Chuaqui, Li, Singh.
   Noes: None.
   Abstain: None.
   Absent: Lucas.

3. COUNCIL/STAFF LIAISON ANNOUNCEMENTS AND REPORTS
   Councilmember Rudnick updated the Board on recent issues, including disruptions to BART service the upcoming 4th of July event.

4. ORAL COMMUNICATIONS FROM THE PUBLIC
   No speakers addressed the Board.

5. ADOPTION OF MINUTES
   Moved/Second: Boardmember Li/Chuaqui. Action: Passed a motion to adopt the February 2, 2022 meeting minutes.
   Ayes: Chuaqui, Li, Singh.
   Noes: None.
   Abstain: None.
   Absent: Lucas.

6. COMMUNICATION/CONFLICT OF INTEREST DISCLOSURE
   Nothing was reported.
7. **PUBLIC HEARING – 11335 SAN PABLO AVE, 6111 & 6115 POTRERO AVE**

Application: PL21-0036
Applicant: Rhoades Planning Group
Location: 11335 San Pablo Avenue, 6111 & 6115 Potrero Avenue
APN: 513-327-015, 513-327-018, 513-327-046
Zoning: Transit-Oriented High Intensity Mixed-Use (TOHIMU)
General Plan: Transit-Oriented High Intensity Mixed-Use (TOHIMU)
Request: Design Review Board consideration of Tier IV Design Review for the demolition of an existing commercial building and subsequent construction of a new building containing 63 residential dwelling units and approximately 6,220 square feet of ground floor commercial space.

CEQA: This project is consistent with the Program Environmental Impact Report prepared for the San Pablo Avenue Specific Plan, pursuant to CEQA Guidelines Sections 15168(c). The project is also exempt from CEQA pursuant to CEQA Guidelines Section 15182 (Projects Pursuant to a Specific Plan), under subsection (b) (Projects Proximate to Transit).

Consulting Planner Kevin Colin presented the staff report and answered questions from the Board.

Geneva Hessner and Buddy Williams presented the project on behalf of the applicant team and answered questions from the Board.

**Moved/Second:** Boardmember Li/Singh. **Action:** Passed a motion continue the item to the May 4, 2022 regular Design Review Board meeting.

**Ayes:** Chuaqui, Li, Singh.
**Noes:** None.
**Abstain:** None.
**Absent:** Lucas.

8. **STAFF COMMUNICATIONS**

Planning Manager Sean Moss updated the Board on the Housing Element Update, the San Pablo Avenue Specific Plan Update, and staffing in the Planning Division.

9. **ADJOURNMENT**

The meeting was adjourned at 9:43 p.m.

_____________________________________________________
Wenlin Li, Chair

This is to certify that the foregoing is a true and correct copy of the minutes of the regular Design Review Board meeting of April 6, 2022 as approved by the Design Review Board.

_____________________________________________________
Sean Moss, Staff Liaison
Tier IV Design Review
May 4, 2022

6111, 6115 Potrero Ave / 11335 San Pablo Ave

DETAILS

Application Number: PL21-0036

Applicant: Potrero Ave Partners, LLC

Location: 6111, 6115 Potrero Avenue/11335 San Pablo Avenue

APNs: 513-372-015, 513-372-018, and 531-372-046

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

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

Request: Design Review Board consideration of Tier IV Design Review for a new 5-story building containing 63 residential units and 6,220 square feet of ground-floor commercial space.

CEQA: The project is consistent with the Program Environmental Impact Report prepared for the San Pablo Avenue Specific Plan, pursuant to CEQA Guidelines Section 15168 and Government Code Section 65457(a).

EXECUTIVE SUMMARY

The project includes demolition of a single-story commercial building and subsequent construction of a 5-story building containing 63 residential units and 6,220 square feet of ground-floor commercial space. The ground floor includes parking, residential lobby, and two distinct commercial spaces - one for a brewery, the other a restaurant. Upper floors are residential and consist of for-rent studio, one-bedroom, two-bedroom and three-bedroom apartments ranging from 392 to 930 square feet in size. The project complies with inclusionary zoning through payment of an affordable housing in-lieu fee.

On March 16, 2021, the Planning Commission granted (by unanimous vote) their portion of Tier IV Design Review approval for this project along with an Administrative Use Permit (for alcohol sales with each restaurant) and increase in permissible outdoor noise levels pursuant to General Plan Policy H3.2.

On April 6, 2022, the Design Review Board considered the project and, after receiving public comments and providing direction, continued consideration to a date certain of May 4, 2022. The applicant’s response to Board comments is detailed in this report.

The Design Review Board’s purview for the balance of the Tier IV Design Review request includes:

- Building height, form, and massing.
- Limitations on blockage of ‘key’ views
- Building facades and articulation
- Exterior building colors, materials, and textures
- Landscaping
- Relationship of the development to adjacent public rights-of-way
- Signs

Based on the information in this report, which supports the required findings, staff recommends approval of the project, subject to the conditions of approval in the draft resolution (Attachment A).
Background

Site Location and Layout

The project site is located within the triangular city block bound by San Pablo Avenue, Potrero Avenue, and Eastshore Boulevard. The site consists of three Assessor Parcel Numbers (APNs) 513-372-015, 513-372-018, and 531-372-046 and a combined area of 17,558 square feet (0.40 acre). The site is substantially vacant although an approximately 2,956 square foot single-story commercial building is present and fronting Potrero Avenue. The site extends from San Pablo Avenue to Potrero Avenue, wrapping around the corner lot which contains a gas station. The site gently slopes down in an east to west direction with an elevation difference of approximately 4 feet between.

Vicinity Map

Past City Actions

The portion of the project site at San Pablo Avenue was owned by the City of El Cerrito Redevelopment Agency. On January 21, 2020, the City Council authorized a Purchase and Sale Agreement for that portion and with the understanding that a mixed-use project substantially consistent with the current proposal would follow. The project was also understood to encompass the separately acquired parcels fronting Potrero Avenue (including the vacant commercial building). The Council’s authorization was preceded by significant due diligence including the documentation of recognized environmental conditions. The current owner has since worked diligently and in good faith towards realizing the mixed-use project, as evidenced by the requests before the Design Review Board. There are no terms of the property sale that pertain to the Design Review Board’s jurisdiction.
Existing Public Right-of-Way

The site has approximately 106 feet of frontage along Potrero Avenue and 50 feet along San Pablo Avenue. The existing sidewalk on San Pablo Avenue is variable across the site and adjacent properties. A 10-foot-wide sidewalk spans the site’s frontage at Potrero Avenue. There are no street trees along either project site frontage. At the project site frontage, the San Pablo Avenue Specific Plan classifies Potrero Avenue as a ‘Gateway Street’ and San Pablo Avenue as a ‘Community Street.’ Interstate 80 is approximately 350 feet to the west with a southbound on-ramp and northbound at Potrero Avenue.

Site Photos
Adjacent Land Uses

Existing uses on adjacent properties and the Specific Plan’s Regulating Plan are described below. As shown on the figure below, the project site and all adjacent properties are zoned Transit Orientated High Intensity Mixed Use (TOHIMU).

**North:** A two-story mixed-use building abuts the project site, with commercial retail uses beyond.
**East:** A gas station (at street corner) and San Pablo Avenue occur in this direction.
**South:** Potrero Avenue and (across that street) the Del Norte Shopping Plaza are in this direction.
**West:** A commercial dry-cleaners and hotel are adjacent in this direction.

Analysis

Design Review Board Comments

On April 6, 2022, the Design Review Board reviewed the project and gave comments to the applicant. Comments from the Board and the applicant’s response to those comments are summarized below:

**Comment:** *(South Building Elevation)* Work on south façade; add more interest (e.g., add wood); deepen window recess; have 2x4 window framing and 2x6 walls; include more wood paneling

**Response:** Additional wood paneling was added. Windows at this elevation are inset from the facade 3” with
2x3” window buck framing inset to the 2x6 wall framing. (Reference renderings and details on sheet A500) This detail and the additional wood paneling provides more visual interest along this section of the building. See also the ‘Original’ vs. ‘Revised’ illustrations below.

Comment: (Relocate Public Art) The Board requested that the location of public art be moved to a more visible location. As originally proposed, the art was placed above a courtyard behind the primary building at the abutting gas station property.

Response: The public art mural was moved to the more prominent Potrero Avenue elevation. The copper green color (without the public mural) at the previous courtyard location was kept in place for continued
visual interest. See also the ‘Original’ vs. ‘Revised’ illustration above.

Comment: **(Add More Articulation at East Elevation)** Add more articulation to San Pablo Avenue façade (e.g., recess windows and/or aluminum.

**Original**

**Revised**

Response: To increase visual interest, the project design now includes recessed window details and more wood paneling along the south elevation of the building that fronts San Pablo Avenue. Consider eliminating one of the three angles on the same elevation.

The architect team modeled and reviewed this option and felt that the slight angle at floors 2-4 were a key ingredient in the overall attractiveness of this building design. When the elevation face
was placed vertically the building facade appeared too “boxy” and had lost its dynamism. Given this facade's distance from the sidewalk we didn’t feel that the slight angle made for an oppressive experience at the restaurant courtyard.

See the ‘Original’ vs. ‘Revised’ illustration above.

Comment:  *(Change in Building Wall Plane – West Elevation)* Change in plane (~2-ft depth)/height for west elevation (dark higher)

Response:  Parapet for darker siding has been lowered to emphasize difference between the two building sections. The visual break between the two building masses has been increased in width and depth (now 2’ wide x 2’ deep).

Comment:  *(Courtyard Fencing)* Put boards on outside of fence above the garage

Response:  The plans are revised to show boards, as requested.

Project Description

Site Preparation

The project site consists of three contiguous parcels that total 17,558 square feet (0.4 acres). Two of the parcels are currently vacant and the other is occupied by an unoccupied single-story 2,956 square foot commercial building that was constructed in 1948. The project will demolish the existing building and remanent hardscape improvements to enable construction of a new building.

Land Use

The new 63,887 square-foot mixed use building would include 63 multi-family dwelling units and 6,220 square feet of ground floor commercial space. Dwelling units are for-rent and without income restrictions for occupants. The project will, however, comply with the City’s Inclusionary Zoning Ordinance through payment of an affordable housing in-lieu fee. The proposed ground floor commercial space would be occupied by two establishments - a restaurant and a brewery. The two businesses share kitchen facilities, back of house storage, and customer restrooms.

Site Plan and Floor Plan

The building footprint is an L-shape reflecting the orientation of the subject parcels. The building substantially covers the overall site with residual areas around its perimeter providing for emergency egress and stormwater treatment. Each commercial business is oriented towards and provides access directly from each respective street (i.e., Potrero Avenue, San Pablo Avenue). The angled building façade at San Pablo Avenue enables a ground-floor patio for restaurant seating. A lobby for residents is accessible from Potrero Avenue and leads to mail/parcel storage, an elevator, and egress stairwell. A parking garage is accessible from Potrero Avenue and would accommodate passenger vehicle and long-term bike parking. Short-term parking for 12 bikes is provided along building frontages.

A double-loaded corridor on floors two through five provides access from the building elevator to each residential unit. Residential units are a mixture of studio, one-bedroom, two-bedroom and three-bedroom units ranging from 392 to 930 square feet in size. A 987 square foot courtyard provides outdoor seating for building residents and includes landscaping and stormwater retention and treatment basin. A 463 square foot balcony occurs at the fifth floor overlooking San Pablo Avenue and has two adjoining amenity rooms for residents.
including casual seating, food prep counter space, and a restroom.

**Building Elevations**

Exterior materials for the project are grouped into two primary compositions: (1) plaster and hardie panel for the building module fronting Potrero Avenue; and (2) cement panels for the building module fronting San Pablo Avenue. A shotecrete material occurs at the ground level and reflects the ‘foundational’ nature of the first floor and building type (i.e., Type 1A over Type VA upper floors).

The San Pablo Avenue module applies cement panels with different vertical scoring intervals on each floor and faux wood cement panels as accents on side elevations. Most notable is the angled and transparent fifth floor design feature enclosing a balcony patio and providing easterly views of the hillsides. A restaurant patio on the ground floor is partially enclosed by a cement/wood wall on the edges with an open trellis spanning and covering seating along the sidewalk. Note: the spaces between the trellis support along the sidewalk include glass for sound attenuation.

The Potrero Avenue module is composed in a contrasting, lighter color yet continues geometric patterns through score lines (in the stucco), hardie panel inserts, and large ‘picture window’ framing the façade above the ground floor. The façade includes tall vertical bands above the first floor to provide articulation. The ground floor residential lobby entrance and restaurant entrance include projecting metal canopies.

Above the second floor courtyard, a unique color and geometric pattern is applied to support the transition between each building module. The same courtyard is provided a five-foot fence along its boundary with the gas station. Upper floors include vinyl casement windows. Materials for ground floor storefront assemblies and the residential lobby are not specified.

<table>
<thead>
<tr>
<th>Proposed Building Materials &amp; Colors</th>
</tr>
</thead>
<tbody>
<tr>
<td>CEMENT PLASTER DARK GRAY BENJAMIN MOORE: 2129-10 MIDNIGHT DREAM</td>
</tr>
<tr>
<td>CEMENT PLASTER MEDIUM GRAY BENJAMIN MOORE: 1596 NIGHTFALL</td>
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<tr>
<td>CEMENT PLASTER MEDIUM GRAY BENJAMIN MOORE: 1596 NIGHTFALL</td>
</tr>
<tr>
<td>CEMENT PLASTER WARM WHITE BENJAMIN MOORE: 0C-7 CREAMY WHITE</td>
</tr>
<tr>
<td>HARDIE PANEL ORANGE BENJAMIN MOORE: 2015-20 ORANGE BURST</td>
</tr>
</tbody>
</table>
Landscape Plan

As the proposed building substantially covers the project site (88% lot coverage), landscaping is provided along the public street frontage, within common outdoor areas, and along a portion of the side/rear yard. The following summarizes aspects of the landscape plan:

- **San Pablo Avenue Frontage:** A six-foot wide amenity zone adjoins the curb and includes three new street trees (*Quercus garryana*; Oregon Oak), two bike racks (with concrete apron), and shrubs (*Festuca glauca*, Elijah Blue Fescue), (*Salvia sonomensis*, Creeping Sage). Tree trunks are provided a planting spacing of 24-inches, and an 18-inch root barrier is provided along the edge of pavement.

- **Potrero Avenue Frontage:** A four-foot wide amenity zone adjoins the curb and includes five new street trees (*Lophostemon confertus*, Brisbane Box), four bike racks (with concrete apron), and shrubs (*Festuca glauca*, Elijah Blue Fescue), (*Salvia sonomensis*, Creeping Sage).

- **Second Floor Courtyard:** This common space for building residents includes two planters with the one spanning the perimeter providing for stormwater retention and treatment. Three trees (*Lagerstroemia x Yuma*, Yuma Crape Myrtle), (*Lagerstroemia indica x faureie ‘natchez’, Natches Crape Myrtle Multi-Trunk) are located in the central planter with a variety of shrubs below. The perimeter planter includes a variety shrubs and ground cover.

- **Side/Rear Yard:** Plantings along the building rear are limited to ground cover for stormwater treatment. Decomposed granite and cement are used for remaining surfaces intended for access by building maintenance and public safety personnel.

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**Proposed Landscape Plan**

[Diagram of proposed landscape plan with various plantings and amenities indicated.]
Project plans are included at Attachment B. The applicant also provides a statement in support of the project (see Attachment C).
Standard of Review

The request before the Design Review Board is Tier IV Design Review. The decision-making parameters for this request are summarized below.

**Tier IV Design Review**

Tier IV Design Review is the entitlement process for projects that do not comply fully with the standards of the Plan in one or more respects and seek flexibility to the standard. Under the Tier IV Design Review process, the Planning Commission and Design Review Board must both act to approve a project. Codified roles for each decision-making body are:

- **Planning Commission**: has authority over: (a) the site plan; (b) aspects of the project that do not meet development standard(s); and (c) a determination whether the project achieves an over-arching public benefit. All findings in San Pablo Avenue Specific Plan Section 2.02.07.01.02(D)(3) are listed below in this report and are required to grant approval.

- **Design Review Board**: has authority over the design components of the project (e.g., building height, form, and massing; facades and articulation; colors and materials; landscaping, use and design of open spaces; relationship to adjacent public rights-of-way; and signs). All findings at San Pablo Avenue Specific Plan Section 2.02.07.01.02(D)(4) are required for the Design Review Board to grant approval.

The project requests Tier IV Design Review since it does not conform with the private/common open standard of 80 square feet per unit (i.e., 5,040 total square feet required). As proposed, 2,212 square feet of private/common open space is provided (i.e., deficit of 2,828 square feet). On March 16, 2022, the Planning Commission approved this deviation from the open space standard. Thus, the Design Review Board’s discretion is limited to the topics listed above in the second bullet point.

**San Pablo Avenue Specific Plan Compliance**

Chapter Two of the San Pablo Avenue Specific Plan provides land use regulations and development standards that are grouped into two main categories, as described below.

**Regulation by Street Type**: At the project site frontage, the Specific Plan classifies Potrero Avenue as a ‘Gateway Street’ and San Pablo Avenue as ‘Community Street.’ The tables below identify each standard and the project’s response.

**Regulation by Transect Zone**: As illustrated above, the project site is located within the Transit-Oriented High Intensity Mixed-Use (TOHIMU) Zone. Abutting and nearby properties have the same designation. The following topics are regulated by Transect Zone:

- **Land Use**: Are either permitted, conditionally permitted, or prohibited.
- **Building Height**: Minimums and maximums apply.
- **Vehicle Parking**: Maximum parking space standards apply.
- **Bicycle Parking**: Minimum parking space standards apply.

Open space requirements are regulated by land use type and building size. Standards applicable to the project are identified in the table below.
### Street Type Standards (San Pablo Avenue – Community Street)

**Intent:** To catalyze mode shift and maintain a strong sense of place along the Avenue, new developments allow a wide variety of uses through ground floor flex space and pedestrian friendly design elements that encourage walking and provide for gathering opportunities. Ground floor residential provides flexibility and expands the residential base in the Plan Area. (Specific Plan Section 2.04.02.02.01)

<table>
<thead>
<tr>
<th>Standard Category</th>
<th>Required</th>
<th>Proposed</th>
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<tbody>
<tr>
<td><strong>Building Placement</strong></td>
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</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 for Amenity and Pedestrian Zones Max: Up to 10 ft.</td>
<td>Min: Both zones provided Max: 0 to 2 ft.</td>
</tr>
<tr>
<td>Side Setback</td>
<td>0 ft. min</td>
<td>5 ft. (north); 3 ft (south)</td>
</tr>
<tr>
<td>Rear Setback</td>
<td>See Section 2.01.05 (Shadows)</td>
<td>Complies (See Attachment B, Sheet G011)</td>
</tr>
<tr>
<td>Pedestrian Access</td>
<td>Entries on front and side streets</td>
<td>Main entrances face street</td>
</tr>
<tr>
<td>Vehicular Access</td>
<td>Max 20 ft. 2-way driveways</td>
<td>N/A – no driveway on San Pablo Ave</td>
</tr>
<tr>
<td><strong>Building Form</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Upper Floor Setbacks</td>
<td>See Section 2.01.05 (Shadows)</td>
<td>No shadow past curb line</td>
</tr>
<tr>
<td>Ground Floor Ceiling Height</td>
<td>14 ft. min clear</td>
<td>14 ft.</td>
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<tr>
<td>Upper Floor Ceiling Height</td>
<td>9 ft. min clear</td>
<td>10 ft.</td>
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<td>200 ft. max</td>
<td>42 ft.</td>
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<tr>
<td>Ground Floor Transparency</td>
<td>Non-residential 50% min</td>
<td>75%</td>
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<td>Upper Floor Transparency</td>
<td>25% min</td>
<td>31%</td>
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<td>Front Encroachments</td>
<td>2 ft. max / ground floor commercial</td>
<td>0 ft.</td>
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<tr>
<td>Rear Encroachments</td>
<td>4 ft. max</td>
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<td><strong>Allowed Frontage Types</strong></td>
<td>Min: 50% Flex</td>
<td>Forecourt/Shop Front</td>
</tr>
<tr>
<td></td>
<td>Max: 50% Forecourt (NE Side)</td>
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<tr>
<td></td>
<td>Max: 100% Shop Front, Arcade, or Eco-Front</td>
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</table>
### Street Type Standards (Potrero Avenue – Gateway Street)

**Intent:** To announce that El Cerrito is an environmental and ecological destination, new developments along these major auto routes maximize the large-scale commercial opportunities provided by proximity to the freeway, while using distinct building form and landscaping elements to buffer pedestrians from traffic and soften the urban feel of wide, busy streets. Signature trees are used to differentiate El Cerrito from surrounding cities. (Specific Plan Section 2.04.02.03.01)

<table>
<thead>
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<tbody>
<tr>
<td><strong>Building Placement</strong></td>
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<tr>
<td>Sidewalk Amenity Zone</td>
<td>4 ft. min</td>
<td>4 ft.</td>
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<td>Sidewalk Pedestrian Zone</td>
<td>6 ft. min</td>
<td>6 ft.</td>
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<td>Sidewalk Activity Zone</td>
<td>0 ft. min</td>
<td>0 ft.</td>
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<tr>
<td>Ground Floor Front Setback</td>
<td>Min: Distance needed for Amenity and Pedestrian Zones Max: Up to 10 ft.</td>
<td>Zones provided for; 0 ft.</td>
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<td>Side Setback</td>
<td>0 ft. min</td>
<td>2 ft. (north); 5 ft (south)</td>
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<tr>
<td>Rear Setback</td>
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<td>Complies (See Sheet A4.1)</td>
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<td>Entries on front and side streets</td>
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<tr>
<td>Vehicular Access</td>
<td>Max 20 ft. 2-way driveways</td>
<td>20 ft. max for 2-way driveway</td>
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<tr>
<td><strong>Building Form</strong></td>
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<tr>
<td>Upper Floor Setbacks</td>
<td>See Section 2.01.05 (Shadows)</td>
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<td>Upper Floor Transparency</td>
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<tr>
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<td>2 ft. max / ground floor commercial</td>
<td>0 ft.</td>
</tr>
<tr>
<td>Rear Encroachments</td>
<td>4 ft. max</td>
<td>N/A</td>
</tr>
<tr>
<td>Allowed Frontage Types</td>
<td>Front Yard Forecourt Flex Shop Front</td>
<td>100% Shop Front</td>
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# Open Space Standards

<table>
<thead>
<tr>
<th>Open Space Type</th>
<th>Required</th>
<th>Proposed</th>
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<tbody>
<tr>
<td><strong>Residential</strong></td>
<td></td>
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</tr>
<tr>
<td>Private/Common Open Space</td>
<td>5,040 sq. ft.</td>
<td>2,212 sq. ft.</td>
</tr>
<tr>
<td>Public Open Space*</td>
<td>Buildings &lt; 25,000 sq.ft. = no requirement</td>
<td>0 sq.ft.</td>
</tr>
<tr>
<td></td>
<td>Buildings &gt; 25,000 sq.ft. = 25 sq. ft./1,000 sq.ft. of bldg</td>
<td>$163,000 in-lieu fee</td>
</tr>
<tr>
<td><strong>Non-Residential</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Public Open Space</td>
<td>Buildings &lt; 25,000 sq.ft. = no requirement</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td>Buildings &gt; 25,000 sq.ft. = 25 sq. ft./1,000 sq.ft. of bldg</td>
<td>Non-residential space below 25,000 sq.ft.</td>
</tr>
</tbody>
</table>

* Note: The Planning Commission approved the proposed reduction of private/common open space through the Tier IV Design Review process. For public open space, the San Pablo Avenue Specific Plan provides for the payment of an in-lieu fee. Sites identified on the Open Space Regulatory Plan will be strongly encouraged to provide on-site open space. However, no open space features are illustrated on the project site; the stormdrain/potential daylit creek is on the abutting parcel to the north.

# Transect Zone Standards

<table>
<thead>
<tr>
<th>TOHIMU Zone</th>
<th>Required</th>
<th>Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Standards</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Building Height Minimum</strong></td>
<td>3 Stories Residential (Except Constrained Lots)</td>
<td>5 stories</td>
</tr>
<tr>
<td></td>
<td>2 Stories Commercial (Exceptions granted with CUP)</td>
<td></td>
</tr>
<tr>
<td><strong>Building Height Maximum</strong></td>
<td>65 ft. max</td>
<td>60 - 65 ft.</td>
</tr>
<tr>
<td><strong>Vehicle Parking Requirement</strong>*</td>
<td>Commercial (Over 3,000 sq.ft.): 1 space/1,000 sq.ft. max (6 spaces max for project)</td>
<td>23 spaces (0.37 space/unit)</td>
</tr>
<tr>
<td></td>
<td>Residential: 1 space/unit max (63 spaces max for project)</td>
<td>(0 space/commercial sq.ft.)</td>
</tr>
<tr>
<td><strong>Bicycle Parking Requirement</strong></td>
<td>3 short-term (Commercial)</td>
<td>12 short-term (total)</td>
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<tr>
<td></td>
<td>3 short-term (Residential)</td>
<td>97 long-term (total)</td>
</tr>
<tr>
<td></td>
<td>95 long-term (Residential)</td>
<td></td>
</tr>
</tbody>
</table>

* Note: All projects include basic Transportation Demand Management (TDM). Projects proposing 0 to 0.5 spaces/unit or 0 to 0.5 spaces/1,000 sf. commercial (TOHIMU) may be required to perform a parking study and/or provide additional TDM measures.
General Plan Compliance

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

Policy LU2.2 (Commercial Diversification): Maintain a diversity of commercial land uses to ensure stability during economic cycles and enrich the lives of residents. The maintenance of diversity includes encouragement of small businesses, both in terms of creation of new firms and retention of existing ones.

The project will demolish an existing, unoccupied commercial building and construct a new five-story building with more than twice the commercial floor area and 63 residential units where none previously existed. This will cause an increase in the diversity of commercial uses on-site and in the surrounding neighborhood. The project’s commercial component is also of a size that is conducive to small business with each floor area just above 3,000 square feet.

Policy 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 project consists of a mixed-use building designed for restaurant dining on the ground floor and residential dwelling on floors above. The restaurant aspect is located within an 8-minute walk of the Del Norte BART Station, a 4-minute walk to the Ohlone Greenway, and within a similar or shorter distance to many existing residences. This proximity of mixed-uses increased by the project results in greater convenience to residents and workers. The increase in small-scale businesses at the project site also have the potential to increase economic vitality and fiscal stability through increased sales tax revenue and increased market competition.

Policy LU4.2 (Availability of Goods and Services): Provide for economic development that assures the availability and diversity of resident-serving goods and services.

The project will provide food and beverage sales to El Cerrito residents, those working within the city limits, and persons visiting from out of town. In this way, the project supports economic development over the short and long-terms.

Policy 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 development centers and neighborhood commercial centers along San Pablo Avenue to be directly abutting sidewalks, with window openings and entries along the pedestrian frontage.

Through compliance with San Pablo Avenue Specific Plan standards, the project provides frontages along two public streets (Potrero Avenue, San Pablo Avenue) that increase interest and safety by enabling surveillance of the street. In particular, the project’s outdoor dining patio at San Pablo Avenue is highly visible and directly accessible to pedestrians from the sidewalk. Significant expanses of glass along ground floor facades (for both frontages) increases interest for pedestrians as well.

Policy 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 project will provide new street trees along two street frontages. Presently, there are no street trees along either frontage. Therefore, the project directly advances this policy.

Policy CD5.1 (San Pablo Avenue Specific Plan Area): Promote retail, office, and mixed uses within the San
The project promotes a mix of uses in the plan area by providing new restaurant dining options to residents of and employees working in El Cerrito, including those visiting from out of town. Development of the substantially vacant site will bring increased property tax revenue to the city, and employees of the project can be expected to generate an incremental increase in sales tax through patronage of adjacent commercial businesses (e.g., restaurants, grocery stores).

**Policy 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.

The project complies with all standards for automobile and bicycle parking. Transportation Demand Management measures are also proposed to support the use of non-automotive modes of transportation. The project site is well-suited for walking, biking, and use of transit due to its proximity to features such as a continuous network of sidewalk, the Ohlone Greenway, and Del Norte BART Station.

**Policy H2.2 (Housing Element):** 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 has a density of 173 residential units to the acre and floor-area-ration of 2.73. It is also located within an 8-minute walk to the Del Nort BART Station, 4-minute walk to the Ohlone Greenway, and immediately adjacent to rapid bus service (i.e., 10-minute headway during commute periods). The project also includes a mixture of land uses all within a building compliant with all building form development standards.

**Policy H2.3 (Housing Element):** 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.

**Art in Public Places**

The project is required to comply with Chapter 13.50: Art in Public Places of the El Cerrito Municipal Code. The applicant is proposing to provide onsite public art. Should the project receive approval, the applicant will identify an artist and initiate the procurement process.

**Environmental Review**

On September 22, 2014, the City of El Cerrito adopted the San Pablo Avenue Specific Plan ("SPASP") and certified an accompanying Program EIR (State Clearinghouse #2014042025). Government Code Section 65457 addresses California Environmental Quality Act (CEQA) requirements for residential developments subject to a Specific Plan for which an EIR was prepared. For these development situations, it directs no further CEQA review shall occur unless an event prescribed at CEQA Section 21166 occurs. The implementing regulations for CEQA Section 21166 are located at CEQA Guidelines Section 15162.

CEQA Guidelines Section 15168(c) addresses the use of Program EIRs for subsequent activities (e.g., the
The proposed project subject to the San Pablo Avenue Specific Plan and for which a Program EIR was prepared). The CEQA Guidelines also direct the application of CEQA Guidelines Section 15162 to determine whether additional CEQA review is required.

CEQA Guidelines Section 15162 provides that no subsequent EIR shall be prepared unless the lead agency (i.e., City of El Cerrito) determines one or more of the situations prescribed therein is present. An initial study checklist prepared for the proposed project (see Attachment E) provides substantial evidence for the Planning Commission to determine that, pursuant to CEQA Section 21166 and CEQA Guidelines 15162, no subsequent environmental review is required for this project.

The project is also exempt from CEQA pursuant to CEQA Guidelines Section 15182 (Projects Pursuant to a Specific Plan), under subsection (b) (Projects Proximate to Transit). The project is a mixed-use project exceeding 0.75 floor-area-ratio, is located within a transit priority area, is consistent with the SPASP, and is consistent with the use, density, building intensity and applicable policies of a sustainable communities strategy relating to greenhouse gas reduction targets (i.e., Plan Bay Area 2040).

Public Notice and Public Comment

The required public notice for the project was published in the East Bay Times, posted on the project site, and mailed to owners of property within 300 feet of the project site and all interested parties on March 16, 2022. No comments were received prior to the publication of this Design Review Board report.

For the March 16, 2022, Planning Commission meeting, written and verbal comments were provided by two persons. Concerns from those interested parties can be categorized as: (a) general concern for the impacts of construction on the abutting dry cleaning business (on Potrero Avenue), and (b) general concern about the availability of on-street parking in the area and its potential impact on a disabled resident.

Required Findings

Pursuant to San Pablo Avenue Specific Plan Section 2.03.08.01.02.D.4, in acting to approve or conditionally approve a Tier IV application, the Design Review Board shall make the following findings:

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

   As noted in the tables above, except for the private/common open space standard which the Planning Commission approved an exception to, the project is consistent with the standards of the San Pablo Avenue Specific Plan and 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 compatible with the land uses permitted throughout the San Pablo Avenue Specific Plan.

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

   As discussed in this report, the project will implement the following policies of the El Cerrito General Plan: Policy LU2.2 (Commercial Diversification), Policy LU4.1 (Mixture of Uses), LU4.2 (Availability of Good and Services), Policy CD2.1 (Street Frontages), Policy CD2.3 (Streetscape Improvements), Policy CD5.1 (San Pablo Avenue Specific Plan), Policy LU6.2 (Circulation Alternatives), and Policies H2.2, and H2.3 of Housing Element Goal H2: New Housing Development.

Staff Recommendation

Based on the information contained in this report, staff recommends approval of Planning Application No. PL21-
Proposed Motion

Move adoption of Design Review Board Resolution DRB2022-03 granting for Planning Application No. PL21-0036
Tier IV Design Review approval for a new 5-story building containing 63 multi-family dwelling units and 6,220
square feet of ground floor commercial space.

Appeal Period

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

Attachments

A. Draft Resolution
B. Project Plans
C. Applicant Statement (Tier IV Design Review)
D. CEQA Initial Study Checklist and Appendices
Design Review Board Resolution DRB 2022-02

APPLICATION NO. PL21-0036

A RESOLUTION OF THE CITY OF EL CERRITO DESIGN REVIEW BOARD GRANTING TIER IV DESIGN REVIEW APPROVAL FOR A NEW BUILDING CONTAINING 63 RESIDENTIAL DWELLING UNITS AND APPROXIMATELY 6,220 SQUARE FEET OF GROUND FLOOR NON-RESIDENTIAL SPACE AT 11335 SAN PABLO AVENUE, 6111 & 6115 POTRERO AVENUE (APNS 531-372-015, -018, -046)

WHEREAS, the site is located at 11335 San Pablo Avenue, 6111 & 6115 Potrero Avenue;

WHEREAS, the existing Assessor’s Parcel Numbers of the site are 531-372-015, -018, and -046;

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 Gateway Street (i.e., Potrero Avenue) and a Community Street (i.e., San Pablo Avenue);

WHEREAS, on February 9, 2021, the applicant submitted an application for an Administrative Use Permit and Tier IV Design Review;

WHEREAS, the subject application proposes, in part, sixty-three (63) residential dwellings that are for-rent and without income restrictions for occupants;

WHEREAS, the Tier IV Design Review aspect of the subject application consists of a request to reduce the required private/common open space from 5,040 square feet to 2,212 square feet and, in exchange for said reduction, a public benefit of $100,000 is voluntarily proposed to fund park and recreation improvements identified in the El Cerrito Urban Greening Plan and El Cerrito Parks and Recreation Facilities Master Plan;

WHEREAS, pursuant to San Pablo Avenue Specific Plan Section 2.02.07(D) and regarding the Tier IV request, the Planning Commission is authorized to act upon:

a. The site plan and aspects of the project that do not meet the development standards of the form-based code; and

b. A determination that the project achieves an over-arching public benefit.

WHEREAS, on March 16, 2022, the Planning Commission considered the Administrative Use Permit and the Tier IV Design Review aspect falling under their purview and approved both by unanimous vote;

WHEREAS, the Design Review Board is authorized to act upon the following Tier IV Design Review aspects of the project: building height, form, and massing; limitations on blockage of ‘key’ views; building facades and articulation; exterior building colors, materials, and textures; landscaping; relationship of the development to adjacent public rights-of-way; and signs;

WHEREAS, on April 6, 2022, the Design Review Board, after due consideration of all evidence and reports offered for review, including all public comment received, provided comments on the application and continued
consideration to a date certain of May 4, 2022;

WHEREAS, on May 4, 2022, the Design Review Board, after due consideration of all evidence and reports offered for review, including all public comment received, does find and determine the following:

California Environmental Quality Act

1. Government Code Section 65457 addresses California Environmental Quality Act (CEQA) requirements for residential developments subject to a Specific Plan for which an EIR was prepared. For these development situations, it directs no further CEQA review shall occur unless an event prescribed at CEQA Section 21166 occurs. The implementing regulations for CEQA Section 21166 are located at CEQA Guidelines Section 15162.

CEQA Guidelines Section 15168(c) addresses the use of Program EIRs for subsequent activities (e.g., the proposed project subject to the San Pablo Avenue Specific Plan and for which a Program EIR was prepared). The CEQA Guidelines direct the application of CEQA Guidelines Section 15162 to determine whether additional CEQA review is required.

CEQA Guidelines Section 15162 provides that no subsequent EIR shall be prepared unless the lead agency (i.e., City of El Cerrito) determines, on the basis of substantial evidence in light of the whole record, one or more of the following:

   c. Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

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

   e. 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 EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:

   f. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

   g. Significant effects previously examined will be substantially more severe than shown in the previous EIR;

   h. 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

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

2. An initial study checklist prepared for the proposed project, incorporated herein by reference, provides
substantial evidence for the Design Review Board to determine that, pursuant to CEQA Section 21166 and CEQA Guidelines 15162, no subsequent environmental review is required.

3. The project is also exempt from CEQA pursuant to CEQA Guidelines Section 15182 (Projects Pursuant to a Specific Plan), under subsection (b) (Projects Proximate to Transit). The project is a mixed-use project exceeding 0.75 floor-area-ratio, is located within a transit priority area, is consistent with the SPASP, and is consistent with the use, density, building intensity and applicable policies of a sustainable communities strategy relating to greenhouse gas reduction targets (i.e., Plan Bay Area 2040).

Tier IV Design Review Findings

4. That the project complies with all applicable and achievable Specific Plan design standards.

Except for the private/common open space standard for which an exception was granted by the Planning Commission, the project is consistent with the standards of the San Pablo Avenue Specific Plan and 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 compatible with the land uses permitted throughout the San Pablo Avenue Specific Plan.

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

That the project implements the following goals and policies of the El Cerrito General Plan: Policy LU2.2 (Commercial Diversification), Policy LU4.1 (Mixture of Uses), LU4.2 (Availability of Good and Services), Policy CD2.1 (Street Frontages), Policy CD2.3 (Streetscape Improvements), Policy CD5.1 (San Pablo Avenue Specific Plan), Policy LU6.2 (Circulation Alternatives), and Policies H2.2, and H2.3 of Housing Element Goal H2: New Housing Development.

NOW, THEREFORE, BE IT RESOLVED that after careful consideration of all maps, facts, exhibits, correspondence, and testimony, and other evidence submitted in this matter, and, in consideration of the findings, the El Cerrito Design Review Board hereby approves Application No. PL21-0036, subject to the following conditions:

Standard Conditions of Approval

1. The project will be constructed substantially in conformance with the plans dated February 11, 2022, except as noted herein. 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 this approval but fails to comply with any of the Conditions of Approval or limitations set forth in these Conditions of Approval and does not cure any such failure within a reasonable time after notice from the City of El Cerrito, then such failure shall be cause for non-issuance of a certificate of occupancy, revocation or modification of these approvals or any other remedies available to the City.

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

4. If not used, this approval shall expire two years from the date of this action.
5. 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. Prior to the issuance of a building permit, this signed copy shall be returned to the planning and building division and kept as part of the project file. The conditions of approval shall be reviewed at the mandatory pre-construction meeting held between the City and the General Contractor. A copy of the conditions of approval shall be maintained on the project site at all times during construction.

6. The applicant shall maintain the subject property in a manner free from public nuisances, in accordance with Municipal Code Chapter 8.34 (Nuisance Abatement).

Project Specific Conditions of Approval:

7. All conditions of Planning Commission Resolution PC 2022-03 approving an Administrative Use Permit and Tier IV Design Review for the project are hereby incorporated by reference and made conditions of this approval.

8. Prior to building permit issuance, the Zoning Administrator shall review and approve schematic plans showing the specific construction materials and methods for the trellis at the San Pablo Avenue frontage. One purpose of this condition is to understand and evaluate the sound attenuating glass at this location including, but not limited to, its aesthetic appearance, its durability over time, and ability to maintain transparency and visibility to/from the sidewalk.

9. Storefront assemblies for the ground floor commercial uses and residential lobby shall be of a metal material rather than vinyl.

10. All windows above the ground floor of the building elevation facing San Pablo Avenue shall be the recessed type illustrated on Sheet A500 at Details 1B, 2B and 4B.

CERTIFICATION

__________________________________________

I certify that this resolution was adopted by the El Cerrito Design Review Board at a regular meeting held on May 4, 2022, upon motion of Boardmember _______, second by Boardmember ________:

AYES: ____________________________
NOES: ____________________________
ABSTAIN: ____________________________
ABSENT: ____________________________

__________________________________________

Sean Moss, AICP
Planning Manager
SHADOWS

2.05.02.04. FRONT AND UPPER FLOOR SETBACK ALONG MAJOR COMMERCIAL AND COMMERCIAL STREETS.

BUILDINGS ALONG MAJOR COMMERCIAL AND COMMERCIAL STREETS SHALL NOT CAST SHADOWS BEYOND THE CURB LINE ON THE OPPOSITE SIDE OF THE STREET ON WINTER SOLSTICE (DECEMBER 21):

- STREETS EAST OF THE PARCEL AT 1:30 PM
PLANT LIST & IMAGES

GROUND FLOOR:

- **QUECUS GARRYANA**
  - OREGON OAK

- **LOPHOSTEMON CONCERTUS**
  - BRISBANE BOX

- **FESTUCA GLAUCCA**
  - IPOMOEA BATATAS
  - "ELIJAH BLUE" ORNAMENTAL SWEET POTATO
  - IPOMOEA X "BLACKIE" BLACKIE SWEET POTATO VINE

SECOND FLOOR COURTYARD:

- **LAMBS EARC**
  - STACHYS BYZANTINA
  - CAREX VICTORY

- **ELK SEDGE**
  - LORIS WINTERGREEN

- **HELICHRYSUM PETIOLARE**
  - "SILVER STAR" SILVER STAR LICORICE

FIFTH FLOOR PLANTERS:

- **CAREX GEYERI**
  - ELK SEDGE

- **COREOPSIS LANCEOLATA**
  - LANCELEAF TICKSEED

- **SALVIA SONEOMENSIS**
  - SONOMA SAGE

- **SALVIA SONOMENSIS**
  - CLEVELAND SAGE

- **FESTUCA GLAUCCA**
  - ELIJAH BLUE FESCUE

- **SALVIA CLEVELANDII**
  - CLEVELAND SAGE

- **SALVIA SONOMENSIS**
  - CLEVELAND SAGE

- **SALVIA CLEVELANDII**
  - CLEVELAND SAGE

- **FESTUCA GLAUCCA**
  - ELIJAH BLUE FESCUE

- **IPOMOEA BATATAS**
  - ORNAMENTAL SWEET POTATO

- **IPOMOEA X "BLACKIE"**
  - BLACKIE SWEET POTATO VINE

- **LOPHOSTEMON CONCERTUS**
  - BRISBANE BOX

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- **LAMBS EARC**
  - STACHYS BYZANTINA

- **FESTUCA GLAUCCA**
  - ELIJAH BLUE FESCUE

- **LAMBS EARC**
  - STACHYS BYZANTINA

- **LAMBS EARC**
  - STACHYS BYZANTINA

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  - ELIJAH BLUE FESCUE

- **LAMBS EARC**
  - STACHYS BYZANTINA

- **LAMBS EARC**
  - STACHYS BYZANTINA

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  - ELIJAH BLUE FESCUE

- **LAMBS EARC**
  - STACHYS BYZANTINA

- **LAMBS EARC**
  - STACHYS BYZANTINA

- **FESTUCA GLAUCCA**
  - ELIJAH BLUE FESCUE

- **LAMBS EARC**
  - STACHYS BYZANTINA

- **LAMBS EARC**
  - STACHYS BYZANTINA

- **FESTUCA GLAUCCA**
  - ELIJAH BLUE FESCUE
NOTES:

ADD AN 18" ROOT BARRIER AT EDGE OF PAVEMENT IN TREE PLANTERS (DEEP ROOT OR APPROVED EQUAL)

NO PLANTS ARE TO BE PLANTED WITHIN 24" OF TREE TRUNK.
<table>
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<th>Name</th>
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<td>681 SF</td>
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<td>X11</td>
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Grand total: 16 27 25
**Exterior Lighting Fixture Legend & Schedule**

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<td>Recessed Light</td>
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<td>Vision 3 LED Canopy Mount Model DL4</td>
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<td>2</td>
<td>String Lights</td>
<td>2</td>
<td>Hydra STL Series, 24&quot; O.C. hung with S.S. aircraft cable</td>
<td>Integrated into the metal entry canopy, color: black</td>
</tr>
<tr>
<td>3</td>
<td>Path Lights</td>
<td>9</td>
<td>Kichler Shallow Shade 24&quot; LED Path Light mounted in the planting beds, color: black</td>
<td></td>
</tr>
</tbody>
</table>

*All exterior lights shall be directed downward and shielded to prevent glare across adjacent property lines and the public right of way.*
**AGG01 EXTERIOR LIGHTING FIXTURE LEGEND & SCHEDULE**

<table>
<thead>
<tr>
<th>NO.</th>
<th>COUNT</th>
<th>DESCRIPTION</th>
<th>MAKE</th>
<th>NOTES</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>3</td>
<td>WALL MOUNT SCONCE</td>
<td>VISION 3 LIGHTING</td>
<td>LED WALL MOUNT MODEL WM2</td>
</tr>
<tr>
<td>2</td>
<td>4</td>
<td>RECESSED LIGHT</td>
<td>WAC OR DALS LED RECESSED EXTERIOR FIXTURE</td>
<td>COLOR: BLACK</td>
</tr>
<tr>
<td>3</td>
<td>2</td>
<td>STRING LIGHTS</td>
<td>HYDRA STL SERIES</td>
<td>24&quot; O.C. HUNG WITH S.S. AIRCRAFT CABLE</td>
</tr>
<tr>
<td>4</td>
<td>5</td>
<td>CANOPY LIGHTS</td>
<td>VISION 3 LIGHTING</td>
<td>LED CANOPY MOUNT MODEL DL4</td>
</tr>
<tr>
<td>5</td>
<td>7</td>
<td>ENTRY DOWNLIGHT</td>
<td>VISION 3 LIGHTING</td>
<td>LED CANOPY MOUNT MODEL DL4 INTEGRATED INTO THE MTL ENTRY CANOPY, COLOR: BLACK</td>
</tr>
<tr>
<td>6</td>
<td>9</td>
<td>PATH LIGHTS</td>
<td>KICHLER SHALLOW SHADE</td>
<td>LED PATH LIGHT MOUNTED IN THE PLANTING BEDS, COLOR: BLACK</td>
</tr>
</tbody>
</table>

*ALL EXTERIOR LIGHTS SHALL BE DIRECTED DOWNWARD AND SHIELDED TO PREVENT GLARE ACROSS ADJACENT PROPERTY LINES AND THE PUBLIC RIGHT OF WAY.*
Cement Plaster
- Dark Gray: 2129-10 Midnight Dream
- Medium Gray: 1596 Nightfall
- Warm White: 1459 Metro Gray
- Medium Gray: 636 Willow Grove
Hardie Panel
- Orange: 2015-20 Orange Burst
Shotcrete
- Vertical Board-Form Concrete

Material Key:
1. Cement Plaster
2. Cement Panel
3. Hardie Panel
4. Shotcrete

Ground Floor Transparency:
- Residential: 30% Min Req'd, 35% Transparency Provided
- Non-Residential: 50% Min Req'd, 68% Provided

Upper Floor Transparency:
- Residential: 25% Min Req'd, 30% Provided, TYP 30%

Entitlements:
- Application: 5/5/21
- Response to Planning Comments: 4/20/22
- Design Review: 2/11/21
- Revision: 3/32" = 1'-0"
SPA COMMUNITY STREET TRANSPARENCY GROUND FLOOR:
- NON-RESIDENTIAL: 75% MIN
- RESIDENTIAL: 40% MIN

SPA COMMUNITY STREET TRANSPARENCY UPPER FLOORS:
- 30% MIN

GATEWAY STREET TRANSPARENCY GROUND FLOOR:
- NON-RESIDENTIAL: 50% MIN
- RESIDENTIAL: 30% MIN

GATEWAY STREET TRANSPARENCY UPPER FLOORS:
- 25% MIN
- 1st Floor
0' - 0"

- 2nd Floor
20' - 0"

- 3rd Floor
30' - 0"

- 4th Floor
40' - 0"

- 5th Floor
50' - 0"

- T.O. Roof Structure
60' - 0"

- Parapet
65' - 0"

- Property Line
2' - 0"

- Restaruant Level
4' - 1 3/16"

- Parapet High Point
70' - 0"

- Sound Barrier Glazing
3'-6"

- Sound Barrier Glazing to 6' - 0"

- Continuous Planter

- Pedestrian Zone
8'-0"

- Amenity Zone
6'-0"

- Pedestrian Level
8'-0"

- Restaurant Level
6'-0"

- 1/4" = 1'-0"
Overview and Project Description

The applicant team is pleased to submit this application package for a five-story mixed-use development at 6115 Potrero Avenue. This application statement includes:

1. Executive Summary
2. Project Background
3. Project Analysis
4. Compliance with the General Plan
5. Compliance with San Pablo Avenue Specific Plan
6. Tier IV Public Benefits Proposal
7. CEQA Analysis
8. Required Findings
9. Project Team Contact Information

1. Executive Summary

The proposed project includes the demolition of an existing single-story, vacant commercial building in order to build a 63,887 square foot transit-oriented, mixed-use building with 63 residential rental units. The project proposes one building located on the 17,558 square foot parcel at the corner of San Pablo Avenue and Potrero Avenue, approximately one block away from the El Cerrito Del Norte Bart Station. The project includes 6,220 gross square feet of commercial space on the ground floor. The ground floor also includes structured parking with 23 automobile parking spaces, long-term bike storage, a residential lobby, and building systems. Private open space is provided through a second-floor courtyard and a fifth-floor balcony. The project proposes a brewery in the commercial space along Potrero Ave and a restaurant with a private outdoor seating area along San Pablo Ave.

The project proposes to pay into the Affordable Housing Fund in-lieu of providing affordable units onsite. The project also proposes paying into the parks fund in-lieu of providing publicly-accessible open space. Additionally, the project is unable to provide sufficient private open space onsite because a rooftop deck is not feasible due to the proximity of the freeway (noise and air quality) and the
constrained nature of the site. Therefore, the project is applying pursuant to the Tier IV regulations under the San Pablo Specific Plan and is proposing additional contributions to the parks fund.

2. Project Background

Site Location and Layout

The project is located just north of the intersection of San Pablo and Potrero Avenues, with frontages along both streets. The site comprises three separate parcels that together total 17,558 sf (0.4 acres) in size. Currently, two of the three parcels are vacant, and a one-story vacant commercial building sits on the third.

The parcels include 6111 Potrero Ave (APN# 513-372-018), 6115 Potrero Ave (APN# 513-372-046), and 11335 San Pablo Ave (APN# 513-372-015).

Existing Public Right-of-Way

The site has 50 feet of street frontage along San Pablo Ave and approximately 107 feet of street frontage along Potrero Ave.

Existing/Previous Land Use

The site currently contains a vacant single-story commercial building and two vacant lots.

Adjacent Land Uses

North: Beauty salon  
East: Chevron gas station & convenience store  
South: Restaurant and parking lot  
West: Laundry and Hotel

3. Project Analysis

Project Description

The proposed project consists of 63 residential rental units in a five-story building totaling approximately 63,887 gross square feet. The residential units will be located above the at-grade commercial floor and parking level. The at-grade parking will be accessed through a driveway located along Potrero Ave and will total 6,799 square feet for 23 automobile parking spaces. The ground floor will include a residential lobby, mail room, bicycle parking room, building systems, an office for the building manager, and two commercial spaces. The commercial space on the San Pablo Avenue frontage will be a restaurant space
with an outdoor patio. The applicant intends on operating a microbrewery in the Potrero Avenue commercial space. Private open space is provided through 1,612 square feet on a second-floor courtyard and 500 square feet on a fifth-floor shared balcony. The fifth-floor common area also includes two amenity spaces adjacent to the outdoor balcony, totaling 684 square feet.

Project Design

The project’s design required a unique approach to accommodate two street frontages without a corner. Rather than a traditional shape, the site is an L shape with a dogleg, so the project hinges around the existing gas station at the corner. The proposed project creatively accommodates the lot’s irregular shape to create active pedestrian fronts along both avenues with the proposed commercial spaces. Finally, the development proposes a dramatic capstone on the fifth floor on the San Pablo Avenue frontage. This magnificently designed private open space will provide future residents with beautiful views of the El Cerrito Hills. The balcony creates a significant architectural moment of visual interest which sets a new standard for one of El Cerrito’s busiest commercial corridors.

Purview of the Planning Commission and Design Review Board

According to Section 2.02.07.01.02.D of the San Pablo Avenue Specific Plan, Tier VI Design Review is the entitlement process to allow high-quality new development projects that would not otherwise be allowed under a strict interpretation of the Specific Plan regulations. The Tier IV Design Review ensures that these high-quality developments do indeed comply with the intent of the Specific Plan and would contribute to the City’s long-term financial sustainability. The Design Review Board is authorized to review and act upon the Design Component of a Tier IV Site Plan and Design Review application for consistency with the design goals of this Specific Plan. 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 determine that the project achieves an over-arching public benefit.

4. Compliance with the General Plan

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

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

This infill project will provide 63 new residential units on San Pablo Avenue close to commercial businesses and public transportation. This project location is well-served by existing transit lines on San Pablo Avenue and is located 0.27 miles from the El Cerrito del Norte BART station.
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, promoting 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. In addition, the project adds two new commercial businesses that will attract additional visitors to the site and increase tax revenue to the City.

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

The proposed project will enhance the mixture of uses along San Pablo Avenue. The project’s design will allow for surveillance of San Pablo Avenue and Potrero Ave. The new residents and businesses that occupy the site will support the economic vitality of the commercial corridor. The project’s location will provide the residents with convenient access to businesses, parks, schools, public transit, and the Ohlone Greenway for a pleasant quality of life.

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 rights-of-way, 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 and the El Cerrito del Norte BART station. The site also offers convenient access to the Ohlone Greenway open space and local businesses. The project also provides 95 long-term and 8 short-term bicycle parking spaces and contributes its fair share to the San Pablo Avenue Complete Streets program.

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

The project provides a dramatic 5th floor balcony along San Pablo Avenue, which creates a point of visual interest along the corridor. In addition, the project uses ground floor commercial seating in front of the building along San Pablo Avenue so that the building massing can be set back further from the street, creating a more comfortable pedestrian experience. The patio of the proposed restaurant space will enhance the pedestrian experience along San Pablo Avenue by adding a Sidewalk Activity Zone.

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. The project will set aside 187 square feet of private property in front of the restaurant patio to allow a larger public pedestrian zone on the San Pablo Avenue frontage.

**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 a second-floor courtyard (1,612 SF) and a fifth-floor balcony (500 SF) for residential uses. The fifth-floor balcony is next to the two indoor amenity spaces for residents (684 SF total).*

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

*The proposed plant palette includes native, drought-tolerant plants such as London Plane Tree, Bigtooth Maple, Elmer’s Needlegrass, Elijah Blue Fescue on the ground floor and lambs’ ear, Cleveland sage, Natchez crape myrtle, silver star licorice, Elijah blue fescue, pixie white crape myrtle, Mexican feather grass, and prostrate germander on the second-floor courtyard.*

**CD4.2: BuildingArticulation.** 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.*

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

*The proposed project requires Tier VI Design Review. Pursuant to the San Pablo Avenue Specific Plan, the Design Review Board and the Planning Commission have authority over the Tier VI Design Review Process elements.*

**T2.1: LandUsePatterns.** Recognize the link between land use and transportation. Promote land use and development patterns that encourage walking, bicycling, and transit use. Emphasize high-density and mixed land use patterns that promote transit and pedestrian travel. Where feasible, emphasize the following land use measures:
1. Promote conveniently located neighborhood complexes that provide housing and commercial services near employment centers and within transit corridors.
2. Promote land use patterns that maximize trip-linking opportunities by assembling uses that allow people to take care of a variety of daily needs.
3. Encourage pedestrian-oriented land use and urban design that can have a demonstrable effect on transportation choices.
4. Direct growth to occur along transit corridors.
5. Encourage retail, commercial, and office uses in ground floor space in combination with upper-floor housing along San Pablo Avenue.

The project will provide 63 new residential units and two new commercial locations in close proximity to public transportation and other local businesses.

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

The project will provide 95 long-term bicycle parking spaces and 8 short-term bicycle parking spaces. The project’s proximity to the El Cerrito Plaza BART station will encourage transit use. The project’s proximity to the Ohlone Greenway will also encourage walking and bicycling. The project is ideally situated to maximize future residents’ public transit use and active transportation.

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 High-Intensity Mixed-Use Transect Zone in the San Pablo Avenue Specific Plan. The project is near existing bus lines and is 0.27 miles from the El Cerrito del Norte BART station.

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 with the standards of the San Pablo Avenue Specific Plan.

5. Compliance with San Pablo Avenue Specific Plan

The site is located within the Transit-Oriented High-Intensity Mixed-Use (TOHIMU) transect zone of the San Pablo Avenue Specific Plan (SPASP). The project complies with all development standards, except the Private Open Space requirement, which falls under Tier VI discretion. The table below outlines the details of the proposed project and how it complies with the development standards of the Specific Plan.

<table>
<thead>
<tr>
<th>Table 1.1: Standards (SPASP TOHIMU)</th>
<th>Required</th>
<th>Provided</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lot Area (sq. ft.)</td>
<td>N/A</td>
<td>17,558 sf</td>
</tr>
<tr>
<td>Gross Floor Area (sq. ft.)</td>
<td>N/A</td>
<td>63,887 sf</td>
</tr>
<tr>
<td>Building Footprint (sq. ft.)</td>
<td>N/A</td>
<td>13,978 sf</td>
</tr>
<tr>
<td>Floor Area Ratio</td>
<td>N/A</td>
<td>3.6 : 1 FAR</td>
</tr>
<tr>
<td>Lot Coverage</td>
<td>N/A</td>
<td>79.6%</td>
</tr>
</tbody>
</table>
### Parking

<table>
<thead>
<tr>
<th></th>
<th>Vehicle</th>
<th>Residential: Max 1 per unit. Below 0.5/unit require TDM. (0.5/unit = 32 spaces)</th>
<th>Commercial: Max 1 per 1,000sf.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Bicycles</td>
<td>Residential: Long-term: 1.5/unit = 95 min Short-term: 1/20 units = 3 min</td>
<td>Commercial: Long-term: 1/10,000sf = 0 Short-term: 1.5/3000sf (2 per establishment min) = 4</td>
</tr>
</tbody>
</table>

### Building Height

<table>
<thead>
<tr>
<th></th>
<th>Maximum</th>
<th>65’ TOHIMU *85 with Density Bonus</th>
<th>65’</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stories</td>
<td>N/A</td>
<td></td>
<td>5 stories</td>
</tr>
</tbody>
</table>

### Open Space

<table>
<thead>
<tr>
<th></th>
<th>Private/Common</th>
<th>80 sf/unit = 5,040 sf</th>
<th>1,612 sf in second floor courtyard and 500 sf on 5th floor balcony = 2,212 (Tier IV Request)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public</td>
<td>25sf of open space per 1,000sf of building = (63,887/1,000)*25 = 1,597.175 sf min.</td>
<td>0 sf (in-lieu fee)</td>
<td></td>
</tr>
</tbody>
</table>

### Provision of Open Space

The project must provide 25 square feet of public open space per 1,000 square feet of gross floor area, equating to a 1,597 square foot requirement. The applicant has elected to pay the in-lieu fee of $102 per square foot instead of providing public open space on site. This equals a required payment of $162,911.85 as a public open space in-lieu fee. As such, the project proposes making a $163,000 contribution to the City of El Cerrito’s Parks & Open Space Fund.

The project will provide a 1,030 square foot patio space on the ground floor on San Pablo Avenue as part of the commercial space. This area will be for patrons of the restaurant to enjoy outdoor seating. This area will activate the San Pablo Avenue frontage by creating a Sidewalk Activity Zone. Because this patio will be available to patrons of the business and not the general public, it does not satisfy the public open space requirement for the project. However, this quasi-public space will provide immense value to this part of the commercial corridor and make the street livelier and attract pedestrian activity during day and evening hours. This patio will look out on the Sidewalk Amenity Zone that the project proposes to build along the San Pablo Avenue frontage.

The project must also provide private open space for residents’ use onsite. The project offers two lovely useable open spaces as part of the project, including a second-floor courtyard and a fifth-floor shared...
balcony. Together, these spaces provide a total of 2,112 square feet of private open space for the residents. The total amount of private open space required for the project is 5,040 square feet. There is a deficit of 2,928 square feet of private open space needed for the project, so the applicant proposed to pay an in-lieu fee to provide equivalent Tier IV Public Benefits to the future residents and to the City of El Cerrito. The Tier IV Public Benefits Proposal is described in Section 6 of this Applicant Statement, starting on page 10.

**Compliance with SPASP Street Type Standards**

<table>
<thead>
<tr>
<th>Table 1.2: SPASP Standards for Community Street Types (San Pablo Ave. Frontage)</th>
<th>Required</th>
<th>Provided</th>
</tr>
</thead>
<tbody>
<tr>
<td>Setbacks</td>
<td>East (Rear)</td>
<td>0’</td>
</tr>
<tr>
<td></td>
<td>North (Side)</td>
<td>0’</td>
</tr>
<tr>
<td></td>
<td>West (Front/SPA Community Street – Ground Floor)</td>
<td>Min: Distance from ROW necessary to accommodate sidewalk amenity zone and sidewalk pedestrian zone. Max: Up to 10’ non-residential uses, Up to 15’ residential uses</td>
</tr>
<tr>
<td></td>
<td>South (Front/Gateway Street Regulation – Ground Floor)</td>
<td>Min: Distance from ROW necessary to accommodate sidewalk amenity zone and sidewalk pedestrian zone. Max: Up to 10’ non-residential uses, Up to 15’ residential uses</td>
</tr>
<tr>
<td>Sidewalk Amenity Zone</td>
<td>6’-0” min</td>
<td>6’-0”</td>
</tr>
<tr>
<td>Sidewalk Pedestrian Zone</td>
<td>8’-0” min</td>
<td>8’-0”</td>
</tr>
<tr>
<td>Sidewalk Activity Zone</td>
<td>0’-0” min</td>
<td>0’-0”</td>
</tr>
<tr>
<td>Vehicular Access</td>
<td>Max. 20’ 2-way driveways, min. 100’ apart. Side access on corner lots.</td>
<td>20’-0” driveway accessible by side street (Potrero Ave)</td>
</tr>
<tr>
<td>Ceiling Heights</td>
<td>Ground Floor</td>
<td>14’-0” min clear</td>
</tr>
<tr>
<td></td>
<td>Upper Floors</td>
<td>9’-0” min clear</td>
</tr>
<tr>
<td>Building Length</td>
<td>200’ max</td>
<td>50’-0”</td>
</tr>
<tr>
<td>Overall Transparency</td>
<td>Ground Floor</td>
<td>75% Min (San Pablo Ave)</td>
</tr>
<tr>
<td></td>
<td>Upper Floors</td>
<td>30% Min (San Pablo Ave)</td>
</tr>
<tr>
<td>Encroachment</td>
<td>Ground Floor</td>
<td>4’-0” max (San Pablo Ave)</td>
</tr>
<tr>
<td></td>
<td>Upper Floors</td>
<td>4’-0” max (San Pablo Ave)</td>
</tr>
<tr>
<td>Allowed frontage types</td>
<td>Min: 50% Flex Max: 50% Forecourt (NE side) Max: 100% Shop Front, Arcade (NE side SPA), or Eco-front</td>
<td>Shop Front</td>
</tr>
</tbody>
</table>
Table 1.3: SPASP Standards for Gateway Street Types (Potrero Ave. Frontage)

<table>
<thead>
<tr>
<th>Setbacks</th>
<th>Required</th>
<th>Provided</th>
</tr>
</thead>
<tbody>
<tr>
<td>West (Side)</td>
<td>0’</td>
<td>5’-0”</td>
</tr>
<tr>
<td>East (Side)</td>
<td>0’</td>
<td>5’-0”</td>
</tr>
<tr>
<td>North (Front/SPA Community Street—Ground Floor)</td>
<td>Min: Distance from ROW necessary to accommodate sidewalk amenity zone and sidewalk pedestrian zone. Max: Up to 10’ non-residential uses, Up to 15’ residential uses</td>
<td>14’-0”</td>
</tr>
<tr>
<td>Min: Distance from ROW necessary to accommodate sidewalk amenity zone and sidewalk pedestrian zone. Max: Up to 10’ non-residential uses, Up to 15’ residential uses</td>
<td>10’-0”</td>
<td></td>
</tr>
<tr>
<td>South (Front/Gateway Street Regulation – Ground Floor)</td>
<td>4’-0” min</td>
<td>4’-0”</td>
</tr>
<tr>
<td>Sidewalk Pedestrian Zone</td>
<td>6’-0” min</td>
<td>6’-0”</td>
</tr>
<tr>
<td>Sidewalk Activity Zone</td>
<td>0’-0” min</td>
<td>0’-0”</td>
</tr>
<tr>
<td>Vehicular Acess</td>
<td>Max. 24’ 2-way driveways. Side access on corner lots</td>
<td>20’-0” driveway accessible by side street (Potrero Ave)</td>
</tr>
<tr>
<td>Ceiling Heights</td>
<td>Ground Floor 14’-0” min clear</td>
<td>18’-6”</td>
</tr>
<tr>
<td></td>
<td>Upper Floors 9’-0” min clear</td>
<td>10’-0”</td>
</tr>
<tr>
<td>Building Length</td>
<td>300’ max</td>
<td>91’ – 5 1/2”</td>
</tr>
<tr>
<td>Overall Transparency</td>
<td>Ground Floor 50% Min (Potrero Ave Non-Residential); 30% Min (Potrero Ave Non-Residential)</td>
<td>30% for residential portion, 68% for non-residential portion.</td>
</tr>
<tr>
<td></td>
<td>Upper Floors 25% Min (Potrero Ave)</td>
<td>30%</td>
</tr>
<tr>
<td>Encroachment</td>
<td>Ground Floor 2’-0” max (Potrero Ave)</td>
<td>0’-0”</td>
</tr>
<tr>
<td></td>
<td>Upper Floors 4’-0” max (Potrero Ave)</td>
<td>2’-0”</td>
</tr>
<tr>
<td>Allowed frontage types</td>
<td>Shop Front, Forecourt (NE side), Flex, Frontyard, or Eco-front</td>
<td>Shop Front</td>
</tr>
</tbody>
</table>

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

- **Art in Public Places** — The project is required to comply with Chapter 13.50: Art in Public Places of the El Cerrito Municipal Code. The applicant is proposing to provide the public art requirement with art onsite. The project will separately submit a public art application for review and approval by the City.

- **Complete Streets Plan** — The project will be required to make a fair-share contribution toward the improvements detailed in the Complete Streets chapter of the San Pablo Avenue Specific Plan. The City will construct the improvements as funds become available.
6. Tier IV Public Benefits Proposal

The project team is pleased to propose these park improvements to provide real and tangible public benefits to the future residents of 6115 Potrero and the broader El Cerrito community. Because the proposed project does not provide sufficient private open space for residents on-site, the project team proposes to make a $100,000 contribution to the El Cerrito Parks Fund. The building design includes two useable open space areas – the 2nd-floor courtyard and 5th-floor balcony – but there is still a private open space deficiency of 2,928 square feet in the proposed project. The applicant proposes an in-lieu fee rate of approximately $34.15 per square foot of required private open space.

Due to the constrained nature of the site, the only way the project could provide sufficient private open space is through a rooftop deck. The design team contemplated the feasibility of a rooftop deck and garden. Ultimately, it was decided that the proximity to the freeway and BART made open space on the roof undesirable because of noise and the potential for poor air quality. Instead of constructing an expensive rooftop lounge that residents might not use, the project team is applying for relief from this provision under the Tier IV design review process.

The project is within walking distance of several of El Cerrito’s Park facilities, including the Ohlone Greenway (~650 ft), the Bruce King Memorial Dog Park (~650 ft), the Richmond/Blake Pocket Park (~1,400 ft), El Cerrito Midtown Activity Center (~2,000 ft) the Castro Park and Clubhouse (~2,550 ft), the Upper Canyon Trail Park (~3,250 ft) and the Hillside Natural Area (4,000 ft).

The project team proposes to invest in the closest park facilities - the nearby Bruce King Memorial Dog Park and the revered Ohlone Greenway. It is clear how much pride the El Cerrito community has in the Ohlone Greenway, and the project team is pleased to be able to improve this lovely green belt further. The project team is thrilled that the planned projects at these locations are community-oriented and will enhance the quality of life for both current and future residents.

The highlights of this proposed Tier IV Public Benefits investment include improvements that encourage socializing, exercising, and spending time outdoors. In particular, the future residents will be able to enjoy the proposed:

- Social gathering and play opportunities that form 'Activity Nodes' along the Ohlone
Green Gateway at Potrero Avenue and the Bruce King Memorial Dog Park.
- 'Greener Gateway' that reinforces the district’s identity by creating a unique experience when entering the Ohlone Greenway from Potrero Avenue.
- 'Strengthened Ohlone Greenway' with upgraded trail features and improved water quality.

The proposed project draws upon El Cerrito’s Urban Greening Plan (UGP) to determine the best use for the project’s proposed Tier IV contribution. The purpose of this Plan is to help the City respond to the regional demand for increased housing, particularly infill projects along transit corridors, as is the case for this project. The UGP is meant to catalyze an interconnected network of green spaces that foster community identity and maintain quality of life in El Cerrito. The project team seeks to fund improvements proposed in El Cerrito's Urban Greening Plan that are near the site and will provide urban amenities for the broader El Cerrito community and future residents of the project.

In the City's Urban Greening Plan (UGP), Focus Area 3 includes the Ohlone Greenway area from Gladys Street to Blake Street. This two-block stretch of the Greenway is also closest to the project site and encompasses the Bruce King Dog Park. According to El Cerrito's UGP, Focus Area 3 has "key opportunities to increased activity and amenity improvements, particularly at the Bruce King Dog Park."
The Focus Area 3 improvements include the following Urban Greening Opportunities:
1. Green Gateway
2. Biofiltration Gardens
3. Activity Nodes.

**FOCUS AREA 3: OHLONE GREENWAY - GLADYS TO BLAKE**

*Green Gateway*

The proposed project would benefit immensely from a greener gateway leading from Potrero Avenue to the Ohlone Greenway. The Potrero Avenue entrance is a key entry point to the Ohlone Greenway and is mere steps from the proposed project site. The purpose of investing in a Green Gateway is to attract pedestrian activity, create places of interest, develop new gathering places, and design streets for people instead of cars. Installing a greener gateway will help make Potrero Avenue "a street you go to,
not just through" (Project for Public Spaces). This Potrero district gateway would be an excellent entry point for those who want to use the future Blue-Green Connection trail to walk east to the Hillside Natural Areas or west down to the Bay Trail.

El Cerrito’s UGP categorizes the few blocks of Potrero Avenue from Eastshore Blvd to the Ohlone Greenway as a 'Gateway Corridor'. The project site is included in this stretch and would therefore benefit immensely from any improvements or investments that are already planned and those that are made possible through this project's Tier IV contribution. In particular, the proposal aligns with UGP Greener Gateways Objective 2.2 for the City to "work with private developers and property owners to implement the San Pablo Avenue Specific Plan – Gateway Streets." The Plan states that the City of El Cerrito should "pursue funding to implement gateway elements, including landscaping and streetscape projects." The project team hopes the Tier IV contribution of $100k will go far in bringing these plans and amenities to life for the El Cerrito community.

This project is well-positioned to contribute to both the UGP 'Gateway Corridor' goal for Potrero Avenue and the San Pablo Avenue Specific Plan 'Gateway Streets Type' because the project has entrances on each of these streets. The proposed project will provide activity and amenity zones along San Pablo Avenue with landscaping and the restaurant's outdoor patio. The Tier IV contribution will enhance the public open space one block away from the project. With the $100k contribution, the City of El Cerrito can further enhance the Potrero and San Pablo Avenues to form a "district gateway that improves and highlights natural elements." The project team designed this Tier IV proposal in alignment with the Urban Greening Plan to deliver significant value to the City of El Cerrito and greatly benefit the future residents of 6115 Potrero Avenue.

Biofiltration Gardens

The Urban Greening Plan proposes four Bioretention cells, also known as rain gardens, along the Ohlone Greenway near to the project. The project team is enthusiastic about the prospect of installing rain gardens because of the aesthetic value and water quality improvements they can bring. Not only do rain gardens improve the water quality of stormwater runoff, they also decrease the amount of surface runoff during peak stormwater events. In addition, these rain gardens can ultimately capture the majority of El Cerrito's annual rainfall, filter it through the soil, and let it infiltrate back into the groundwater. This is an especially critical site for water filtration because a 'buried' creek runs underneath the Potrero Avenue right of way.
The project team hopes to fund these stormwater management and water quality improvements, particularly targeting a reduction of total suspended solids (TSS), total phosphorous (TP), and total Kjeldahl nitrogen (TKN), which includes organic nitrogen and ammonia. The proposed Stormwater Best Management Practices (BMP) for the Ohlone Greenway location include a bioretention cell, also known as a rain garden, and a forebay to collect sediment. The City of El Cerrito has proposed six rain gardens at locations across the City. The rain garden proposed at the Ohlone Greenway has a watershed area of 33,852 square feet, which is approximately twice as large as all the other rain garden watersheds combined. According to the UGP, the projected stormwater benefits include treating 194,161 gallons per year of runoff and removing more than five pounds of pollutants per year. These proposed infrastructure investments have massive potential to measurably improve the water quality in El Cerrito’s waterways and the estuary.

Activity Nodes

The urban greening opportunities for the UGP’s Focus Area 3 include the creation of two activity nodes near the proposed project site. One is located just south of where Potrero Avenue meets the Greenway. The other activity node is proposed at The Bruce King Memorial Dog park and includes additional enhancements to that existing park. According to El Cerrito, an 'Activity Node' is comprised of social gathering areas and play opportunities. Creating opportunities for social gatherings is a key part of this project’s Tier IV proposal. In alignment with the UGP, the project team also seeks to enhance the existing Dog Park and develop an activity node. These enhancements could ameliorate the current deficiencies at the Dog Park, such as the immediate win of providing a new doggie bag station and garbage containers to eliminate the deficiency of refuse receptacles. Because there is not sufficient private open space on-site, the project team is pleased that future residents will be able to take advantage of the nearby and improved open space at the Greenway.

The UGP's Objective #3 is to 'Strengthen the Ohlone Greenway' by increasing connectivity, creating community gathering spaces and activity nodes, and improving the community’s health. The Ohlone Greenway is classified as a Major Regional Trail in the UGP and is one of El Cerrito’s most popular park facilities, drawing many local and regional visitors per year. Objective 3.1 instructs the City to implement the San Pablo Avenue Specific Plan (SPASP) - Ohlone Greenway Street Type guidelines, which include "encouraging private developers to emphasize their project’s connection to the Greenway early in the process." The project team is agreeable to this and seeks to emphasize and strengthen its connection to the Greenway through this Tier IV funding proposal.

The UGP also prompts the City to implement projects in the Ohlone Greenway Master Plan, which primarily seeks to create social gathering areas and activity nodes, as well as expand the environmental services of the Greenway. The project team is pleased to fund amenity upgrades and stormwater infrastructure improvements at the Dog Park and along the Greenway to further El Cerrito’s Urban Greening Plan.’

El Cerrito Urban Greening Plan – Additional Goals & Objectives

The proposed improvements to El Cerrito’s green spaces will help achieve many of the objectives of the Urban Greening Plan and will undoubtedly further the City’s goals of urban livability, environmental stewardship and sustainability, and community identity for El Cerrito residents. In addition to the UGP Objectives mentioned above, this Tier IV proposal also aligns with the following UGP objectives:
• **#1 – Improved Trails and Paths:** The project’s contribution will help the City invest in pedestrian, bicycle, trail, and pathways improvements that promote active recreation. According to the UGP, the City should "consider including trails projects in the San Pablo Avenue Specific Plan Open-Space In-Lieu Program to improve connectivity between higher-density neighborhoods and public parks and open space amenities." This UGP objective also includes improving the Blue-Green Connection pathway in El Cerrito. The Blue-Green Connection pathway is planned along Potrero Avenue in front of the proposed project site. The goal of the Blue-Green Connection is to link the Green Belt (Wildcat Canyon Park) to the Blue Belt (Bay Trail) by investing in substantial pedestrian and bike facilities.

• **#4 – Enhanced Existing Parks:** The project team is pleased to contribute to this objective because the nearby stretch of Ohlone Greenway, including the Dog Park, was earmarked for improvement and categorized as "Enhance Existing Park" in the UGP.

• **#8 – Enhanced Creeks:** The project team looks forward to contributing to the water quality improvement and stormwater management near the proposed site because there is a 'buried creek,' or a creek under a right-of-way, that runs under Potrero Avenue.

The project team proposes to increase the required $163,000 contribution to $263,000 to support the City's parks programs that residents will use instead of on-site private open space. The project team requests a Tier IV Design Review process to approve this open space proposal. The project team is amenable to contributing hundreds of thousands of dollars to El Cerrito parks to offer the project's future residents and the broader community upgraded open space with unique amenities.

7. **CEQA Analysis**

The proposed project is consistent with the program environmental impact report previously adopted by the City of El Cerrito to implement the San Pablo Avenue Specific Plan and Design Guidelines in 2014. Section 15168 of the California Environmental Quality Act (CEQA) Guidelines authorizes this type of environmental documentation 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 program's scope may not be subject to further environmental review if the environmental effects of the subsequent activities have been adequately addressed in the program EIR, which is the case for this project.

Additional studies accompany this application due to the conditions of the project site and its proximity to automobile-oriented uses. The additional studies include a historic resource evaluation, Transportation Impact Analysis, and Phase II Environmental Analysis reports. A brief summary of each report is provided below.

**Historic Resource Evaluation**

The historic resource evaluation was conducted because the proposal includes the demolition of a commercial structure that was built in 1948. The evaluation conducted by Preservation Architecture in 2020 (attached) concludes that:
“No historic resource potential has been found at the subject commercial property and building, and they:

- Are not directly associated with any events or persons of any identifiable historical importance.
- Do not embody any identifiable design or construction distinction, nor is the planning or design of the site or its building the product of any identifiable planner, designer, architect, etc., nor is there any identifiable artistry or artistic intent.
- Have not yielded nor is there any identifiable potential to yield additional historic or prehistoric information.”

Transportation Impact Analysis

A trip generation letter has been provided to demonstrate consistency with the traffic and trip assumptions adopted in the SPASP EIR. The trip generation analysis, conducted by Fehr & Peers in 2020 (attached), concluded that:

“The project would generate an estimated 131 AM peak hour and 139 PM peak hour net new vehicle trips. Based on our analysis, the project is consistent with the SPASP EIR and combined with other currently proposed and planned projects would generate fewer AM and PM peak hour vehicle trips than the total trip generation assumed for the high priority opportunity sites in the EIR. Thus, no additional analysis is needed for this project (final determination will be made by City of El Cerrito Staff).”

Toxics Phase II Environmental Analysis

The Association of Bay Area Governments (ABAG) retained the firm Ninyo & Moore to perform a Phase II Environmental Site Assessment and investigated potential contaminants from the neighboring gas station and dry cleaner business. After collecting seven groundwater samples and eight soil gas samples, the report concluded that:

“Based on the results of the Phase II ESA, Site groundwater does not appear to have been impacted by off-Site sources. Petroleum hydrocarbon detections in soil gas, which do not exceed Tier 1 ESLs, indicate that the Site has not been significantly impacted by operations at the Chevron gasoline station. Concentrations of PCE and TCE, which were detected above their respective Tier 1 ESLs in soil gas along the Site’s western boundary, are suggestive of impacts from the OK Cleaners property. Ninyo & Moore recommends conducting a Human Health Risk Assessment to evaluate the potential vapor intrusion risk to future on-Site receptors following Site redevelopment.”

In addition, this application includes a Phase 1 report and a Hazardous Building Materials survey conducted by the same firm. Ninyo & Moore then performed a Vapor Intrusion Risk Assessment. This assessment found that the hazard quotients and the upper-bound cancer risks were below the thresholds deemed unacceptable for mixed-use buildings by California Health and Environmental Protection agencies. In summary,

“Based on the results of this evaluation, VOCs detected in soil gas under the Site does not pose a significant health risk if: (1) Site is developed for mixed-use commercial and residential; and (2)
Habitable unit at ground level are built for commercial use with a ceiling height of at least 12 feet and a ventilation rate of one air exchange per hour.”

Noise and Vibration Assessment

A noise and vibration evaluation was completed by the M Group/Illingworth & Rodkin, Inc. in 2022. The findings indicated that the noise from the adjacent freeway, BART tracks, and commercial corridors of San Pablo and Potrero Avenues might have a negative impact on residents when they are sitting in the outdoor areas of the site. The consultants offered recommendations for mitigating noise on the 5th floor balcony, 2nd floor courtyard, and ground floor restaurant patio. The recommendation was to provide higher or more solid sound barrier walls in these open space areas. These recommendations have been incorporated into the project design and will create a more peaceful outdoor experience for residents to enjoy in the open space areas of the proposed project.

8. Required Findings

The San Pablo Avenue Specific Plan Tier IV Design Review process allows flexibility for the City to approve high-quality projects that do not conform with a strict application of the Tier II standards. This process responds to Goal C of the Specific Plan “to encourage practical and market-friendly development” through incorporating flexible development codes that respond to constrained parcels, surrounding context, and the market (Goal C, Strategy 2). Through the Tier IV Design Review process, applicants can seek flexibility around the San Pablo Avenue Specific Plan standards. The project does not meet private open space standards, and seeks approval under the Tier IV process.

Pursuant to Section 2.03.08.01.02.D.3 of the San Pablo Avenue Specific Plan, 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 C: Encourage Practical and Market Friendly Development**
  - Strategy 3: Allow ground floor residential development to provide flexibility and expand the Specific Plan’s residential base
  - 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 public benefits that are consistent with the goals of the Specific Plan and further the vital goal 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 contribute several hundred thousand dollars to the City’s Low-Income Housing Asset Trust Fund in-lieu of providing affordable housing units on-site. This contribution will allow the City to support affordable housing production, consistent with Policy H2.13 of the El Cerrito Housing Element and Pillar D of the El Cerrito Affordable Housing Strategy.

Additionally, the project will provide approximately $156,177 contribution to capital improvement projects that support the implementation of Chapter 3: Complete Streets of the San Pablo Avenue Specific Plan.

Finally, the project also proposes paying $263,000 to the City’s open space and parks fund, including the required $163,000 in-lieu fee for publicly accessible open space and an additional $100,000 to offer Tier IV Public Benefits due to the lack of on-site private open space.

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.

Except for the amount of private open space, the project is consistent with the standards of the San Pablo Avenue Specific Plan and the standards of the Transit Oriented High-Intensity Mixed Use Transect Zone. The proposed land uses are permitted in the Transit Oriented High-Intensity Mixed Use Transect Zone and the project is compatible with the land uses permitted throughout the San Pablo Avenue Specific Plan.

d) That the proposed development complies with the intent of the Specific Plan.

The Transit Oriented High-Intensity Mixed Use Transect Zone is a vibrant, walkable, transit-oriented, higher-intensity area within a 1/2-mile BART walkshed. The Zone allows a wide variety of uses including retail, commercial, residential, and public uses in the distinctive Downtown and Uptown areas. The intent
of the TOHIMU Zone is also to 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 add 63 new residential units to San Pablo Avenue and enhance the mix of uses along the corridor by providing a restaurant with outdoor seating and a microbrewery. The project will provide 20 studio units, 5 one-bedroom units, 35 two-bedroom units and 3 three-bedroom units to meet the needs of residents.

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


9. Project Team Contact Information

<table>
<thead>
<tr>
<th>Owner/Applicant</th>
<th>Kim Marienthal</th>
<th>Potrero Ave Partners, LLC</th>
</tr>
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<tbody>
<tr>
<td></td>
<td></td>
<td>740 San Luis Road Berkeley, CA 94707</td>
</tr>
<tr>
<td></td>
<td>(510) 410-7083</td>
<td><a href="mailto:kim@marienthal.com">kim@marienthal.com</a></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Planning Consultant and Project Representative</th>
<th>Mark Rhoades</th>
<th>Rhoades Planning Group</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2140 Shattuck, Suite 705, Berkeley, CA 94704</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(510) 545-4341</td>
<td><a href="mailto:mark@rhoadesplanninggroup.com">mark@rhoadesplanninggroup.com</a></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Architect</th>
<th>Buddy Williams</th>
<th>Studio KDA</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1810 6th Street Berkeley, CA 94710</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(510) 841-3555</td>
<td><a href="mailto:buddy@studiokda.com">buddy@studiokda.com</a></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Landscape Architect</th>
<th>Sara Peschel</th>
<th>GroundWorks Office</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1792 5th Street Berkeley, CA 94710</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(510) 833-2111</td>
<td><a href="mailto:sara@groundworksoffice.com">sara@groundworksoffice.com</a></td>
</tr>
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</table>
6115 Potrero Avenue

SAN PABLO AVENUE SPECIFIC PLAN EIR
ENVIRONMENTAL COMPLIANCE CHECKLIST

PREPARED BY:

METROPOLITAN PLANNING GROUP
1475 SOUTH BASCOM AVENUE, SUITE 210
CAMPBELL, CALIFORNIA 95008

February 2022
## 6115 POTRERO AVENUE
### CEQA ENVIRONMENTAL CHECKLIST AND INITIAL STUDY

<table>
<thead>
<tr>
<th><strong>Project Title:</strong></th>
<th>6115 Potrero Avenue</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Lead agency name and address:</strong></td>
<td>City of El Cerrito Planning Division 10890 San Pablo Avenue El Cerrito, CA 94530</td>
</tr>
<tr>
<td><strong>Contact person and phone number:</strong></td>
<td>Kevin Colin (916) 306-2637</td>
</tr>
<tr>
<td><strong>Project Location:</strong></td>
<td>11335 San Pablo Avenue and 6111 &amp; 6115 Potrero Avenue (APNs 513-327-015, -018, 046) City of El Cerrito – San Pablo Avenue Specific Plan Area Contra Costa County, CA</td>
</tr>
<tr>
<td><strong>File Number:</strong></td>
<td>PL21-0036</td>
</tr>
<tr>
<td><strong>Project sponsor's name and address:</strong></td>
<td>Mark Rhoades, Rhoades Planning Group 46 Shattuck Square, Suite 11 Berkeley CA 94704 (415) 545-4341</td>
</tr>
<tr>
<td><strong>Property Owner:</strong></td>
<td>Potrero Ave Partners LLC 740 San Luis Road Berkeley, CA 94707 (510) 410-7038</td>
</tr>
<tr>
<td><strong>General Plan Designation:</strong></td>
<td>Transit-Oriented Higher-Intensity Mixed Use (TOHIMU)</td>
</tr>
<tr>
<td><strong>Zoning:</strong></td>
<td>Transit-Oriented Higher-Intensity Mixed Use (TOHIMU)</td>
</tr>
<tr>
<td><strong>Description of project:</strong></td>
<td>The proposed project would demolish an existing commercial building with an address of 6115/6117 Potrero Avenue and construct a new 63,887 square foot, five-story mixed-use building with 6,220 square-feet of ground floor retail, comprised of a restaurant and brew pub, and 63 multi-family residential units.</td>
</tr>
<tr>
<td><strong>Surrounding land uses and setting; briefly describe the project's surroundings:</strong></td>
<td>North Commercial/Retail East Commercial/Retail South Gas Station (Chevron)/ Commercial/Retail/ Residential West Hotel (Mira Vista)</td>
</tr>
<tr>
<td><strong>Other public agencies whose approval is required (e.g. permits, financial approval, or participation agreements):</strong></td>
<td>San Francisco Bay Regional Water Quality Control Board and/or California Department of Toxic Substances Control</td>
</tr>
</tbody>
</table>
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1. INTRODUCTION

This checklist and attached supporting documentation have been prepared pursuant to Government Code Section 65457 and which pertains to residential developments subject to a Specific Plan and for which an Environmental Impact Report (EIR) was prepared. Government Code Section 65457 provides, in relevant part, that such developments are exempt from the California Environmental Quality Act (CEQA) unless an event prescribed at CEQA Section 21166 occurs, including:

a) Substantial changes are proposed in the project which will require major revisions of the environmental impact report.

b) Substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report.

c) New information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available.

The project evaluated under these criteria (and this checklist) is a proposed development (project or proposed project) located at 6115 Potrero Avenue and consisting of a new 63,887 square foot, five-story mixed-use building with 6,220 square-feet of ground floor retail, comprised of a restaurant and brew pub, and 63 multi-family residential units. The proposed project is located within the boundary of the San Pablo Avenue Specific Plan (SPASP), for which a Program EIR was certified.

An additional purpose of this checklist is to also demonstrate, under CEQA Guidelines Section 15168(c)(2), that the proposed project is within the scope of the SPASP Program EIR and, therefore, that no subsequent environmental document is required. Lastly, this document also provides substantial evidence the proposed development is statutorily exempt from CEQA under CEQA Guidelines 15182 (Projects Proximate to Transit).

1.1. PROJECT BACKGROUND AND PRIOR CEQA DOCUMENTATION

On September 22, 2014, the City of El Cerrito adopted the San Pablo Avenue Specific Plan ("SPASP") and certified an accompanying Program EIR (State Clearinghouse #2014042025). The SPASP represents a planning effort to identify a vision for the future of San Pablo Avenue, including its improvement needs, and the adoption of implementing regulations that can be applied consistently in the planning area.

A major goal of the planning effort is to achieve a coordinated, cohesive environment and character in the Specific Plan area through: (1) a Form-Based Code (FBC); (2) multimodal transportation goals and policies, recommended streetscape design improvements, and design standards as part of the Complete Streets Plan; and (3) infrastructure improvements. Additionally, the Specific Plan incorporated Council adopted policies, including the 2013-2017 Strategic Plan (adopted April 2, 2013), the Climate Action Plan (adopted May 21, 2013) and Plan Bay Area (adopted by MTC and ABAG on July 18, 2013).

The SPASP Program EIR evaluated the potential environmental effects related to implementation and identified significant and potentially significant environmental effects under the following topics:

- Aesthetics and Visual Resources
- Air Quality
- Biological Resources
- Cultural and Historic Resources
- Geology and Soils
- Noise
Transportation and Circulation

For each of these effects, the SPASP Program EIR identifies mitigation measures to reduce each effect below the threshold of significance. A copy of the SPASP Program EIR is available for viewing here:

http://www.el-cerrito.org/396/San-Pablo-Avenue-Specific-Plan

1.2. CEQA REQUIREMENTS

Government Code Section 65457 addresses CEQA requirements for residential developments subject to a Specific Plan for which an EIR was prepared. For these development situations, it directs no further CEQA review shall occur unless an event prescribed at CEQA Section 21166 occurs. The implementing regulations for CEQA Section 21166 are located at CEQA Guidelines Section 15162.

CEQA Guidelines Section 15168(c) addresses the use of Program EIRs for subsequent activities (e.g., the proposed project subject to the SPASP and for which a Program EIR was prepared). Again, the CEQA Guidelines direct the application of CEQA Guidelines Section 15162 to determine whether additional CEQA review is required.

CEQA Guidelines Section 15162 provides that no subsequent EIR shall be prepared unless the lead agency (i.e., City of El Cerrito) determines, on the basis of substantial evidence in light of the whole record, one or more of the following:

1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration 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 EIR or Negative Declaration 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 EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:
   a. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
   b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
   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 EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.
This checklist evaluates the proposed project under the criteria of CEQA Guidelines Section 15162 to determine whether subsequent environmental review is required.

An additional purpose of this document is to demonstrate the proposed project is also exempt from CEQA pursuant to CEQA Guidelines Section 15182 (Projects Pursuant to a Specific Plan), under subsection (b) (Projects Proximate to Transit). The project is a mixed-use development exceeding 0.75 floor-area-ratio, is located within a transit priority area, is consistent with the SPASP, and is consistent with the use, density, building intensity and applicable policies of a sustainable communities strategy relating to greenhouse gas reduction targets (i.e., Plan Bay Area 2050).

2. PROJECT SETTING AND DESCRIPTION

2.1. PROJECT LOCATION AND SETTING

The project site (APN 513-372-015, -018, and -046) is located in the western portion of the City of El Cerrito near the intersection of San Pablo Avenue and Potrero Avenue (Figure 1: Regional Map). The project site is located approximately 350 feet east of Interstate 80 (I-80), east of Hotel Mira Vista, north of the Del Norte Shopping Plaza, and adjacent to an existing Chevron gas station. The El Cerrito del Norte BART station is located approximately 0.4 miles north of the project site (Figure 2: Site Vicinity). The project site has General Plan Land Use Designation of Transit-Oriented Higher-Intensity Mixed Use and is within the area of the San Pablo Avenue Specific Plan (Figure 3: General Plan Land Use Designation/Zoning Map). The San Pablo Specific Plan designates this site as Transit-Oriented Higher-Intensity Mixed Use (TOHIMU) zoning district (Figure 4: Zoning Map).

The project site consists of three contiguous parcels that total 17,558 square feet (0.4 acres). Two of the parcels are currently vacant and the other is occupied by an unoccupied single-story 2,956 square foot commercial building that was constructed in 1948.

2.2. PROJECT CHARACTERISTICS – DEVELOPMENT AND LAND USE

The proposed project would demolish the existing building and remanent hardscape improvements and construct a five-story mixed use building with frontage along both Potrero and San Pablo Avenues. The new 63,887 square-foot mixed use building would include 63 multi-family dwelling units and 6,220 square feet of ground floor commercial space.

The proposed ground floor commercial space would be occupied by two establishments, a restaurant, and a brewery. The two business would share kitchen facilities, back of house storage and customer restrooms. The brewpub would operate seven (7) days a week from 11 AM to 2 AM. It would accommodate approximately 60 patrons at bar seats and 30 table seats, including an outdoor patio. Entry to the brewpub would be from Potrero Avenue. The restaurant would operate seven (7) days a week from 8 AM to 2 AM. It would accommodate approximately 24 patrons at the outdoor patio, fronting on San Pablo Avenue, and 40 patrons at indoor table seating. Entry to the restaurant would be from San Pablo Avenue. No automobile parking is proposed for the commercial uses.

The residential component is comprised of 63 multi-family dwelling units located on the 2nd through 5th floors, with a garage, mechanical equipment, trash collection, and the residential entrance and lobby located on the first floor. The garage would be accessed from a driveway off of Potrero Avenue and would accommodate 23 vehicles through a triple stacked lift system (3 spaces would be pre-wired for electric vehicles charging), and long-term bike storage with room for 97 bikes. Outdoor spaces for residents include a 2nd floor courtyard containing a planting area, bench seating, fencing, and lighting, and a 5th floor deck containing outdoor furnishings and raised planters. The residential units are accessed from a common staircase and one elevator.
within the lobby, with entrances provided from the garage and Potrero Avenue. The 2nd through 4th floors would contain 16 dwelling units, comprised of six one-bedroom units, nine two-bedroom units and one three-bedroom unit. The 5th floor would contain seven one-bedroom units and nine two-bedroom units. A summary of the proposed project's unit types per flood level is provided in Table 1 below.

<table>
<thead>
<tr>
<th>Floor</th>
<th>1 Bedroom (units)</th>
<th>2 Bedroom (units)</th>
<th>3 Bedroom (units)</th>
<th>Retail / Restaurant &amp; Brewpub (square feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>6,220</td>
</tr>
<tr>
<td>2nd</td>
<td>6</td>
<td>9</td>
<td>1</td>
<td>-</td>
</tr>
<tr>
<td>3rd</td>
<td>6</td>
<td>9</td>
<td>1</td>
<td>-</td>
</tr>
<tr>
<td>4th</td>
<td>6</td>
<td>9</td>
<td>1</td>
<td>-</td>
</tr>
<tr>
<td>5th</td>
<td>7</td>
<td>9</td>
<td>0</td>
<td>-</td>
</tr>
<tr>
<td>Totals</td>
<td>25</td>
<td>35</td>
<td>3</td>
<td>6,220</td>
</tr>
</tbody>
</table>

The proposed building exhibits a modern architectural design. The dominant architectural element is the façade articulation and angled overhang featured on the San Pablo Avenue frontage punctuated by a capstone on the fifth floor containing the outdoor deck. Building materials include neutral toned cement plaster, panel, and vertical board form concrete. The color scheme includes shades of grays, charcoal, creamy white, and honey, punctuated by orange burst hardie panel.

The project design incorporates noise attenuation for indoor and outdoor uses. Building construction includes the use of sound-rated materials along the building’s northeastern façade including a minimum STC rating of 32 for windows and a rating of 39 for wall, or another acceptable configuration. Forced-air mechanical ventilation would be provided for all habitable spaces. In addition, the following design features are proposed for noise attenuation:

- 7-foot-tall clear barrier enclosing the ground floor outdoor patio
- 5-foot-tall wood fence installed at the 2nd floor courtyard
- Low wall 3 feet and 6 inches in heights with clear glazing up to 6 feet in height installed at the 5th floor balcony

The parking garage is secured with a roll-up gate. The ground floor with frontage onto Potrero Ave. provides 45% transparency at the residential component and 76% transparency at the non-residential component. The ground floor with frontage onto San Pablo Avenue provides between 75% and 79% transparency. A series of uniform windows are located on each façade at 2nd through 5th stories. The upper floors achieve a 30% transparency at the Potrero Ave façade and 31% transparency at the San Pablo Façade (Figure 5: Building Perspective).

At the western and northern property line, the periphery of the site features a new 6-foot-high screened picket fence, a new 6-foot-tall CMU wall, decomposed granite, and a bioretention planting area. Frontage improvements along Potrero Avenue include a 6-foot-wide concrete sidewalk and a 4-foot-wide sidewalk amenity zone, which would contain 4 bike racks. Frontage improvements along San Pablo Avenue include an 8-foot-wide concrete sidewalk and a 6-foot-wide sidewalk amenity zone, which would contain 2 bike racks. Landscaping and street trees would be planted within the sidewalk amenity zones including three London Plane trees (*Platanus X Hispanica*) along San Pablo Avenue and five Brisbane box trees (*lophostemon confertus*) along Potrero Avenue.
The project has been designed to meet all required stormwater quality standards and best management practices for low impact development standards. Stormwater treatment will be achieved via the proposed 676 square foot bioretention areas on the ground floor and at the 2nd floor podium that allows for six inches of detention, achieving a total storage volume of 338 cubic feet, which exceeds the volume required to match pre-development conditions. Integrating stormwater runoff treatment into the overall landscape design, landscaping for the proposed project has been designed with low and moderate water-use plants to reduce the water demand. As proposed, water demand levels for landscaping are below the maximum applied water allowance.

Off-site and frontage improvement related to the project consist of utility connections (e.g., water, sewer, stormwater, electricity) to existing facilities within adjacent public streets (i.e., San Pablo Avenue and Potrero Avenue). The project will retain two existing public fire hydrants. The project will install a City standard driveway, curb gutters, and sidewalks along Potrero Avenue and Caltrans Standard curb and gutter along the site frontage to San Pablo Avenue.

2.1. PROJECT CHARACTERISTICS - AFFORDABLE HOUSING

As proposed, the project provides for 63 residential rental units. Under Municipal Code Section 19.30.040 the inclusionary housing requirement for rental residential development may be satisfied by the payment of a fee to the city in lieu of constructing onsite inclusionary units. The project proposed to fulfill the City's requirement through the payment of in lieu fees.

2.2. PROJECT CHARACTERISTICS - LOCAL APPROVALS REQUESTED

The project includes a request for Tier IV Design Review with the Design Review Board serving as the review authority and Planning Commission authorized to act on the Site Plan and provisions of the project that deviate from the development standards of the form-based code. Tier IV Design Review is required for new construction that meets the intent of the Form Based Code but requires flexibility on more or more development standards of the Specific Plan. Tier IV Design Review requires consideration by the Planning Commission of the public benefit, exceptions to development standards, and site plan, and consideration by the Design Review Board of the project's design elements.

The project conforms to all Specific Plan standards except as follows:

- Private/Common Open Space: 5,040 square feet is required. The project would provide 2,212 square feet of private/common open space. The project seeks relief from this standard pursuant to the Tier IV Design Review process.

The brewpub and restaurant aspects of the project require an Administrative Use Permit since they would both serve alcohol, per San Pablo Avenue Specific Plan Table 02.

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FIGURE 1: REGIONAL LOCATION MAP
FIGURE 2: SITE VICINITY
FIGURE 3: GENERAL PLAN LAND USE MAP
FIGURE 4: ZONING MAP
FIGURE 5: BUILDING PERSPECTIVES
3. EVALUATION OF ENVIRONMENTAL IMPACTS

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

3.1. AESTHETICS

<table>
<thead>
<tr>
<th>Would the project:</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant Impact with Mitigation</th>
<th>Less Than Significant Impact</th>
<th>No New Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Have a substantial adverse effect on a scenic vista?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
<tr>
<td>b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
<td>☒</td>
</tr>
<tr>
<td>c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
<td>☒</td>
</tr>
<tr>
<td>d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
<td>☒</td>
</tr>
</tbody>
</table>

Sources: San Pablo Avenue Specific Plan EIR. Studio KDA, Potrero - 6111, 6115 Potrero Avenue / 11335 San Pablo Avenue, El Cerrito, CA 94530, project plan set.

DISCUSSION

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 potential impacts to scenic resources identified in the SPASP FEIR was the potential to obstruct scenic views of Mt. Tamalpais, the Golden Gate Bridge, the San Francisco skyline, the East Bay Hills, and Albany Hill from public rights-of-way, 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 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 (see Mitigation Measure 4-1).
To assess the view impacts of the project, two viewpoints were selected. The first is a ground level view from Potrero Avenue, east of the project site. The second is from the platform of the El Cerrito del Norte BART station, north of the project site. From these locations, four of view-targets are visible. These include, Mt. Tamalpais in Marin County, the East Bay Hills, Albany Hill, and the view of San Francisco's skyline.

The existing 1-, 2-, and 3-story buildings, the elevated BART track, and street trees already affect the potential views of many of the identified viewpoints. From Potrero Avenue near the El Cerrito del Norte BART station, only Mt. Tamalpais is visible from this location. The project does not affect this view. From the platform of the El Cerrito del Norte BART station, the project site is situated between the views of Albany Hill and the San Francisco skyline and does not affect either view. From this location, the Golden Gate Bridge and Mt. Tamalpais continue to be visible. Ground level views of the East Bay Hills from west of the project site are already limited to views up Potrero Avenue by existing development, trees, and the elevation of the I-80 freeway. In contrast, the East Bay Hills are fully visible from the El Cerrito BART station platform.

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 that were not considered in the FEIR.

**APPLICABLE MITIGATION**

SPASP Mitigation Measures 4-1 (Scenic Vistas) and 4-2 (Light and Glare) are relevant to this environmental topic and apply to the project. The submitted plans and analysis herein satisfy the requirements of both mitigation measures. A standard condition of approval is imposed on all projects and will ensure the building material requirements of Mitigation Measure 4-2 are carried out through construction.

**CONCLUSION**

Pursuant to CEQA Guidelines Section 15168, the proposed project is consistent with the type and intensity of development analyzed in the SPASP FEIR. As such, the proposed project is within the scope of the SPASP FEIR. Moreover, pursuant to CEQA Guidelines Section 15162 and for this environmental topic, the project does not result in any new or more severe significant impacts, there has been no substantial change to the circumstances related to a significant environmental effect, and there is no 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 SPASP Program EIR was certified, that has become available.
3.2. AGRICULTURAL AND FORESTRY RESOURCES

Would the project:  

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

Sources: San Pablo Avenue Specific Plan EIR.

DISCUSSION

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 new or significant impacts to agriculture or forestry resources.
3.3. AIR QUALITY

<table>
<thead>
<tr>
<th>Would the project:</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant Impact with Mitigation</th>
<th>Less Than Significant Impact</th>
<th>No New Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Conflict with or obstruct implementation of the applicable air quality plan?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☑</td>
</tr>
<tr>
<td>b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☑</td>
</tr>
<tr>
<td>c) Exposure of sensitive receptors to substantial pollutant concentrations?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☑</td>
</tr>
<tr>
<td>d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☑</td>
</tr>
</tbody>
</table>

Sources: San Pablo Avenue Specific Plan EIR; Bay Area Air Quality Management District, 2017. Final 2017 Bay Area Clean Air Plan.

DISCUSSION

Clean Air Plan Consistency

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

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

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

The 2017 Clean Air Plan (CAP) includes a wide range of control measures designed to decrease emissions of the air pollutants that are most harmful to Bay Area residents, such as particulate matter, ozone, and toxic air contaminants, to reduce emissions of methane and other “super-GHGs” that are potent climate pollutants in the near-term, and to decrease emissions of carbon dioxide by reducing fossil fuel combustion.
The proposed project would locate high-intensity residential uses within walking distance of public transportation, jobs, restaurants, and services as envisioned by the SPASP. The increase in population and housing units included in the proposed project would fall within the total development anticipated by the SPASP FEIR. Since projected population growth and resulting air quality impacts are consistent with the SPASP, no new air quality impacts are anticipated. 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). Implementation of the proposed project would not substantially increase population, vehicle trips, or vehicle miles traveled. The project supports 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.

Construction-Related Impacts

The SPASP FEIR identified that construction activities associated with implementation of the SPASP would result in short-term emissions including site grading, asphalt paving, building construction, and architectural coating. Emissions commonly associated with construction activities include fugitive dust from soil disturbance/demolition, fuel combustion from mobile heavy-duty diesel- and gasoline-powered equipment, portable auxiliary equipment, and worker commute trips. 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 and 5-2 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 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. The SPASP envisions a variety of uses in the TOHIMU zoning district, including multiple family residential, full-service restaurants, retail sales, and other uses. The proposed project would generate fewer vehicle trips and associated vehicle exhaust emissions than other uses permitted by right on the project site in the SPASP FEIR. As such, air quality impacts assessed in the SPASP FEIR adequately analyzed impacts resulting from the project. 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.
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 demolition, 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, limited to initial stages of construction. The SPASP FEIR determined that implementation of Mitigation Measure 5-2 would be required to reduce potential impacts associated with TAC exposure. Sensitive receptors (residents) are located adjacent to the west boundary of 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 SPASP 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 project includes sensitive receptors (e.g., residences that may include children or elderly) but excludes new emission sources to toxic air contaminants (e.g., stationary diesel engines, facilities attracting heavy and constant diesel vehicle traffic (truck stop, distribution center)). However, the project is located within 100 feet of existing stationary TAC sources (e.g., gasoline station, dry cleaner, emergency back-up generator). The project is directly adjacent to a gas station east of the project site and a dry cleaner west of the project site. Both the gas station and dry cleaner are included in the SPASP as an identified TAC source. The BAAQMD Risk Management Policy considers an increased risk of contracting cancer that is 10 in one million changes or greater, to be significant for a single TAC source. Additionally, the BAAQMD CEQA Guidelines consider annual PM$_{2.5}$ concentrations that exceed 0.3 micrograms per cubic meter ($\mu$g/m$^3$) to be significant. CARB found the cancer risks associated with relatively high-volume stations to be about 10 in one million at a distance of 50 feet. Except for the largest gasoline stations, health risks near gasoline stations should be less than 10 in one million at distances beyond 50 feet. Recent rules from CARB reduce the emissions of perchlorethylene (Perc) from dry cleaners which enables siting of new sensitive receptors within 100 feet of these operations.

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 (i.e., mobile TAC source), this would represent a potentially significant impact. The project site is east of, and within 750 feet from a portion of I-80 between Bayview Avenue and Ernest Avenue, which is considered a highway TAC area.

2 Table 5-6 (Approximate Screening Setback Distances for Stationary Sources), SPASP EIR; Bay Area Air Quality Management District Toxic Inventory 2018.
3 Distances specified at Table 5-7 (Approximate Setback Distances for Highway TAC Sources).
As required by Mitigation 5-3, new receptors may locate within areas of close proximity to long-term TAC sources provided that a site-specific analysis is performed to determine the level of TAC and PM$_{2.5}$ exposure, or for projects located near surface streets with daily traffic volumes exceeding 40,000 ADT. If the site-specific analysis reveals significant exposures, such as cancer risk greater than 10 in one million, or cumulative cancer risk greater than 100 in one million, additional measures shall be employed to reduce the risk to below the threshold. If this is not possible, the sensitive receptors shall be relocated.

Table 5-7 of the SPASP EIR identifies the approximate setback distances for highway TAC sources, which identifies overlay distances for siting new sensitive receptors. Per Table 5-7, the project site is located east of I-80 between Bayview Avenue to Earnest Avenue, which identifies 750 feet as the Cancer Risk Threshold and 300 feet as the PM2.5 Threshold. The project site is located approximately 350 feet east I-80 and is outside. As such, the project site screens out from the requirements of Mitigation 5-3 for PM2.5 as it is located greater than 300 feet from I-80 and requires a TAC analysis pursuant to Mitigation 5-3 since the site is located within 750 feet of I-80.

In accordance with the SPASP EIR, the project is subject to Mitigation 5-3, which requires a site specific analysis and if warranted design modifications (such as enhanced filtration systems and a maintenance plan, tree and vegetation planting buffer, and residential air intake points be situated away from the emission source) to demonstrate that the cancer risk of new residents does not exceed 10 in one million or a cumulative risk greater than 100 in one million. With Mitigation 5-3 imposed as a condition of approval, the sensitive receptors introduced by the project will not be exposed to elevated emissions. Therefore, with Mitigation Measure 5-3, potential impacts from the proposed project would be reduced to less than significant levels, consistent with the findings of the SPASP EIR.

The proposed 6,220 square feet of ground floor commercial space excludes a TAC emission source (truck dock, loading area for diesel vehicles). Likely sources identified by the SPASP Program EIR (e.g., loading dock, diesel generator) are not proposed in the project. There are no aspect of the project that would result in a direct or indirect impact due to TACs at operation. Once specific commercial uses are identified and plans for their occupancy are drawn, future review under the SPASP would determine the applicability or inapplicability of SPASP Program EIR Measure 5-2. No further analysis is required at this time.

**Odors & Other Emissions**

The SPASP FEIR identified that the SPASP area would include potential odor sources that could affect new sensitive receptors. Responses to odors are subjective and vary by individual. The project is required for demonstrate compliance with regulation set forth in Section 2.02.03[E], as well as SPASP FEIR Mitigation Measure 5-3. Therefore, the project would be consistent with SPASP policies and regulation and is not expected to generate odor sources or other emissions nor would new residents be exposed to substantial odors (such as those associated with industrial, manufacturing, processing, or treatment uses) are generated. Therefore, there would be no impacts associates with odor and no consistent with the SPASP FEIR, no further mitigation is required.

**APPLICABLE MITIGATION**

SPASP Mitigation Measures 5-1 (Construction Period Emissions), 5-2 (Impacts of Toxic Air Contaminants (TACs) on Sensitive Receptors), and 5-3 (Toxic Air Contaminant Exposure Long-Term Operations) are relevant to this environmental topic and apply to the project. These mitigation measures will be imposed on the project through conditions of approval.
CONCLUSION

Pursuant to CEQA Guidelines Section 15168, the proposed project is consistent with the type and intensity of development analyzed in the SPASP FEIR. As such, the proposed project is within the scope of the SPASP FEIR. Moreover, pursuant to CEQA Guidelines Section 15162 and for this environmental topic, the project does not result in any new to new or more severe significant impacts, there has been no substantial change to the circumstances related to a significant environmental effect, and there is no 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 SPASP Program EIR was certified, that has become available.
3.4. BIOLOGICAL RESOURCES

Would the project:

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

Sources: San Pablo Avenue Specific Plan EIR.

DISCUSSION

Due to the highly developed urban environment of the SPASP area, with approximately 90 percent of the land developed, recently disturbed, or ruderal, the SPASP FEIR found that implementation of the Specific Plan would result in minimal impacts to biological resources. 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. The removal of existing trees that could contain 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. Additionally, birds and bats may nest or roost in vacant buildings and structures. The FEIR identified Mitigation Measure 6-1 to minimize potentially significant impacts associated with the removal of trees, shrubs, weedy vegetation, culverts, and structures on nesting birds and/or roosting bats to less-than-significant levels. There is one existing tree in the center of the project site that will be removed during construction. Additionally, the existing buildings on-site will be demolished. The northern portion of the project site is also covered in weedy vegetation. Since the project involves tree and vegetation removal, as well as the demolition of existing structures onsite, the project is subject to measure 6-1, which requires pre-construction surveys prior to removal of such features. As part of the survey requirements of Mitigation Measure 6-1, the survey area includes the construction site, access roads, and staging areas, as well as areas within 150 feet outside the boundaries of the areas to be cleared.

**APPLICABLE MITIGATION**

SPASP Mitigation Measure 6-1 (Potential Impacts on Nesting Birds and Roosting Bats) is relevant to this environmental topic and applicable to the project. Mitigation measure 6-1 from the SPASP FEIR will be imposed on the project as a condition of approval.

**CONCLUSION**

Pursuant to CEQA Guidelines Section 15168, the proposed project is consistent with the type and intensity of development analyzed in the SPASP FEIR. As such, the proposed project is within the scope of the SPASP FEIR. Moreover, pursuant to CEQA Guidelines Section 15162 and for this environmental topic, the project does not result in any new to new or more severe significant impacts, there has been no substantial change to the circumstances related to a significant environmental effect, and there is no 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 SPASP Program EIR was certified, that has become available.
3.5. CULTURAL RESOURCES

<table>
<thead>
<tr>
<th>Would the project:</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant Impact with Mitigation</th>
<th>Less Than Significant Impact</th>
<th>No New Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?</td>
<td>□</td>
<td>□</td>
<td>□</td>
<td>☒</td>
</tr>
<tr>
<td>b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?</td>
<td>□</td>
<td>□</td>
<td>□</td>
<td>☒</td>
</tr>
<tr>
<td>c) Disturb any human remains, including those interred outside of formal cemeteries?</td>
<td>□</td>
<td>□</td>
<td>□</td>
<td>☒</td>
</tr>
</tbody>
</table>


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. The SPASP FEIR identified Mitigation Measure 7-1 to be applied to any individual discretionary project within the Specific Plan area that the City determines may involve a property that contains a potentially significant historic resource (e.g., a recorded historic resource or an unrecorded building or structure 50 years or older), the resource shall be evaluated by City staff, and if warranted, shall be assessed by a qualified professional on the California Historical Resources Information System (CHRS) list of consultants who meet the Secretary of the Interior’s Professional Qualifications Standards to determine whether the property is a significant historical resource and whether or not the project may have a potentially significant adverse effect on the historical resource.

The existing one-story commercial building at 6115-17-19 Potrero Avenue was constructed about 1948. The Historic Resource Evaluation (HRE) conducted for the proposed project concluded that the building does not appear eligible for inclusion in the California Registry of Historic Resources under any significance criteria. The building is not a notable example of Vernacular architecture, and background research did not identify any persons associated with the building important to the past. For these reasons, this building does not qualify as a “historical resource” for the purposes of CEQA (Public Resources Code Section 21084.1). This analysis fulfills the requirements of Mitigation Measure 7-1 (Destruction/Degradation of Historic Resources).

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. 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.
APPLICABLE MITIGATION

SPASP Mitigation Measures 7-2 (Potential for Disturbance of Buried Archaeological Resources, Including Human Remains) and 7-3 (Potential for Disturbance of Paleontological Resources) are relevant to this environmental topic and apply to the project. Both mitigation measures will be imposed on the project through conditions of approval.

CONCLUSION

Pursuant to CEQA Guidelines Section 15168, the proposed project is consistent with the type and intensity of development analyzed in the SPASP FEIR. As such, the proposed project is within the scope of the SPASP FEIR. Moreover, pursuant to CEQA Guidelines Section 15162 and for this environmental topic, the project does not result in any new to new or more severe significant impacts, there has been no substantial change to the circumstances related to a significant environmental effect, and there is no 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 SPASP Program EIR was certified, that has become available.
### 3.6. ENERGY

<table>
<thead>
<tr>
<th>Would the project:</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant with Mitigation</th>
<th>Less than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation?</td>
<td>□</td>
<td>□</td>
<td>□</td>
<td>☒</td>
</tr>
<tr>
<td>b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?</td>
<td>□</td>
<td>□</td>
<td>□</td>
<td>☒</td>
</tr>
</tbody>
</table>

Sources: San Pablo Avenue Specific Plan EIR.

### DISCUSSION

The SPASP FEIR discusses that implementation of the Specific Plan would result in the plan area changing from an auto-oriented corridor to a multi-modal oriented community, including auto, transit, bicycle, and pedestrian modes of transportation. As a result, energy consumption associated with transportation, circulation, and infrastructure would be more efficient under the Specific Plan.

Additionally, SPASP Section 2.05.05.01 details requirements to reduce El Cerrito's carbon footprint, increase energy efficiency, and support the Climate Action Plan goals. This is accomplished by addressing passive heating and cooling techniques, zero-net energy buildings, solar power, wind power, and other energy efficient efforts. SPASP Section 2.05.05.03 encourages urban farming, which could reduce energy by reducing food miles traveled and mitigating the urban heat island effect. As a transit-oriented development, subject to the latest applicable California Building Code, the project would not result in wasteful, inefficient, or unnecessary consumption of energy beyond what was analyzed in the SPASP FEIR. Compliance with adopted energy efficiency standards for new development also supports the implementation of State energy plans. As such, the SPASP FEIR concluded that impacts related to energy would not cause inefficient, wasteful, and unnecessary consumption of energy and would not conflict with any local renewable energy plan.

### APPLICABLE MITIGATION

There are no SPASP FEIR mitigation measures for this environmental topic.

### CONCLUSION

Pursuant to CEQA Guidelines Section 15168, the proposed project is consistent with the type and intensity of development analyzed in the SPASP FEIR. As such, the proposed project is within the scope of the SPASP FEIR. Moreover, pursuant to CEQA Guidelines Section 15162 and for this environmental topic, the project does not result in any new to new or more severe significant impacts, there has been no substantial change to the circumstances related to a significant environmental effect, and there is no 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 SPASP Program EIR was certified, that has become available.
## 3.7. GEOLOGY AND SOILS

Would the project: | Potentially Significant Impact | Less Than Significant Impact with Mitigation | Less Than Significant Impact | No New Impact |
--- | --- | --- | --- | --- |

a) Directly or indirectly cause 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 Publication 42.

   ii. Strong Seismic ground shaking?

   iii. Seismic-related ground failure, including liquefaction?

   iv. Landslides?

b) Result in substantial soil erosion or the loss of topsoil?

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

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

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

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

Sources: San Pablo Avenue Specific Plan EIR; Ninyo & Moore, Phase I Environmental Site Assessment Report, 11335 and 11341 San Pablo Avenue and 6111, 6115-6119 Potrero Avenue, El Cerrito, CA, July 17, 2019
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 specific plan would have potentially significant impacts related to earthquake-induced on-site liquefaction, differential settlement, lateral spreading, and subsidence, and associated damage to project buildings and other improvements within the SPASP area. However, potential impacts would be reduced to less-than-significant levels with implementation of Mitigation Measure 8-1, which requires preparation and implementation of the recommended measures of a site-specific design-level geotechnical study for individual development projects. The proposed project's incorporation of the recommendations from the design-level geotechnical study will ensure that potential impacts related geological conditions are reduced to less-than-significant levels. Therefore, the project would not result in significant impacts related to geology and soils that were not identified in the SPASP FEIR.

APPLICABLE MITIGATION

SPASP Mitigation Measure 8-1 (Potential Ground Instability Impacts) is relevant to this environmental topic and applies to the project. This mitigation measure will be imposed on the project through a condition of approval.

CONCLUSION

Pursuant to CEQA Guidelines Section 15168, the proposed project is consistent with the type and intensity of development analyzed in the SPASP FEIR. As such, the proposed project is within the scope of the SPASP FEIR. Moreover, pursuant to CEQA Guidelines Section 15162 and for this environmental topic, the project does not result in any new to new or more severe significant impacts, there has been no substantial change to the circumstances related to a significant environmental effect, and there is no 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 SPASP Program EIR was certified, that has become available.
3.8. GREENHOUSE GAS EMISSIONS

Would the project:

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

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

DISCUSSION

As identified in the SPASP FEIR, the BAAQMD CEQA Air Quality Guidelines contain methodology and thresholds of significance for evaluating greenhouse gas (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 GHG efficiency 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. The SPASP FEIR found that 2040 full development capacity associated with development under the SPASP would have per capita emissions of 3.9 and 3.7 metric tons (MT) of CO2e per year under Without Mode Shift and With Mode Shift cases, respectively, which would not exceed the BAAQMD specific plan-level threshold of 4.6 MT CO2e/year. Therefore, the impact was considered less-than-significant.

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 City of El Cerrito adopted, at Municipal Code Chapter 16.24, the 2019 California Green Building Standards Code (CALGreen) which requires a diversion rate of at least 65 percent of construction waste or demolition materials.

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 designed to reduce GHG emissions. The SPASP and proposed project are consistent with the Climate Action Plan Sustainable Community goal SC-1 to encourage higher density TOD and infill development on transportation corridors.

The proposed project is consistent with the development intensity and density anticipated for the subject site by 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 SPASP FEIR and further analysis is not required.
APPLICABLE MITIGATION

There are no mitigation measures for this topic in the SPASP FEIR.

CONCLUSION

Pursuant to CEQA Guidelines Section 15168, the proposed project is consistent with the type and intensity of development analyzed in the SPASP FEIR. As such, the proposed project is within the scope of the SPASP FEIR. Moreover, pursuant to CEQA Guidelines Section 15162 and for this environmental topic, the project does not result in any new to new or more severe significant impacts, there has been no substantial change to the circumstances related to a significant environmental effect, and there is no 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 SPASP Program EIR was certified, that has become available.
### 3.9. HAZARDS/HAZARDOUS MATERIALS

<table>
<thead>
<tr>
<th>Would the project:</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant Impact with Mitigation</th>
<th>Less Than Significant Impact</th>
<th>No New Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
<tr>
<td>b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
<tr>
<td>c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
<tr>
<td>d) Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
<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 of public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
<tr>
<td>f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
<tr>
<td>g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
</tbody>
</table>

Sources: San Pablo Avenue Specific Plan EIR; Ninyo & Moore, Phase II Environmental Site Assessment Report, 11335-11341 San Pablo Avenue, 6111 Potrero Avenue and 6115-6119 Potrero Avenue, El Cerrito, CA, November 27, 2019; and Ninyo & Moore, Vapor Intrusion Risk Assessment, 11335-11341 San Pablo Avenue, 6111 Potrero Avenue and 6115-6119 Potrero Avenue, El Cerrito, CA, January 31, 2020.

### DISCUSSION

The SPASP FEIR concluded that there are no significant impacts associated with implementation of the plan related to the topic of hazards and hazardous materials.
Hazardous Materials - Routine Transport, Use, or Disposal

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

Hazardous Materials - Upset and Accident Conditions

Volatile Organic Compounds – Tetrachoroethene, Trichlorehene and Chloroform

The SPASP FEIR identified 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, along with evaluations for asbestos-containing materials (ACM) and lead-based paint (LBP) would ensure potential impacts are less than significant.

The project site is adjacent to two potential sources of soil and groundwater contamination – a gasoline station to the east with documented petroleum hydrocarbons in its soil and a dry cleaner to the west with documented volatile organic compounds (VOCs) in its soil. A Phase II Environmental Site Investigation conducted in 2019 investigated potential ground water and soil contaminants. The Phase II analysis revealed the presence of petroleum hydrocarbons in soil near the gas station property; however, concentrations were below Tier 1 Environmental Screening Levels (ESLs) established by the San Francisco Bay Regional Water Quality Control Board and indicated that the gas station has not significantly affected the project site. On the west side of the property, adjacent to the dry cleaner site, the Phase II analysis identified the presence of tetrachoroethene (PCE) and trichlorehene (TCE), compounds which exceeded Tier 1 ESLs. Chloroform concentrations exceeded Tier 1 ESLs were also found throughout the site, which the Phase II suggested originates from treated municipal water. As a result of these findings the Phase II Study recommended completion of a Human Health Risk Assessment to evaluate the potential vapor intrusion risk of identified VOCs to potential future on-site receptors following site redevelopment.

Following the Phase II analysis, a Vapor Intrusion Risk Assessment conducted in 2020 determined the extent to which the detected VOCs represented a potential health threat to future on-Site receptors and identifies mitigation measures that could be implemented to reduce potential risks to acceptable levels. The risk assessment evaluated two development scenarios, a mixed-use scenario, and a residential scenario.

- For the mixed-use scenario the assessment found the estimated health risks to be within acceptable levels and concluded that the detected VOCs at the project site if: (1) the site is developed for mixed-use commercial and residential; and (2) habitable units at ground level are built for commercial use with a ceiling height of at least 12 feet and a ventilation rate of one air exchange per hour.

- For the residential scenario the assessment found the estimated health risks to exceed acceptable levels. To mitigate potential cancer risks in the residential scenario the assessment provided the following mitigations: (1) installation of passive venting wells or trenches placed between the off-site
VOC sources and the on-Site building(s) to prevent VOC vapors from reaching on-Site building foundations; (2) installation of vapor barriers designed to prevent vapor intrusion into indoor air; (3) installation of vapor intrusion mitigation systems, such as passive venting or active sub-slab depressurization systems, also designed to prevent vapor intrusion into indoor air; and/or (4) extraction/removal of VOCs from shallow soil.

The information below is set forth in the SPASP FEIR and describes standard project review procedures to mediate exposure to VOCs.

(a) **Soil Contamination.** In order to avoid or substantially reduce potential health hazards related to construction personnel or future occupant exposure to soil contamination, project applicants would complete the following steps for each site proposed for disturbance as part of construction activity in the plan area:

**Step 1.** Investigate the site to determine whether it has a record of hazardous material discharge into soils, and if so, characterize the site according to the nature and extent of soil contamination that is present before development activities proceed at that site.

**Step 2.** Based on the proposed activities associated with the future project proposed, determine the need for further investigation and/or remediation of the soils conditions on the contaminated site. For example, if the area is slated for commercial land use, such as a retail center, the majority of the site will be paved and there will be little or no contact with contaminated soil. Industrial clean-up levels would likely be applicable. If the slated development activity could involve human contact with soils, such as may be the case with residential use, then Step 3 should be completed. If no human contact is anticipated, then no further mitigation is necessary.

**Step 3.** If it is determined that extensive soil contact would accompany the intended use of the site, undertake a Phase II Environmental Assessment investigation, involving soil sampling at a minimum, at the expense of the project applicant, property owner, or responsible party. Should further investigation reveal high levels of hazardous materials in the site soils, mitigate health and safety risks according to City of El Cerrito/City of Richmond (depending on jurisdiction), Contra Costa County Health Services Department, and Regional Water Quality Control Board (RWQCB) regulations. This would include site-specific health and safety plans prepared prior to undertaking any building or utility construction. Also, if buildings are situated over soils that are significantly contaminated, undertake measures to either remove the chemicals or prevent contaminants from entering and collecting within the building. If remediation of contaminated soil is infeasible, a deed restriction would be necessary to limit site use and eliminate unacceptable risks to health or the environment.

(b) **Surface or Groundwater Contamination.** In order to reduce potential health hazards due to construction personnel or future occupant exposure to surface water or groundwater contamination, project applicants would complete the following steps for each site proposed for disturbance as part of construction activity in the Specific Plan area:

**Step 1.** Investigate the site to determine whether it has a record of hazardous material discharge into surface or groundwater, and if so, characterize the site according to the nature and extent of contamination that is present before development activities proceed at that site.

**Step 2.** Install drainage improvements in order to prevent transport and spreading of hazardous materials that may spill or accumulate on-site.
Step 3. If investigations indicate evidence of chemical/environmental hazards in site surface water and/or groundwater, then mitigation measures acceptable to the RWQCB would be required to remediate the site prior to development activity.

Step 4. Inform construction personnel of the proximity to recognized contaminated sites and advise them of health and safety procedures to prevent exposure to hazardous chemicals in surface water/groundwater.

Asbestos & Lead-Based Paint

The SPASP FEIR also addressed the potential discovery of asbestos containing materials and lead-based paint. Due to the age of the existing buildings to be demolished, ACMs may be present. The EPA's National Emission Standards for Hazardous Air Pollutants (NESHAP) requires that an asbestos survey be completed prior to demolition or renovation activities that may disturb ACMs. Similarly, OSHA regulations specify work practices for handling materials and debris containing asbestos or lead-containing materials. LBP may also be present due to the existing buildings' construction prior to 1978.

The SPASP FEIR describes the following standard procedures, all of which are applicable to the project, and which would result in remediation of asbestos and lead-based paint materials discussed above:

Step 1. Thoroughly survey the project site and existing structures for the presence of ACM and PCBs. The survey shall be performed by a person who is properly certified by the Occupational Safety and Health Administration (OSHA) and has taken and passed an Environmental Protection Agency (EPA) approved building inspector course.

Step 2. If building elements containing any amount of asbestos and/or PCBs are present, prepare a written Asbestos/PCB Abatement Plan describing activities and procedures for removal, handling, and disposal of these building elements using the most appropriate procedures, work practices, and engineering controls.

Step 3. Provide the asbestos and PCB survey findings, the written Asbestos/PCB Abatement Plan (if necessary), and notification of intent to demolish to the jurisdictional City and Contra Costa County Health Services Department at least ten days prior to commencement of demolition.

Step 4. Remove any on-site transformers prior to demolition of non-residential buildings.

Hazardous Emissions or Materials – Proximity to Schools, Airports

The nearest schools to the project site are Harding Elementary School and Albany Middle School. Both are located approximately 0.3 miles from the project site. Harding Elementary School is located at the corner of Fairmount and Ashbury Avenues. Albany Middle School is located south of the site on Brighton Avenue. The schools are located just outside the quarter mile potential concern distance under CEQA. In addition, the project is a residential use and no impacts related to handling hazardous materials near a school would occur. The project site is located approximately 30 miles northwest of the nearest public airport, Oakland International Airport. As the project is not located within the Oakland International Airport Influence Area, no safety hazards would be anticipated. No private airstrips are located in the project vicinity.

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

There are no mitigation measures for this topic in the SPASP FEIR. As described above, compliance with City, regional and, State mandated requirements for soil and/or groundwater contamination would ensure that potential impacts from hazardous materials are avoided.

The following conditions of approval will be imposed on the project to ensure that regulatory requirements are adhered to and that the potential environmental effects identified by the SPSASP EIR are maintained at a less than significant level:

1) Plans submitted for purposes of construction shall incorporate risk control measures for volatile organic compounds identified in the Vapor Intrusion Risk Assessment for the project site and prepared by Ninyo & Moore (January 31, 2020; Project No. 403406003). Said control measures shall be subject to review and approval by the applicable regulatory agency. The applicant shall identify the applicable regulatory agency (Department of Toxic Substance control or the Regional Water Quality Control Board) through a request for oversight; see this website for application and instructions (https://www.waterboards.ca.gov/sanfranciscobay/water_issues/programs/brownfields.html).

Prior to building permit issuance, evidence of applicable regulatory agency approval of plans and specifications for risk control measures shall be provided to the City. Prior to certificate of occupancy, evidence of applicable regulatory agency approval of constructed risk control measures shall be provided to the City and may (as identified in the Vapor Intrusion Risk Assessment) consist of the following or other acceptable measures:

a) Habitable units at ground level are built for commercial use with a ceiling height of at least 12 feet and a ventilation rate of one air exchange per hour.

b) In the event that the proposed project is modified, and ground floor residential uses are proposed then the following or other measure(s) approved by the applicable regulatory agency shall be implemented:

i) installation of passive venting wells or trenches placed between the off-site VOC sources and the on-Site building(s) to prevent VOC vapors from reaching on-Site building foundations;

ii) installation of vapor barriers designed to prevent vapor intrusion into indoor air;

iii) installation of vapor intrusion mitigation systems, such as passive venting or active sub-slab depressurization systems, also designed to prevent vapor intrusion into indoor air; and/or

iv) extraction/removal of VOCs from shallow soil.

2) The project site includes a building at 6115, 6117, and 6119 Potrero Avenue that was the subject of a Hazardous Materials Building Survey (HMBS) by Ninyo & Moore and dated November 21, 2019. The HMBS identifies the presence of asbestos-containing materials (ACM), lead-containing materials, and miscellaneous hazardous building materials within the building. Demolition activities associated with this approval shall implement the recommendations of the HMBS, including:

a) Prior to demolition, a licensed asbestos abatement removal contractor shall remove the asbestos-containing materials in compliance with the most recent applicable federal, state, and local laws, regulations, standards and/or codes governing abatement, transport, and disposal of such materials.
The removal work scope and requirements shall be included in a work plan/specification developed by a California Certified Asbestos Consultant. All removal activities shall be conducted under the observation of the Certified Asbestos Consultant.

The Bay Area Air Quality Management District (BAAQMD) regulates the demolition of buildings containing asbestos. Prior to demolition permit issuance, or if demolition activities are included within a building permit for the new mixed-use building, the applicant shall provide evidence of BAAQMD approval for said removal activities (e.g., issuance of an acknowledgement letter and ASB# in compliance with BAAQMD Regulation 11, Rule 2).

b) A licensed lead abatement removal contractor shall remove all lead-containing materials in compliance with the most recent applicable federal, state, and local laws, regulations, standards, and/or codes governing abatement, transport, and disposal. All lead waste must be properly characterized prior to disposal to determine waste classification, packaging, transportation, and disposal requirements.

c) A licensed contractor shall remove potential mercury-containing thermostats/switches, PCB-containing items (light ballasts, transformers, etc.), fluorescent light tubes, exit signs, air conditioning units, and freon-containing refrigeration systems. All items removed shall be removed and properly recycled or disposed of by a licensed contractor according to applicable federal, state, and local laws/regulations. Light fixtures shall be visually inspected, prior to disposal, to determine if they contain PCBs (i.e., checked for stickers stating “No PCBs” or “PCD free”).

d) Should additional suspect materials not sampled or assessed in the HMBS be uncovered during the demolition, samples of suspect materials shall be collected for laboratory analysis and activities that may impact the material shall cease until laboratory analytical results are reviewed, and the materials shall be assumed to be hazardous and handled as such.

CONCLUSION

Pursuant to CEQA Guidelines Section 15168, the proposed project is consistent with the type and intensity of development analyzed in the SPASP FEIR. As such, the proposed project is within the scope of the SPASP FEIR. Moreover, pursuant to CEQA Guidelines Section 15162 and for this environmental topic, the project does not result in any new to new or more severe significant impacts, there has been no substantial change to the circumstances related to a significant environmental effect, and there is no 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 SPASP Program EIR was certified, that has become available.
## 3.10. HYDROLOGY AND WATER QUALITY

<table>
<thead>
<tr>
<th>Would the project:</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant Impact with Mitigation</th>
<th>Less Than Significant Impact</th>
<th>No New Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
<tr>
<td>b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
<tr>
<td>c) Substantially alter the existing drainage pattern on the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>i. result in substantial erosion or siltation on- or off site;</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
<tr>
<td>ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
<tr>
<td>iii. 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; or</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
<tr>
<td>iv. impede or redirect flood flows?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
<tr>
<td>d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
<tr>
<td>e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
</tbody>
</table>

Sources: San Pablo Avenue Specific Plan EIR; BKF Engineers, Stormwater Control Plan for 6115 Potrero Avenue, May 2021

### 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, compliance with Water Board and 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 remain at less-than-significant levels.

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 project site contains approximately 18,500 square feet, of which approximately 63 percent is existing impervious surface area for buildings, parking, and other hardscape surfaces. The proposed project would replace the existing impervious surfaces with new impervious surfaces increasing the total lot coverage to 93 percent site. As such, under the proposed project approximately 1,313 square feet of area would be impervious. The size of the building and ground floor commercial area contribute to the increase in the imperviousness of the site and cannot be minimized. The proposed pervious pavement and landscape areas will offset some of the additional impervious areas and will comply with the requirements of the Contra Costa County NPDES permit guidelines for stormwater discharge. Therefore, the project would not result in any new or more severe impacts due to impervious surfaces relate to the SPASP FEIR.

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 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 in this area.

**APPLICABLE MITIGATION**

There are no mitigation measures for this topic in the SPASP FEIR.

**CONCLUSION**

Pursuant to CEQA Guidelines Section 15168, the proposed project is consistent with the type and intensity of development analyzed in the SPASP FEIR. As such, the proposed project is within the scope of the SPASP FEIR. Moreover, pursuant to CEQA Guidelines Section 15162 and for this environmental topic, the project does not result in any new to new or more severe significant impacts, there has been no substantial change to the circumstances related to a significant environmental effect, and there is no 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 SPASP Program EIR was certified, that has become available.
### 3.11. LAND USE AND PLANNING

<table>
<thead>
<tr>
<th>Would the project:</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant Impact with Mitigation</th>
<th>Less Than Significant Impact</th>
<th>No New Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Physically divide an established community?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☑</td>
</tr>
<tr>
<td>b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☑</td>
</tr>
</tbody>
</table>

Sources: San Pablo Avenue Specific Plan EIR.

### DISCUSSION

The Final Environmental Impact Report for the SPASP concluded that implementation of the Specific Plan would provide for the expansion of housing choices by encouraging compact, transit-accessible, pedestrian-oriented housing and mixed-use (commercial/residential) 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 nor would it cause an environmental impact to land use conflicts. 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. 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 proposed project is consistent with the mix, intensity, and scale of development contemplated by the SPASP in this location.

### APPLICABLE MITIGATION

There are no mitigation measures for this topic in the SPASP FEIR.

### CONCLUSION

Pursuant to CEQA Guidelines Section 15168, the proposed project is consistent with the type and intensity of development analyzed in the SPASP FEIR. As such, the proposed project is within the scope of the SPASP FEIR. Moreover, pursuant to CEQA Guidelines Section 15162 and for this environmental topic, the project does not result in any new to new or more severe significant impacts, there has been no substantial change to the circumstances related to a significant environmental effect, and there is no 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 SPASP Program EIR was certified, that has become available.
### 3.12. MINERAL RESOURCES

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

Sources: San Pablo Avenue Specific Plan EIR.

**DISCUSSION**

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

<table>
<thead>
<tr>
<th>Would the project:</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant Impact with Mitigation</th>
<th>Less Than Significant Impact</th>
<th>No New Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☑</td>
</tr>
<tr>
<td>b) Generation of excessive groundborne vibration or groundborne noise levels?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☑</td>
</tr>
<tr>
<td>c) For a project located within the vicinity of an airport or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☑</td>
</tr>
</tbody>
</table>

Sources: San Pablo Avenue Specific Plan EIR; Illingworth and Rodkin, Potrero Projects, Noise and Vibration Assessment, El Cerrito, California, January 25, 2022; and Studio KDA, Potrero - 6111, 6115 Potrero Avenue / 11335 San Pablo Avenue, El Cerrito, CA 94530, project plan set, dated February 11, 2021.

This section compares the noise impacts from the project with impacts identified in the SPASP FEIR. The proposed project would add additional residential uses in a developed area of the City of El Cerrito. A construction noise and vibration assessment was prepared for the project to address the requirement for a project-specific impact analysis, per SPASP Mitigation Measure 13-1.

The existing noise sources in the project area are primarily from traffic on San Pablo Avenue and Potrero Avenue, traffic on I-80, and from the BART train. The potential sources of noise from the project include construction activities, operational noise sources from stationary and mobile sources, two outdoor use areas intended for residents on the 2<sup>nd</sup> and 5<sup>th</sup> floors, and an outdoor patio for commercial customers.

**Noise and Land Use Compatibility**

The SPASP FEIR found that some residential land uses facilitated by the SPASP could be exposed to exterior noise levels exceeding 70 dBA Ldn from traffic and BART noise. This was identified as a potentially significant impact in the FEIR. Noise measurements taken as part of the noise assessment indicated that exterior noise levels in the project vicinity are between 61 dBA and 71 dBA. Based on the increases in traffic volumes along San Pablo Avenue and Potrero Avenue analyzed in the SPASP EIR, the ambient noise levels in the project vicinity are projected to increase by 1 dBA. To ensure that interior noise levels comply with the City’s interior noise level standards, the City of El Cerrito applies the following standard condition of approval:

Prior to the issuance of a building permit the applicant shall provide a detailed analysis of interior noise for all residential uses. The analysis shall be prepared by a qualified noise control engineer and shall outline the specific attenuation measures (such as sound-rated windows and doors or other methods
appropriate to the design of the building) required to meet the City's interior noise level standards (from exterior sources) of 45 dBA Ldn.

The project includes outdoor use areas intended for future residents located on the second and fifth floors and a ground floor patio for the restaurant use. To ensure that the outdoor noise levels for these uses comply with the City's exterior noise level standards, the noise assessment recommended the following, which have been integrated into the project design and incorporated at project conditions of approval:

- Sound-rated materials should be used in the construction of the building's northeastern façade. Based on preliminary analysis, windows would need to meet a minimum STC rating of 32 and walls would need to meet a minimum STC rating of 39. Alternatively, windows meeting a minimum STC rating of 30 and walls meeting a minimum STC rating of 46 would sufficiently reduce interior noise levels. Remaining residential units and commercial spaces would meet this interior noise standard with standard mixed-use building construction assuming adequate forced-air mechanical ventilation. A qualified acoustical specialist shall prepare a detailed analysis of interior noise levels resulting from all exterior sources. The study will review the final site plan, building elevations, and floor plans prior to construction and recommend building treatments to reduce interior noise levels in habitable rooms to not exceed applicable regulations.

- The 65 dBA Ldn criteria would be met at the outdoor restaurant patio by enclosing the space with a wall reaching a minimum height of 7 feet. If the increase to the standard is not determined to be appropriate, this space would meet the “conditionally acceptable” noise level standard of 80 dBA Ldn, and construction of the 7-foot wall would still be recommended but may not be required.

- The 65 dBA Ldn criteria would be met at the fifth-floor balcony by increasing the height of the balcony's perimeter wall to a minimum of 5 feet. If the increase to the standard is not determined to be appropriate, this space would meet the “conditionally acceptable” noise level standard of 75 dBA Ldn. Reducing noise at the fifth-floor balcony to a level not exceeding the “normally acceptable” standard of 60 dBA Ldn would not be feasible without fully enclosing the space. Alternatively, if the further increased standard of 70 dBA Ldn is determined to be appropriate for this location due to the proximity to BART, no additional noise abatement would be necessary.

- The 65 dBA Ldn criteria would be met at the second-floor courtyard through construction of a perimeter wall reaching a minimum height of 4 feet. Alternatively, if the further-increased standard of 70 dBA Ldn is determined to be appropriate for this location due to the proximity to BART, no additional noise abatement would be necessary.

- To provide adequate noise reduction, all noise-abatement walls shall be constructed without any gaps or cracks along the face or at the base and have a minimum surface weight of three pounds per square foot (such as 1-inch-thick wood, ½- inch laminated glass, masonry block, concrete, or 1/16-inch steel or aluminum). Locations of the walls described in this section are shown in Figures 8, 9, and 10 of the Noise and Vibration Assessment prepared by Illingworth and Rodkin and dated January 25, 2022.

The SPASP FEIR identified a significant noise impact due to the introduction of commercial development proposed along with or next to residential development. Potential noise sources that would exceed City standards and identified by the SPASP FEIR include loading docks, refuse areas, and ventilation systems. The project excludes a loading dock and locates, for both residential and commercial uses, and locates refuse containers within fully enclosed spaces (i.e., room within parking garage on Potrero Avenue for residential uses and room at the rear of the ground floor commercial space fronting San Pablo Avenue for the restaurant use). As illustrated on project plans, the project proponent indicates ventilation system(s) at the rooftop
(approximately 60 feet above ground elevation) and behind a parapet wall. Given this information, the project would result in a less than significant effects related to the referenced noise sources and Impact 13-2 (Commercial Development Noise) identified by the SPASP FEIR. However, the long-term operational parameters of Mitigation Measure 13-2 are distinct from physical aspects of the project and will, as referenced in the summary below, be applied through conditions of approval.

**Construction Noise**

The highest construction noise levels would be generated during demolition, paving, trenching and foundation, with lower noise levels occurring during building construction, grading and excavation. Larger pieces of earth-moving equipment, such as backhoes and bulldozers, generate maximum noise levels of 80 to 85 dBA Lmax at a distance of 50 feet. The nearest existing residence is immediately adjacent to the project site. As a result, project construction would result in elevated short-term noise levels on a temporary basis consistent with noise levels anticipated by the SPASP EIR. The noise assessment indicated that maximum noise levels generated by project construction would typically range from about 79 to 93 dBA Lmax, with hourly average noise levels about 77 to 89 dBA Leq.

The SPASP identified that although construction noise would be localized to the project vicinity. Project construction could intermittently expose adjacent properties to high levels of noise. The SPASP identified Mitigation Measure 13-3 to reduce impacts of intermittent construction noise but identified that construction noise impacts would remain significant and unavoidable. The proposed project would be required to comply with the Municipal Code which limits the hours of construction to 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. The applicant would also be required to incorporate best management construction practices to minimize noise impacts to adjacent residential and office uses. The following are imposed as a condition of approval:

Prior to the issuance of a permit for grading or demolition, the project plans shall incorporate provisions to implement construction best management practices to reduce noise impacts including the following:

- Equip all internal combustion engine-driven equipment with mufflers that are in good condition and appropriate for the equipment.
- Utilize “quiet” models of air compressors and other stationary noise sources where technology exists.
- Locate stationary noise-generating equipment as far as feasible from sensitive receptors when sensitive receptors adjoin or are near a construction area.
- Prohibit unnecessary idling of internal combustion engines.
- Pre-drill foundation pile holes to minimize the number of impacts required to seat the pile.
- Construct solid plywood fences around construction sites adjacent to operational business, residences, or noise-sensitive land uses.
- A temporary noise control blanket barrier could be erected, if necessary, along building facades facing construction sites. This mitigation would only be necessary if conflicts occurred which were irresolvable by proper scheduling. Noise control blanket barriers can be rented and quickly erected.
- Route construction-related traffic along major roadways and as far as feasible from sensitive receptors.
• Ensure that construction activities (including the loading and unloading of materials and truck movements) are limited to the hours of 7:00 AM to 6:00 PM on weekdays and between the hours of 9:00 AM and 5:00 PM on weekends and holidays.

• Ensure that excavating, grading, and filling activities (including warming of equipment motors) are limited to between the hours of 7:00 AM to 6:00 PM on weekdays and between the hours of 9:00 AM and 5:00 PM on weekends and holidays.

• Businesses, residences, or noise-sensitive land uses adjacent to construction sites shall be notified of the construction schedule in writing. 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.

To avoid potentially significant impacts from the construction noise levels at the immediately adjacent noise-sensitive uses the noise assessment recommends that in addition to applying Mitigation Measure 13-3 of the SPASP DEIR, the city require a construction noise plan that addresses the following additional mitigations:

• Control noise from construction workers’ radios to a point where they are not audible at existing residences bordering the project site.

• Locate staging areas and construction material areas as far away as possible from adjacent noise-sensitive land uses.

**Construction-Related Vibration**

Construction of the proposed project would involve demolition, excavation below grade, grading, site preparation, and construction activities but would not involve the use of construction equipment that would result in substantial ground-borne vibration near to the project site. Construction vibration generated by the proposed project, based upon the proposed construction equipment, would be below the 0.3 inches per second peak particle velocity threshold, the level at which there is risk of architectural damage to typical homes. Therefore, the proposed project would not result in any new or more significant construction-period vibration impacts than were described in the SPASP FEIR. However, in the event that construction equipment such as a clam shovel or vibratory roller is used within 12 feet of nearby residences, vibration levels that exceed 0.3 in/sec may occur and would be considered a potentially significant impact. The SPASP EIR concludes that construction related vibration impacts would be significant and unavoidable and identified mitigation measure 13-4 to reduce vibration from construction. The applicant would also be required to incorporate identified construction related vibration best practices to minimize vibration impacts to nearby buildings including the following, imposed as a condition of approval:

Prior to the issuance of a permit for grading or demolition, the project plans shall incorporate the following provisions due to construction vibration activities that could exceed 0.3 in/sec PPV at nearby buildings:

- Prohibit the use of heavy vibration-generating construction equipment within 15 feet of adjacent residential buildings.

- Select demolition methods not involving impact tools.
- Use smaller construction equipment for activities within 15 to 20 feet of existing sensitive receptors.

- Use a smaller vibratory roller, such as the Caterpillar model CP433E vibratory compactor, when compacting materials within 20 feet of adjacent commercial buildings. Only use the static compaction mode when compacting materials within 15 feet of residential buildings.

- Avoid dropping heavy equipment or materials and use alternative methods for breaking up existing pavement, such as a pavement grinder, instead of dropping heavy objects, within 15 feet of adjacent residential buildings.

- Designate a person responsible for registering and investigating claims of excessive vibration. The contact information of such person shall be clearly posted on the construction site.

**Stationary Source Noise Impacts (Mechanical Equipment)**

Implementation of the proposed project would add new on-site stationary noise sources such as rooftop-mounted heating, ventilation, and air conditioning (HVAC) equipment, and enclosed ground-floor car stacker parking. In general, rooftop HVAC equipment was predicted to be 36 dBA Leq or less at the nearest sensitive receptors, at 30 feet distance from rooftop equipment. This noise level is lower than the City’s noise level standards of 55 dBA Leq during daytime hours and 45 dBA Leq during nighttime hours. As a result, the HVAC equipment would be in compliance with the City’s exterior daytime and nighttime noise standards for residential uses. The proposed parking stacking equipment is located in an enclosed ground-floor garage will also result in some additional mechanical noise during the stacking and lowering of vehicles. The project is located in an urban area subject to ambient noise levels from a variety of mobile and stationary sources. Therefore, the proposed project would not result in any new or more significant noise impacts than were described in the SPASP FEIR.

**Mobile Source Noise Impacts**

Motor vehicle noise emanating from nearby roadways and BART operations are the dominant noise sources 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 add trips to existing roadways in the project site vicinity and contribute to noise levels on roadways. The SPASP FEIR found that cumulative traffic noise levels, with or without implementation of the SPASP, are not anticipated to increase substantially along the roadways serving the Specific Plan area, and the project’s contribution to cumulative traffic noise level increases is calculated to be less than 1 dBA L_{dn} and with an estimated highest peak hour generation of 82 trips, the project would not on its own result in an increase to future ambient noise. Therefore, this impact is considered less-than-significant and there would no new or more severe impacts relative to the SPASP FEIR.

**Aircraft Noise**

The proposed project is not located within 2 miles of a public or private 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

SPASP Mitigation Measures 13-2 (Commercial Development Noise) (excluding requirement for further noise study), 13-3 (Construction Noise) and 13-4 (Construction Related Vibration) are relevant to this environmental topic and apply to the project. The mitigation measures will be imposed on the project through conditions of approval.

CONCLUSION

Pursuant to CEQA Guidelines Section 15168, the proposed project is consistent with the type and intensity of development analyzed in the SPASP FEIR. As such, the proposed project is within the scope of the SPASP FEIR. Moreover, pursuant to CEQA Guidelines Section 15162 and for this environmental topic, the project does not result in any new to new or more severe significant impacts, there has been no substantial change to the circumstances related to a significant environmental effect, and there is no 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 SPASP Program EIR was certified, that has become available.
3.14. POPULATION AND HOUSING:

Would the project:

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

Sources: San Pablo Avenue Specific Plan EIR.

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.

The proposed project would introduce 63 dwelling units and have a population size of approximately 159 people assuming full capacity and approximately 6,220 square feet of retail/restaurant space, which are consistent with what was anticipated by the Specific Plan and analyzed in the Specific Plan EIR. For these reasons, implementation of the proposed project would not result in significant impacts related to population and housing that were not addressed in the San Pablo Avenue Specific Plan EIR.

APPLICABLE MITIGATIONS

There are no mitigation measures for this topic in the SPASP FEIR.

CONCLUSION

Pursuant to CEQA Guidelines Section 15168, the proposed project is consistent with the type and intensity of development analyzed in the SPASP FEIR. As such, the proposed project is within the scope of the SPASP FEIR. Moreover, pursuant to CEQA Guidelines Section 15162 and for this environmental topic, the project does not result in any new to new or more severe significant impacts, there has been no substantial change to the circumstances related to a significant environmental effect, and there is no 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 SPASP Program EIR was certified, that has become available.

---

6 U.S. Census Bureau, El Cerrito, 2.52 persons per household, 2015-2019; (63 DU * 2.52 = 159)
### 3.15. PUBLIC SERVICES

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

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

a) Fire protection?  

b) Police protection?  

c) Schools?  

d) Parks?  

e) Other public facilities?  

Sources: San Pablo Avenue Specific Plan EIR.

### DISCUSSION

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

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

**APPLICABLE MITIGATION**

There are no mitigation measures for this topic in the SPASP FEIR.

**CONCLUSION**

Pursuant to CEQA Guidelines Section 15168, the proposed project is consistent with the type and intensity of development analyzed in the SPASP FEIR. As such, the proposed project is within the scope of the SPASP FEIR. Moreover, pursuant to CEQA Guidelines Section 15162 and for this environmental topic, the project does not result in any new to new or more severe significant impacts, there has been no substantial change to the circumstances related to a significant environmental effect, and there is no 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 SPASP Program EIR was certified, that has become available.
### 3.16. RECREATION

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

Sources: San Pablo Avenue Specific Plan EIR.

### DISCUSSION

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

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

### APPLICABLE MITIGATION

There are no mitigation measures for this topic in the SPASP FEIR.

### CONCLUSION

Pursuant to CEQA Guidelines Section 15168, the proposed project is consistent with the type and intensity of development analyzed in the SPASP FEIR. As such, the proposed project is within the scope of the SPASP FEIR. Moreover, pursuant to CEQA Guidelines Section 15162 and for this environmental topic, the project does not result in any new to new or more severe significant impacts, there has been no substantial change to the circumstances related to a significant environmental effect, and there is no 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 SPASP Program EIR was certified, that has become available.
### 3.17. TRANSPORTATION

<table>
<thead>
<tr>
<th>Would the Project:</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant Impact with Mitigation</th>
<th>Less Than Significant Impact</th>
<th>No New Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
<tr>
<td>b)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
<tr>
<td>c)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
<tr>
<td>d)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Result in inadequate emergency access?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
</tr>
</tbody>
</table>

Sources: San Pablo Avenue Specific Plan EIR; Fehr & Peers, 6115 Potrero Avenue - Draft Transportation Analysis, September 10, 2021.

### DISCUSSION

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

Several roadway improvements were delineated in the SPASP project area. Modifications can include, but are not limited to, landscaped bulb-outs at intersections, improved crosswalks, and widening of the median to provide a five-foot pedestrian refuge. A Transportation Impact Fee (TIF) program was approved by the City of El Cerrito in December 2018 to fund the multi-modal improvements identified in the SPASP and to determine fair share payment by development projects facilitated by the SPASP for the identified improvements. The project is subject to the mandatory fair share contribution codified at El Cerrito Municipal Code Chapter 4.54 and which facilitates implementation of the multi-modal improvements identified by the SPASP. Additionally, the project will construct frontage improvements along San Pablo Avenue and Potrero Avenue consisting of new sidewalk, amenity zone (e.g., bike racks), and street trees.

**Trip Generation**

Using the same trip generation methodology used in the SPASP FEIR, the transportation analysis conducted for the proposed project estimated that the proposed project would generate about 73 AM peak-hour and 82 PM peak-hour trips. Thus, the proposed project would not result in significant impacts related to project trip generation beyond those identified in the SPASP EIR.

**Vehicle Miles Traveled (VMT)**

The project does not generate sufficient peak hour trips to require an analysis of VMT. In addition, residential and mixed-use projects within ½ mile of an existing major transit stop (such as the El Cerrito BART Station) or
with stops along a high-quality transit corridor (such as the AC Transit lines on San Pablo Avenue) will have a less-than-significant impact on VMT.

**Vehicle Access**

The Project would provide vehicle access to the two-way driveway on Potrero Avenue leading to a two-way drive aisle within the parking garage.

The project-specific transportation analysis evaluates site access and circulation. The driveway accessing the parking garage on Potrero Avenue would provide adequate sight distance between vehicles entering and exiting the driveway, and pedestrians on the adjacent sidewalk. Vehicles parked on both sides of the Potrero Avenue driveway entrance may block sight distance between vehicles exiting the garage. Trees planted on both sides of the driveway may also affect visibility of exiting vehicles if the tree canopy is lower than six feet from the ground. Therefore, the transportation analysis recommends the following to ensure adequate sight distance for vehicles to avoid impacts with pedestrians on the adjacent sidewalk.

- Ensure that the project driveway on Potrero Avenue would provide adequate sight distance between exiting vehicles and pedestrians on the adjacent sidewalk on either side of the driveway.
- Ensure that on-street parking and trees on the east side of the project driveway on Potrero Avenue would not restrict sight distance for exiting vehicles by providing at least 20 feet of red curb on the east side of the driveway and ensuring that the tree canopies are higher than six feet from the ground.

The City and applicant have agreed to the incorporation of these recommendations into the project through the imposition of conditions of approval. Therefore, with implementation of those recommendations, the project will not substantially increase hazards due to a geometric design feature.

**Bicycle Parking, Access, and On-Site Circulation**

Section 2.05.08.04 of the SPASP Form-Based Code requires bicycle parking for residential and commercial uses. The Project would consist of 63 residential units and 6,220 gross square feet of commercial space. Therefore, the project requires 95 long-term bicycle parking spaces and seven short-term bicycle parking spaces. The Project would provide 97 enclosed long-term bicycle parking spaces in a secured room on the ground level accessible via the garage driveway. This would provide 85 spaces for resident parking and 2 for commercial parking. The project provides 12 short-term bicycle parking spaces in the form of bicycle racks along the project frontages on Potrero and San Pablo Avenues. Eight racks satisfy the residential use requirement and four satisfy the commercial use requirement. The project meets the City requirements.

**Pedestrian Access and On-Site Circulation**

Pedestrians would access to the building via the lobby entrance along Potrero Avenue and the commercial frontage on San Pablo Avenue. The residential lobby entrance would provide direct access to the staircase and elevator. Pedestrian access between the parking garage and the building would be provided by one lobby entrance in the parking garage. The SPASP Form-Based Code (2.04.02) requires a minimum pedestrian zone of eight feet and a minimum amenity zone of four feet on all sidewalks along Potrero Avenue. Along San Pablo Avenue, the Code requires a minimum pedestrian zone of eight feet and a minimum amenity zone of six feet. The project conforms to these development standards. There are also two five-foot wide corridors along the sides of the building that provide secondary or emergency access to the building.
Transit Access

AC Transit provides bus service near the project site with bus stops at the El Cerrito BART Station, approximately one tenth of a mile from the project site. The bus stops at the BART station provide bus shelters and benches, as well as BART station amenities such as bicycle parking. The project site is well served by transit and there would be no conflicts from the proposed project to existing or planned transit facilities.

APPLICABLE MITIGATION

SPASP Mitigation Measures 16-1 (Cumulative Traffic Impacts) is relevant to this environmental topic. However, based on the vehicle trips generated by the proposed project, the mitigation measure is not applicable.

CONCLUSION

Pursuant to CEQA Guidelines Section 15168, the proposed project is consistent with the type and intensity of development analyzed in the SPASP FEIR. As such, the proposed project is within the scope of the SPASP FEIR. Moreover, pursuant to CEQA Guidelines Section 15162 and for this environmental topic, the project does not result in any new to new or more severe significant impacts, there has been no substantial change to the circumstances related to a significant environmental effect, and there is no 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 SPASP Program EIR was certified, that has become available.
3.18. UTILITIES AND SERVICE SYSTEMS

Would the Project:

<table>
<thead>
<tr>
<th>Potentially Significant Impact</th>
<th>Less Than Significant Impact with Mitigation</th>
<th>Less Than Significant Impact</th>
<th>No New Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>c) 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?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>g) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
</tr>
</tbody>
</table>

Sources: San Pablo Avenue Specific Plan EIR.

DISCUSSION

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

The SPASP FEIR concluded that development associated with the SPASP would result in less-than significant impacts on utilities and service systems, including wastewater treatment, stormwater drainage, and solid waste disposal. However, the SPASP FEIR determined that the wastewater and storm drainage infrastructure systems would require improvements, including the upgrading of existing deficiencies, in order to accommodate new development facilitated by the SPASP. The SPASP FEIR provided recommendations and design considerations for proposed infrastructure improvements. The construction of the project-related utility infrastructure would be temporary and would occur within existing public rights-of-way, City property, a project development site, or private property subject to a municipal easement.

The Stege Sanitary District (SSD) provides wastewater service to users along San Pablo Avenue, including the project site. This project is subject to the San Pablo Avenue Sewer Capacity Improvement Fee Program imposed and administered by the SSD. This fee is used by SSD to fund capacity improvements brought about by new development such as the proposed project.

The increase in commercial intensity 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**

There are no mitigation measures for this topic in the SPASP FEIR.

**CONCLUSION**

Pursuant to CEQA Guidelines Section 15168, the proposed project is consistent with the type and intensity of development analyzed in the SPASP FEIR. As such, the proposed project is within the scope of the SPASP FEIR. Moreover, pursuant to CEQA Guidelines Section 15162 and for this environmental topic, the project does not result in any new to new or more severe significant impacts, there has been no substantial change to the circumstances related to a significant environmental effect, and there is no 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 SPASP Program EIR was certified, that has become available.
3.19. WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

<table>
<thead>
<tr>
<th>Potentially Significant Impact</th>
<th>Less Than Significant with Mitigation</th>
<th>Less than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Substantially impair an adopted emergency response plan or emergency evacuation plan?</td>
<td>□</td>
<td>□</td>
<td>□</td>
</tr>
<tr>
<td>b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?</td>
<td>□</td>
<td>□</td>
<td>□</td>
</tr>
<tr>
<td>c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?</td>
<td>□</td>
<td>□</td>
<td>□</td>
</tr>
<tr>
<td>d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?</td>
<td>□</td>
<td>□</td>
<td>□</td>
</tr>
</tbody>
</table>


DISCUSSION

The SPASP area is not located within an area of State (Calfire) Responsibility and is not with located in or adjacent to a very high or high fire hazard areas. The SPASP FEIR also identifies that the Specific Plan Area is not located within the vicinity of a wildfire hazard or within a Wildland-Urban Interface (WUI). The closest VHFSZ is located approximately 0.5 miles to the east.

CONCLUSION

The area of the SPASP (and the proposed project) are not located within the VHFSZ or in an area of State responsibility.

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4. REFERENCE DOCUMENTS

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

1) Studio KDA, Potrero - 6111, 6115 Potrero Avenue / 11335 San Pablo Avenue, El Cerrito, CA 94530, project plan set, dated February 11, 2021.

2) Rhoades Planning Group, Resubmittal Statement, March 26, 2021.


4) Ninyo & Moore, Phase I Environmental Site Assessment Report, 11335 and 11341 San Pablo Avenue and 6111, 6115-6119 Potrero Avenue, El Cerrito, CA, July 17, 2019.

5) Ninyo & Moore, Phase II Environmental Site Assessment Report, 11335-11341 San Pablo Avenue, 6111 Potrero Avenue and 6115-6119 Potrero Avenue, El Cerrito, CA, November 27, 2019.


