



AGENDA BILL

Agenda Item No. 7(B)

Date: February 5, 2019
To: El Cerrito City Council
From: Melanie Mintz, Community Development Director
Sean Moss, Acting Planning Manager
Yvetteh Ortiz, Public Works Director/City Engineer
Subject: San Pablo Avenue Specific Plan Update

ACTION REQUESTED

Receive presentation regarding implementation of the San Pablo Avenue Specific Plan, provide staff feedback on the proposed update, and direct staff to update the Plan and Programmatic Environmental Impact Report.

BACKGROUND

In September 2014, City Council approved the San Pablo Avenue Specific Plan (Resolution 2014-52) and certified the Plan's Environmental Impact Report (Resolution 2014-50). The San Pablo Avenue Specific Plan ("Plan") guides the physical environment and character of San Pablo Avenue, supporting the vision to create a vibrant, walkable, sustainable, and transit-oriented corridor, and to attract new development and investment. The Plan includes two primary sections: the Form-Based Code, which regulates the buildings or the "built environment" and the Complete Streets Plan, which will improve traffic circulation and make San Pablo Avenue more welcoming to bicyclists, pedestrians, and transit users. The Plan directly implements the City's General Plan, Strategic Plan, Climate Action Plan and Economic Development Action Plan by promoting transit-oriented and infill development, stimulating investment on underutilized and vacant parcels, and reducing per capita vehicle miles traveled. The Plan was developed after several years of community input, development feasibility studies, and public hearings. Information about the Plan's development and links to the Plan and EIR can be found at www.el-cerrito.org/SPASP.

In addition to implementing local goals and objectives, the Plan also implements numerous state and regional goals to increase housing production near transit, including SB375, the *Sustainable Communities and Climate Protection Act of 2008* and *Plan Bay Area*. The Plan's alignment with regional and state goals has positioned the City to be able to receive grant support from outside agencies to support the Plan's ongoing implementation.

Private Development

Since 2014, the Plan has been implemented with considerable success. Sixteen new development projects have been or are currently being reviewed under the Specific Plan (“Plan”), ten of which have been approved to date. The approved projects represent 690 new residential units of various sizes and types, including 67 below market rate units, 3 new commercial spaces totaling 18,631 square feet, and 2 new live-work spaces. In addition to residences and commercial spaces, development projects contribute to development of the Specific Plan vision in other ways, including through the provision of new private, common and public open spaces; on-site public art or in lieu payments to the City’s 1% for Art Fund; and through the payment of newly adopted City Transportation Impact Fee (TIF) that will help fund the City’s planned multimodal transportation improvements. Regionally, the projects pay the West Contra Costa Unified School District (WCCUSD) Developer Fees to enable the District to invest to accommodate new students and the West Contra Costa Transportation Advisory Committee (WCCTAC) Subregional Transportation Mitigation Program (STMP) fee to fund West Contra Costa County transportation programs and projects. See **Table 1** below for a list of SPASP proposed and approved projects and *Attachment 1* for a summary of the projects’ attributes and characteristics (such as bedroom count, types of open space, onsite or in-lieu public art, amount of parking provided, etc.)

In addition to the sixteen new development projects, 29 additional projects have been reviewed under the Tier I Design Review Process, which provides administrative level design review for minor modifications to existing structures. This includes projects such as 24-Hour Fitness, Burgerim, Los Moles, Sola Salon, and others. (Attachment 2)

Environmental Impact Report

A key component of the adoption and success of the San Pablo Avenue Specific Plan was the preparation and certification of the Plan’s Program Environmental Impact Report (“EIR”). The EIR provides a comprehensive analysis of the potential environmental impacts of the Plan and facilitates a streamlined review of proposed projects that fit within the EIR development assumptions. Due to the success of the Plan, the development capacity assumed at the time the EIR was prepared (i.e., the number of units analyzed within the EIR) has nearly been met and new environmental analysis is needed to continue to provide a comprehensive environmental analysis of the Plan’s impacts and streamlined project review. The existing EIR evaluated 1,706 units and 243,110 net new square feet of commercial space. These figures included four anticipated projects that had been entitled prior to the adoption of the Plan, but had not yet been built, including Metro 510 (128 residential units; completed 2018), Ohlone Gardens (57 units; completed 2015) and Hana Gardens (63 units; completed 2018), and a still unbuilt project on Central Avenue in Richmond. Considering the aforementioned already entitled projects, the EIR provided capacity for 1,286 units to be reviewed and approved utilizing the streamlined review process provided by the EIR.

Projects utilize the EIR’s capacity at the time project applications are deemed complete, as it is at that time environmental review must be undertaken. Currently, given proposed, approved, under construction, and built projects that were evaluated within the EIR, there

Agenda Item No. 7(B)

are approximately 282 remaining residential units and 132,268 square feet of commercial remaining to be evaluated within the EIR. Some of this remaining capacity is already anticipated, such as projects initiated through the City’s sale or contemplated sale of former Redevelopment Agency properties at 1718 Eastshore for a hotel and on Potrero Avenue for a mixed use development, and projects seeking to be re-entitled, such as 10290 San Pablo Avenue, as noted in **Table 1**.

Table 1: LIST OF SAN PABLO AVENUE SPECIFIC PLAN EIR PROJECTS

See www.el-cerrito.org/MajorProjects for more information about individual projects and *Attachment 4* for a Map of Proposed, approved, under construction & completed projects.

Project	Residential Units	Commercial S.F.	Status	Notes
11795 San Pablo Ave (Wall Ave Studios)	130	3,695	Proposed	Subject to Inclusionary Zoning
11645 San Pablo Ave (Cutting Hotel)	-	80,060	Proposed	
10919 San Pablo Ave	90	2,998	Proposed	
921 Kearney Street	69	-	Proposed	
11965 San Pablo Ave (Baxter Creek)	144	-	Proposed	Density Bonus project
1755 Eastshore Blvd	629	3,150	Proposed	100% Below Market Rate. Project exceeds capacity of Plan EIR. Requires Project Specific Environmental Impact Report
10963 San Pablo Ave	50	3,000	Entitled	
11600-11690 San Pablo Ave (Mayfair)	223	8,893	Entitled	Includes 67 Below Market Rate units
11060 San Pablo Ave (Griffin)	173	-	Entitled	
10810 San Pablo Ave (Village at Town Center)	40	-	Entitled	
10290 San Pablo Ave	14	-	Entitled	Originally entitled for 14 units. A new application, subject to Inclusionary Zoning, has been submitted for 55 units. This will affect remaining capacity.
10192 San Pablo Ave	26	-	Entitled	
10135 San Pablo Ave	72	4,435	Entitled	
10167 San Pablo Ave (Avenue Lofts)	62	-	Entitled	

Agenda Item No. 7(B)

Project	Residential Units	Commercial S.F.	Status	Notes
5620 Central Ave (Central Ave Housing - City of Richmond)**	46	-		This project was initially entitled as 172 units but has been reduced to 46 townhomes. Its eventual numbers will impact the remaining development capacity. It was included in the SPASP EIR, but was not reviewed as a SPASP project, as it is in the City of Richmond.
10534 San Pablo Ave (Cinque Terre)	5	813	Under Construction	
10300 San Pablo Ave	32	-	Under Construction	
10848-10860 San Pablo Ave (Hana Gardens)	63	2,300	Completed	100% Below Market Rate
Southeastern Corner of El Cerrito Plaza (Metro 510/Creekside Walk)	128	-	Completed	Includes 15 Below Market Rate units
6431-6495 Portola Dr (Ohlone Gardens)	57	4,650	Completed	100% Below Market Rate
Total	1,424	110,844		
Specific Plan EIR Capacity	1,706	243,110		
Remaining Development Capacity	282	132,268		A number of projects may submit over the next several months that would utilize portions of the remaining capacity, including an approximately 80,000 sf hotel at 1718 Eastshore

Public Right of Way Improvements

Improvements to the public right of way, envisioned or required to take place as a part of the Specific Plan, will take place through a variety of methods, including to be built as a part of private development (i.e. improvements to the sidewalk and project frontage or transportation improvements directly needed to serve the project); to be funded through impact fees charged to private development (such as the City's newly adopted Transportation Impact Fee) or through public improvements funded by a combination of

sources, including grants and impact fees. See analysis below and Attachment 5 for information about the status of *Complete Streets* projects.

ANALYSIS

To continue to be able to streamline the processing of applications for development in the Specific Plan area within a programmatic framework, the Plan and the EIR would be updated to analyze the potential environmental impacts of more development of all types contemplated in the Specific Plan. As discussed above, staff has kept track of the remaining units and commercial square footage available to be reviewed utilizing the current EIR. There are currently approximately 282 residential units remaining that may be analyzed using the existing EIR. This represents approximately one large or two to three medium-sized projects. In order to facilitate continued investment, and the realization of the City's goals as described above, City staff applied for and was awarded a Priority Development Area Planning grant from the Metropolitan Transportation Commission for \$308,000 to prepare additional environmental review and evaluate necessary minor updates and amendments to the Plan. Staff will return to the City Council to enter into a professional services agreement with a consultant to complete the project.

Plan Amendments

In addition to preparing additional environmental review, staff would like to consider and propose minor amendments to the Plan. Since the Plan's adoption, numerous projects have been submitted for review and approved. Overall, the Plan has resulted in a variety of residential unit types, new commercial spaces, public art and open spaces. (See Attachment 1) Through implementation and ongoing evaluation of the Plan, review of projects, and feedback from applicants, the public, Design Review Board and Planning Commission, staff has identified a number of focus areas in the Form-Based Code (FBC) to consider updating (Attachment 3 provides a summary of Focus Areas under consideration). If the City Council directs staff to proceed with an update, staff will conduct additional public and stakeholder workshops and study sessions with the Planning Commission and Design Review Board to develop the update.

EIR Process

An EIR update requires approximately one year to complete. The type of update is still to be determined, e.g. amendment or subsequent EIR, and will be determined through initial analysis with the environmental consultant. Project applications submitted after development capacity under the current EIR has been exhausted would need to undergo their own environmental review. Although the development horizon within the current EIR is 2040, the EIR noted that "when and if these numbers are reached, regardless of the year they are reached, new environmental analysis, documentation and determination pursuant to CEQA would need to be conducted." Having a program EIR has been a key ingredient to the Plan's success, as it streamlines project review (reducing both time and cost) by allowing individual projects to complete environmental review which 'tiers' off the program EIR. It also allows for a comprehensive environmental review of development in the Plan area that is further augmented by project-specific analysis as projects are submitted.

Updating the environmental analysis will require generating the next round of development assumptions. The previous EIR utilized a combination of Association of Bay Area Government projections, entitled and planned projects and City generated projections, based upon known opportunity sites (such as Mayfair), project sites for which the City had received inquiries, and historical development, which had been little at the time. A similar process will be undertaken as the new analysis is generated. At this time, due to conversations with BART, staff anticipates including development of the El Cerrito Plaza BART property and studying the corridor for other opportunities. Development of the updated EIR will include a public scoping session, special studies, circulation and review of a draft EIR and circulation and review of the final EIR.

Complete Streets Update

Since the San Pablo Avenue Specific Plan was under development, City staff has been seeking out opportunities to implement the anticipated San Pablo Avenue Complete Streets improvements including applying for and securing funding and developing designs for projects in several segments of the Plan area as described below and Attachment 5.

Midtown Improvements

Over the past couple of years, Fehr & Peers Transportation Consultants and City staff have been further evaluating design concepts and conducting community and agency stakeholder outreach to develop a preliminary design for pedestrian crossing improvements, a new bikeway, and bus islands in the Midtown (Potrero Avenue to Lincoln Avenue) section of San Pablo Avenue.

Because Midtown includes the widest section of San Pablo Avenue, the Specific Plan proposed separated bike lanes and identified buffered bike lanes as an option based on major costs, operations, and maintenance constraints. We have encountered these types of constraints and anticipate moving forward with a preliminary design for a buffered bike lane. The preliminary design will be incorporated into the Specific Plan Update and will also enable City staff to prepare competitive grant applications for detailed design and construction of the improvements.

Uptown (del Norte) Improvements

City staff has secured funding, including grants and developer fees, to design and construct the El Cerrito del Norte Transit-Oriented Development (TOD) Complete Streets Improvements Project. The project limits span several streets around the BART Station including San Pablo Avenue, Eastshore Boulevard, Hill Street, Cutting Boulevard, and Knott Avenue. Project elements include new signalized crossings for pedestrians, new bicycle lanes, conversion of one-way to two-way streets and corresponding reduction in turning lanes for improved vehicle flow, signalization changes, and signing, landscaping and lighting enhancements. Staff anticipates beginning the Caltrans project development process in Fall 2019, with design, public outreach and permitting occurring through 2021 and construction beginning in 2022.

Funding

City staff has been working to identify funding to fully implement all of the San Pablo Avenue Complete Street improvements. Available funding sources include grants, developer contributions, the West County Subregional Transportation Mitigation Program fee, and the recently adopted El Cerrito Transportation Impact Fee.

STRATEGIC PLAN CONSIDERATIONS

Update of the EIR and Specific Plan will continue to implement the Goals and Objectives of the City's Strategic Plan, including:

Goal B: Long Term Financial Sustainability: Attract and maximize opportunities for new/expanding businesses

Goal C: Deepen a Sense of Place and Community Identity: Reimagine underdeveloped and underutilized properties and encourage use of alternative modes of transportation

Goal F: Foster Environmental Sustainability: Implement the City's Climate Action Plan and reduce vehicle-miles traveled through improved transit-oriented form

ENVIRONMENTAL CONSIDERATIONS

There are no environmental considerations associated with this action. As stated in this report, the project includes additional environmental review related to the San Pablo Avenue Specific Plan. The additional environmental document will return to the City council for consideration at a later date.

FINANCIAL CONSIDERATIONS

The cost of the update includes the costs of preparing an Environmental Impact Report and associated General Plan and Zoning Ordinance update. A \$308,000 MTC Priority Development Area Planning grant will fund \$308,000 of the update. The grant requires a 12% match which can include staff time and was contemplated and is included in the Community Development Department's adopted operational budget. Additional professional services will be required to assist with the update which will also be provided through the Department's adopted budget. Staff will return to Council to award a professional services contract for completion of this effort. The City's adopted Fee Schedule includes a Specific Plan Maintenance Fee of \$200 per residential unit and \$0.18 per new non-residential square foot to help fund efforts such as this one. The majority of the Plan's needed maintenance has currently been funded by grants.

LEGAL CONSIDERATIONS

The staff recommendation has been reviewed by City Attorney and there are no legal implications.

Reviewed by:



Karen Pinkos
City Manager

Attachments:

1. Summary of Specific Plan Project Attributes
2. Tier I Projects
3. SPASP Focus Areas
 - a. Zoning Administrator Interpretation: Daylight Plane
 - b. Zoning Administrator Interpretation: Cross Jurisdictional Boundaries
4. San Pablo Avenue Corridor: Proposed, Approved, Under Construction and Completed Projects (Map)
5. Complete Streets Update

Location	Approved or Active	Number of Units	Type of Project	Reason for Tier IV	Tier IV Public Benefits	Commercial Required?	New Commercial SF	Average Unit Size	Public Art?	Public Open Space Sq Ft	Open Space Notes	Open Space In-Lieu Amount	Res. Parking Ratio	Req Res Parking Ratio	Comm. Parking Spaces	Affordable Units	Market Rate Units
10963 San Pablo	Approved	50	Tier II	N/A	N/A	No	2,989	788	On-Site	1,427	Public = Plaza along Jefferson Common = roof decks	\$14,471	0.68	1.50	N/A	0	34
10810 San Pablo Ave	Approved	40	Tier IV	-Shadows cast to the east -Allowed frontage type along Neighborhood St -Ground floor ceiling height & frontage type -Front encroachment above ground floor on Neighborhood St -Two driveway approaches on a Neighborhood St	-\$75,000 toward bike racks on San Pablo Ave and Centennial Park improvements	No	-	752	In-Lieu	5,400	Common = roof deck	N/A	0.80	1.50	N/A	0	40
11600/11690 San Pablo	Approved	223	Tier IV	-Building height exceeds 65 feet -Buildings cast shadows onto N and E Neighborhood Sts but not residential districts -Driveway widths exceed 20 feet on Neighborhood St -Building lengths along San Pablo Community St and Neighborhood St exceed 200 feet -Ground floor transparency & frontage type Cutting Blvd not met	-67 units of Affordable Housing -501 square feet of additional public open space	No	8,894	693	On-Site	3,945	Public = Mid-block mew Common = courtyards and common porch	N/A	0.65	1.00	5	67	156
10167 San Pablo Avenue	Approved	62	Tier II	N/A	N/A	No	-	663	On-Site	In-lieu	Common = Outdoor terraces and roof deck	\$123,836	0.50	1.00	N/A	0	62
10300 San Pablo	Approved	32	Tier IV	-Does not conform w daylight planes -Does not provide required percent of shop frontage along Commercial Street	-\$50,000 contribution toward Centennial Park improvements	Yes	2 live-work units	1,094	On-Site	1,596	Public = public plazas at San Pablo/Eureka and Kearney/Eureka	N/A	1.00	1.00	N/A	0	32
10290 San Pablo	Approved	14	Tier II	N/A	N/A	No	-	1,000	In-Lieu	0		N/A	1.07	1.00	N/A	0	14
10192 San Pablo	Approved	21	Tier II	N/A	N/A	No	-	1,033	In-Lieu	In-lieu		\$80,274	1.05	1.00	N/A	0	21
10534 San Pablo	Approved	5	Tier II	N/A	N/A	No	813	840	In-Lieu	0	Common = Planter beds for urban farming	N/A	1.60	1.00	N/A	0	5
10135 San Pablo	Approved	72	Tier II	N/A	N/A	No	4,435	814	On-Site	2,334	Public = Pocket park/plaza. Common = sixth floor deck	N/A	0.57	1.00	4	0	72
11060 San Pablo	Approved	173	Tier IV	-Exceeds 55 ft height limit and proposes 69 ft -Casts shadow on Ohlone Greenway and adjacent parcels	-\$1 million contribution to affordable housing trust fund -\$700,00 toward complete street improvements -Publicly accessible Bike Stop	No	1,500	807	On-Site	6,427	Public = Two public plazas and a mid-block connection between San Pablo Ave and Ohlone Greenway. Common = courtyards and roof decks	N/A	1.07	1.50	N/A	0	173
11795 San Pablo Ave	Active	130	Tier II	N/A	N/A	Yes	3,695	494	On-Site	In-lieu	Common = Courtyards/decks	\$265,404	0.71		N/A	unknown	unknown
10919 San Pablo	Active	90	Tier IV	-Casts shadow onto residential parcel	Unknown	Yes	2,313	523	On-Site	1,570	Public = forecourt on San Pablo Private = balconies & patio space	\$6,120	0.87	1.50	N/A	0	85
11615/11645 San Pablo	Active	N/A	Tier II	N/A	N/A	No	80,060	N/A	On-Site	4,400	Public = Pocket park/plaza	N/A	N/A	N/A	90	0	0

Location	Approved or Active	Number of Units	Type of Project	Reason for Tier IV	Tier IV Public Benefits	Commercial Required?	New Commercial SF	Average Unit Size	Public Art?	Public Open Space Sq Ft	Open Space Notes	Open Space In-Lieu Amount	Res. Parking Ratio	Req Res Parking Ratio	Comm. Parking Spaces	Affordable Units	Market Rate Units
921 Kearney	Active	69	Tier II	N/A	N/A	No	-	625	On-Site	In-lieu	Common = Rooftop deck	\$128,808	0.74	1.50	N/A	0	69
11965 San Pablo	Active	144	Tier II	N/A	N/A	No	-	700	On-Site	4,363 (1,265 excess)	Common = Courtyard w petanque court and a roof deck. Public = Three public plazas Parcourse area.	N/A	0.52	1.00	N/A	10	136
1711 Eastshore	Active	629	Tier II	N/A	N/A	No	3,150	524	Undetermined	11,198		N/A	0.00	1.00	0	631	0
10192 San Pablo	Active	26	Tier II	N/A	N/A	No	-	1,022	In-Lieu	In-lieu		\$99,552	0.88	1.00	N/A	0	26
Totals	10	1780					24,094	772	11 Onsite 4 In-Lieu	36,870		\$703,994	0.8		99	708	925
							Plus Hotel & Live Work			4 in-lieu			W/O OSH SITE Included				

Tier I Design Review Approvals		
Project No.	Address	Description
PL14-0165	6495 Portola Dr	Minor façade modifications to DRB approval at Ohlone Gardens
PL14-0166	10770 San Pablo Ave	Signage for Batteries + Bulbs
PL14-0169	10042 San Pablo Ave	Signage for Noodles Fresh restaurant
PL14-0172	10810 San Pablo Ave	Exterior changes for conversion of office to residential unit at Village at Town Center
PL15-0030	6009 Potrero Ave	New exterior colors for Mira Vista Hotel
PL15-0056	9951 San Pablo Ave	Signage for Square One Yoga
PL15-0082	10602 San Pablo Ave	Signage for Exxon gas station
PL15-0098	11511-11565 San Pablo Ave	New exterior colors for Del Norte Marketplace
PL15-0102	10264 San Pablo Ave	Signage and outdoor seating area for El Mono restaurant
PL15-0118	11896 San Pablo Ave	Exterior modifications for Banana Leaf restaurant
PL15-0127	10330 San Pablo Ave	Exterior modifications to existing storefront
PL15-0128	10330 San Pablo Ave	Signage for Himalayan Grocery
PL15-0130	10612 San Pablo Ave	Signage for New MD Urgent Care
PL16-0044	7000 El Cerrito Plaza	New exterior colors and façade changes for Daiso
PL15-0061	10458 San Pablo	Signage, outdoor patio, and exterior modifications for McBear's Social Club
PL16-0063	10330 San Pablo Ave	Signage for Butler's Uniforms
PL16-0148	1503 S. 56th St	Modifications to telecom facility
PL16-0153	10203 San Pablo Ave	Exterior modifications to Idaho Apartments
PL16-0157	11545 San Pablo Ave	Exterior modifications for Ross
PL16-0158	10344 San Pablo Ave	Signage and mural for Mama's Shugga Shack
PL16-0163	10175 San Pablo Ave	Exterior modifications and signage for Popeye's restaurant
PL17-0003	11866 San Pablo	Exterior modifications for Brasil Bistro
PL17-0013	9999 San Pablo Ave	Signage for Mattress Firm
PL17-0030	6120 Potrero Ave	Exterior modifications and signs for Los Moles restaurant
PL17-0040	10602 San Pablo Ave	Car wash sign for Exxon gas station
PL17-0055	9937 San Pablo Ave	Exterior changes for outdoor seating area at Crown Bar
PL17-0061	10636 San Pablo Ave	Exterior changes and signage for 24 Hour Fitness
PL17-0062	9951 San Pablo Ave	New windows for existing commercial building
PL17-0066	5040 El Cerrito Plaza	Exterior modifications for MOD Pizza restaurant
PL17-0131	10203 San Pablo Ave	Exterior modifications and solar panels at Idaho Apartments
PL17-0145	739 Kearney St	Exterior modifications to convert garage to residential unit
PL17-0165	10064 San Pablo Ave	Exterior modifications and signage for Cigar Box Kitchen
PL18-0063	11181 San Pablo Ave	New awnings for existing commercial building
PL18-0067	11821 San Pablo Ave	Exterior modifications and new signage for McDonald's restaurant
PL18-0071	651 Kearney St	Exterior modifications to convert garage to residential unit
PL18-0122	6009 Potrero Ave	Solar panels at Mira Vista Hotel

San Pablo Avenue Specific Plan Update: Form Based Code Areas of Focus

Following are brief descriptions of items being considered by City staff for the upcoming San Pablo Avenue Specific Plan Update. The list has been generated based upon City staff's experience implementing the San Pablo Avenue Specific Plan, input from the Planning Commission, Design Review Board and the public. Additional items may be considered during the update process, and brought to the Planning Commission and City Council for review and consideration as a part of the adoption process.

Expand Commercial Requirements

Street Types: Prior to the adoption of the San Pablo Avenue Specific Plan ("Plan" or "SPASP"), commercial uses were required on the ground floor of all development along San Pablo Avenue, although very little commercial development had occurred in many years and economic indicators were poor for new development. Several economic studies commissioned by the City recommended a more strategic approach to the ground floor commercial requirement, e.g. focusing commercial requirements in "nodes" to create more pedestrian-oriented activity and to support transit-oriented development. Furthermore, studies confirmed that the city's initial path to economic development was to attract urban residential development. Currently, commercial uses are required for 50% of the ground floor frontage of projects located only on the *San Pablo Avenue Commercial* and *Major Commercial* Street Types. This requirement is contained in SPASP *Section 2.04.02.01* as a requirement that a minimum of 50% of the frontage on these street types utilize the 'Shop Front' frontage type. This is both to activate San Pablo Avenue and provide new commercial/retail opportunities. These commercial street types are located near the two BART stations, at the Stockton Avenue and Moeser Lane commercial nodes and along the portions of Fairmount Avenue, Stockton Avenue, and Hill Street that are within the San Pablo Avenue Specific Plan area. Although only currently required in those specific locations, commercial ground floor uses are allowed throughout the Plan area, and have been provided in several proposed and approved applications where not required. Eight projects have provided commercial space totaling 27,789 square feet plus a hotel and two live-work units.

As the Plan proceeds, and commercial/retail demand increases due to new nearby residences, staff has noted (and already experiences) a shortage of high quality commercial spaces for lease. In order to have a variety of commercial spaces available to retain and attract new businesses, and to promote walkability, staff would like to explore expanding and modifying the boundaries of where commercial ground floor requirements apply. Staff is currently contemplating expanding the requirements to add the blocks between Central and Eureka, Cutting Boulevard to Wall Avenue and expanding the Moeser "node" Commercial requirements to extend south to Waldo and north to Portola.

Commercial Priority Overlay Zone: Similarly, healthy commercial environments contain a variety of commercial uses and a range in the size and characteristics of commercial spaces. This variety provides spaces that meet the needs of a diverse range of

commercial tenants and allows cities to foster business diversity by attracting local, regional, and national businesses. San Pablo Avenue currently contains a mixture of small, medium and large commercial spaces. Staff is seeking to ensure that a variety of commercial spaces continues to comprise the landscape of San Pablo Avenue so that existing commercial tenants can remain and new tenants may be attracted to the City.

In an effort to ensure ongoing commercial diversity, staff would like to evaluate the establishment of a *Commercial Priority Overlay Zone* that would require a substantial amount of commercial uses on the ground floor of certain areas. These larger commercial requirements may be most suitable for areas adjacent to the Interstate 80, which tend to attract businesses that draw from a larger area and benefit from freeway visibility.

Daylight Plane and Shadow Standards

The shadow and daylight plane standards contained in SPASP *Section 2.05.02.02.03* have proved difficult to administer. As a result of confusion among these standards, the Zoning Administrator issued an interpretation on May 1, 2018. (Exhibit A) This interpretation was intended to clarify the application of the standards. Staff would like to reevaluate these standards in the Plan with the goal of further adding clarity and allowing the standard to be easily understood and consistently applied.

In addition, staff has heard input from members of the public regarding the massing and appropriate scale of development on the Neighborhood Streets street type, as defined in the SPASP. Adjusting the shadow and/or daylight plane standards to be more sensitive to the context of the Neighborhood Streets street type could address some of these concerns.

Finally, staff is in continuous conversation with the City of Richmond about how these standards should apply where the project cross jurisdictional boundaries and would like to formalize the process in the update. A Zoning Interpretation has been provided for this issue. (Exhibit B)

Design Review Process (SPASP Section 2.02.07)

Tier IV Design Review: The Plan provides for differing levels of design review. Tier IV is utilized for projects that vary from the Plan's standards, and thus allow for flexibility and allow the Planning Commission to evaluate the trade-offs and public benefits provided by the project. The Planning Commission has expressed that the Commission would like a clearer process to both qualitatively and quantitatively evaluate public benefits for Tier IV projects. Five projects, to date, have been reviewed utilizing the Tier IV process. (See Attachment 1 for a summary of the project's characteristics and the negotiated public benefits they provided). Staff would like to examine refinements to this process in order to provide the Commission with the tools necessary to evaluate public benefits and also to provide staff and applicants with a more clear direction regarding the adequacy of public benefits. As one modification, staff proposes to create a worksheet

for Tier IV projects that would ask applicants to place a value on each component of the public benefit which is proposed. This information, along with information regarding the qualitative value of the public benefit (e.g. activating the Ohlone Greenway) provided by staff would be presented to the Planning Commission to aid in the evaluation of the public benefit.

Tier III Design Review was intended as a process for substantial renovations to existing buildings, where opportunities to bring the site into better conformance with the Plan's objectives might arise. It differs from a Tier I Design Review, in that projects subject to Tier III are brought to the Design Review Board for review (rather than administrative review that is conducted by staff for Tier I projects) and more can be required in regards to site plan etc. The process currently applies to exterior renovations which exceed 50% of the appraised value of improvements on the property and to major additions and alterations to the exterior of existing buildings which significantly alter the visual character or function of a building. This process has not been utilized, to date. Additionally, it has been observed that the current Tier III Design Review process might provide applicants an incentive to reduce the value of improvements to avoid review by the Design Review Board. Finally, owners of property may not permit significant improvements to the entire site by a tenant, for example, despite the re-tenanting of their property requiring significant tenant improvements. Staff would like to reevaluate the Tier III Design Review process, and potentially modify the conditions under which it applies.

Submittal Requirements: The Design Review Board has expressed a desire to refine the submittal requirements for Design Review applications in order to achieve better quality submittals. Staff will study and propose refinements to the submittal requirements as a part of the Update.

Pre-Application Process: Currently, the Plan includes processes for community charrettes and pre-application review by the Planning Commission and/or Design Review Board. Staff has heard positive feedback from the Board, Commission, public and development community, in cases where project applicants have opted for, or agreed to, study sessions. Staff would like to discuss thresholds at which this might be a requirement. Additionally, the Commission has expressed some interest in requiring a process where the applicant would be required to meet with neighbors of a project prior to completion of an application. Staff would like to discuss the pros and cons of this approach further during the update.

Land Use Regulations (2.02.03)

The land use table (FBC Table 02) establishes which land uses are permitted as of right and with additional levels of review (e.g. an Administrative Use Permit) in each of the Plan's districts. Staff would like to reexamine the Specific Plan's land use table to ensure that land uses are permitted in locations that are consistent with other City goals, such as economic development and housing goals.

Street Standards

Major Commercial Street Standards: Currently, the public-right-of-way and front setback standards are the same on both San Pablo Avenue Commercial and Major Commercial street types. Generally, the Major Commercial Streets (Fairmount Avenue, Stockton Avenue and Hill Street) have a different character and profile than San Pablo Avenue. Additionally, the City has made significant investments in Fairmount Avenue streetscape improvements which have improved the appearance and usability of Fairmount Avenue, but which are not consistent with the right-of-way standards for Major Commercial Streets. Further incremental improvements, such as widening of sidewalks, may be desirable, while preserving much of the investment that has been made on Fairmount Avenue, yet some parcel sizes are small, often shallow. Staff would like to reevaluate the right-of-way and development standards along Major Commercial Streets to ensure that they are appropriately implementing the City's goals and achievable and feasible given the depths of smaller parcels.

Neighborhood Street Standards: Staff would like to reevaluate whether the development standards and building form requirements on Neighborhood Streets are adequate and appropriate and resulting in the type of development desired in established primarily residential neighborhoods.

Green Infrastructure

Public Works is currently working to develop a *Green Infrastructure Plan* which is anticipated for adoption in Summer 2019. *Green infrastructure* refers to the construction and retrofit of storm drainage to reduce runoff volumes, disperse runoff to vegetated areas, harvest and use runoff where feasible, promote infiltration and evapotranspiration, and use bioretention and other natural systems to detain and treat runoff before it reaches our creeks and San Francisco Bay. Green infrastructure facilities include, but are not limited to, pervious pavement, infiltration basins, bioretention facilities or "raingardens", green roofs, and rainwater harvesting systems. Green infrastructure can be incorporated into construction on new and previously developed parcels, as well as new and rebuilt streets, roads, and other infrastructure within the public right-of-way.. Consistent with the Green Infrastructure Plan Framework, approved by City Council (Resolution 2017-32), staff recommends incorporating references to the Green Infrastructure Plan into the Plan, and evaluating incentives and requirement to promote the development of green infrastructure as part of private development projects.

Open Space Standards (SPASP 2.05.06)

Projects larger than 25,000 square feet are required to provide 25 square feet of public open space for every 1,000 square feet of building area. Applicants are also permitted to apply to pay an in-lieu fee which assists the City in enhancing existing open spaces and creating new open spaces. Currently, 36,870 square feet of public open space has been provided (will be built) in the proposed/approved plans and \$703,993 in-lieu

payments will be paid at issuance of building permit. (Currently, an in-lieu fee has been implemented on an ad hoc basis at \$102/square foot . The fee was calculated based on land value estimates prepared for the City and open space fee studies prepared for communities in the area.) Staff has provided presentations to the Parks and Recreation Commission, Planning Commission and Design Review Board on how this open space requirement is applied and made consistent with adopted Plans such as the City's Urban Greening Plan and Parks and Recreation Facilities Master Plan (to be considered for adoption by City Council this year). City staff prioritizes the creation of new open spaces in areas where the Urban Greening Plan has identified opportunities (*Form-Based Code Figure 88*). The Parks and Recreation Facilities Master Plan currently under development has built upon the Specific Plan and Urban Greening Plan framework. Staff would like to continue to evaluate the open space standards again as a part of the proposed update to ensure that the requirements are adequate to result in the transformation of San Pablo Avenue into a more livable and attractive corridor and consistent with the Parks and Recreation Facilities Master Plan.

Inclusionary Zoning

Staff would like to reference the recently adopted Inclusionary Zoning Ordinance in the San Pablo Avenue Specific Plan so that the requirements are clear to applicants.

Parking

Currently, the Plan allows parking within a range by right (1 to 1.5 space per unit in the Transit Oriented Mid Intensity Mixed Use district and 0.5 to 1 space per unit in the Transit Oriented High Intensity Mixed Use district). Currently, for projects with lower parking ratios, the Zoning Administrator requires a parking study and additional Transportation Demand Management (TDM) measures. (See Agenda Bill *Attachment 1* for a summary of parking provided by projects and whether an additional Transportation Demand Management Plan was required.) City staff is currently working with the consultants Nelson/Nygaard to evaluate the most appropriate and effective TDM measures for the City's context and current phase of development. Staff would like to reevaluate and strengthen the TDM/parking modification process to make it clearer for applicants and the public and consider whether other parking modifications are needed.

Additional Items identified at Joint Study Session of Design Review Board and Planning Commission (January 16, 2019)

Light and Air Exposure to Units

Setback Requirements: Currently, the Plan does not have side or rear setbacks requirements from property lines (shadow and daylight plane standards can create additional setbacks, but are not setback requirements.) In the absence of setback requirements, the requirements of the Building Code prevail. The Design Review Board has expressed a desire to reevaluate setbacks standards to ensure that projects provide a desired amount of light and air to units when windows face property lines.

Courtyard / Common Open Space Requirements: The Design Review Board has expressed interest in evaluating requirements related to the dimension of courtyards which are internal to a project to ensure appropriate dimensions (length, width and height) to create usable open spaces and provide sufficient light and air to adjacent residential units.

Frontage Types

The Design Review Board has expressed a desire to reevaluate the frontage types required/allowed by the Form-Based Code to ensure that projects are achieving the street frontages envisioned by the Plan and that appropriate frontage types are being utilized in appropriate contexts.

Enhanced Technical Review

The Design Review Board has expressed to staff a desire for projects to have a more technical code analysis review, prior to DRB review of projects, in order to minimize revisions that are required during the Building Permit process. Staff would like to evaluate ways to include this review in the application process.



Memorandum

Date: May 1, 2018

To: Interested Parties

From: Margaret Kavanaugh-Lynch, Zoning Administrator

Subject: Interpretation of San Pablo Avenue Specific Plan Section of 2.05.02.02.06, Front and Upper Floor Setback along Neighborhood Street and Abutting Residential Districts.

And

Additional Direction Regarding All Development Sites Abutting Residential Districts in terms of Daylight Plane Establishing Setback Requirements for the Upper Floors of Buildings on Project Sites That Abut Residential Zoning Districts

EXECUTIVE SUMMARY

The purpose of this memorandum is to provide a Zoning Administrator interpretation of the development standard called out in Section of 2.05.02.02.06 of the San Pablo Avenue Specific Plan.

The heading of this section shall now read, "Upper Floor Setbacks for Buildings on Project Sites That Abut Residential Zoning Districts". The text of the section shall read, "On a project site that abuts a residential zoning district, any side of a building that faces an abutting residential zoning district shall not intercept a 45-degree daylight plane inclined inward starting from a height of 35 feet above existing grade at the setback line."

Height in this setting shall mean the top of the roof plate. Items such as parapets and other miscellaneous roof elements are not included in the height of a building for the purpose of implementing the daylight plane regulation.

Under the rule, as interpreted, if a project site abuts a residential zoning district on any side, then the proposed building shall not intercept a 45-degree daylight plane inclined inward starting from a height of 35 feet above existing grade at the setback line on any side of the building that faces an abutting residential zoning district.

Figure FBC 49, which is intended to illustrate this section of the Plan, should be disregarded until the City prepares a replacement figure.

BACKGROUND

The Title of Section of 2.05.02.02.06 states, “Front and Upper Floor Setback along Neighborhood Street and Abutting Residential Districts”. This language has been interpreted to mean that, if a development project is abutting a residential district and a Neighborhood Street (meaning both conditions are true), then the new building shall not intercept a 45-degree daylight plane inclined inward starting from a height of 35 feet above existing grade at the setback line.

However, the text of the section also states, “Buildings along neighborhood streets and buildings abutting residential districts shall not intercept a 45-degree daylight plane inclined inward starting from a height of 3 feet above existing grade at the setback line.” That text suggests that the daylight plane regulation would apply if either condition were true.

This internal contradiction has caused confusion regarding the meaning of the daylight plane section of the Specific Plan. Further, staff has identified instances where a residential district abuts a development project site on the site’s south or west side, and the Specific Plan is silent on this type of condition.

INTERPRETATION

Section of 2.05.02.02.06 is located in the Supplemental General Development Standards (2.05). The purpose of this chapter states, “These standards are intended to ensure development that employs context-sensitive design that strengthens a sense of place, ensures return on investment, encourages practical and market friendly development, enhances and humanizes the public realm, and positions the Avenue as an environmental and ecological destination of the Bay Area.”

The intent of the Shadow Standards (2.05.02.02) reads in part, “To minimize impacts of shadows on public right-of-ways and open space and adjacent residential lot through leveraging creative design solutions, establishing context sensitive setbacks and height guidelines.” The Plan increased the overall allowable height of buildings in the Plan area from 35 feet to 55/ 65 feet to facilitate the addition of housing within the Plan area. However, staff noted that there are places where these heights may not be context sensitive without some consideration of surrounding uses and districts already in place.

The Zoning Administrator concludes that the goal of the section in question is to offer guidance as to the proposed building and site layout related to the massing and height of new buildings based on their context. A significant part of their context is

their interaction with neighboring uses and zoning districts. It contains guidance by setting limits in both the casting of shadows and daylight plane implementation.

The first four of the sections address shadow impacts on:

- Existing neighboring residential uses,
- The Ohlone Greenway,
- Property past the curb line on sidewalks on the opposite side of Commercial streets to the north and east; and
- On commercial or mixed uses across Neighborhood streets.

The final section addresses limits to the daylight plane. The primary reason for focusing on the daylight plane is to address the massing of the new development in the Plan area as it relates to an existing residential zoning district immediately abutting it. When the Plan was drafted, staff felt that existing homes in a residential zoning district should reasonably expect that abutting buildings in adjacent districts will not extend up more than three stories before they step back at a 45% angle. One the main reasons for that expectation is that the zoning in effect before the Plan held that same development standard. The purpose for bringing this standard forward was to strike a contextual balance between existing residential districts and the new, taller height standards afforded in the Plan. Simply stated, the daylight plane allows for light and air to infiltrate to the existing residence located in a residential district.

It was not the intent of this section to extend that design detail to residences across streets that can be approximately 60 feet wide or greater. With these types of buffer distances, the massing itself becomes a much smaller concern, as light and air is easily able to enter into such an area. Once a street is located between a new development and a residence, shadow is a much more useful consideration for the existing resident. That is why both daylight plane and shadows are discussed separately in this chapter.

Finally, while researching this issue, it became apparent to the Zoning Administrator that the Plan was silent on the issue of residential zoning districts to the south and west of development projects. Therefore, this interpretation clarifies that this context sensitive design element is intended to serve residential zoning districts on all sides of a development project, in either El Cerrito or the City of Richmond.



Memorandum

Date: June 21, 2018

To: Interested Parties

From: Margaret Kavanaugh-Lynch, Zoning Administrator

Subject: Guidance regarding the setback of new development on project sites that either cross the jurisdictional boundaries of El Cerrito and Richmond or abut the jurisdictional boundary of the City of Richmond.

Scenario 1: Development sites that cross the jurisdictional boundaries of both El Cerrito and Richmond:

Any part of a development site in the City of El Cerrito that extends past the jurisdictional boundaries and into the City of Richmond and abuts a residential district in the City of Richmond, is strongly encouraged to observe a ten foot side and/or rear yard setback buffer along the portion of the development site which abuts the residential district.

In addition, the project may also be subject to any of the applicable components of the Shadow and Daylight Plane regulations as established in Section 2.05.02.02 of the San Pablo Avenue Specific Plan. It is noted that these standards are subject to Tier IV Design Review and may be lessened or relieved if the Tier IV Design Review findings can be made in respect to the development project.

The development project shall also be forwarded to the City of Richmond Planning for any additional comments. The staff of the two cities will work collaboratively to ensure that a reasonable design is identified.

Scenario 2: Development site that is wholly in El Cerrito and is immediately adjacent (abuts) the jurisdictional boundary of the City of Richmond. Exhibit B

Any development site in the City of El Cerrito that abuts the City of Richmond but does not extend across the jurisdictional boundary between the two cities shall be routed to the City of Richmond Planning for comments. The staff of the two cities will work collaboratively to ensure that a reasonable design is identified.

It may also be subject to any of the applicable components of the Shadow and Daylight Plane regulations as established in Section 2.05.02.02 of the San Pablo Avenue Specific Plan. However, these standards are subject to Tier IV Design Review and may be lessened or relieved if the Tier IV finding can be made in respect to the development project.



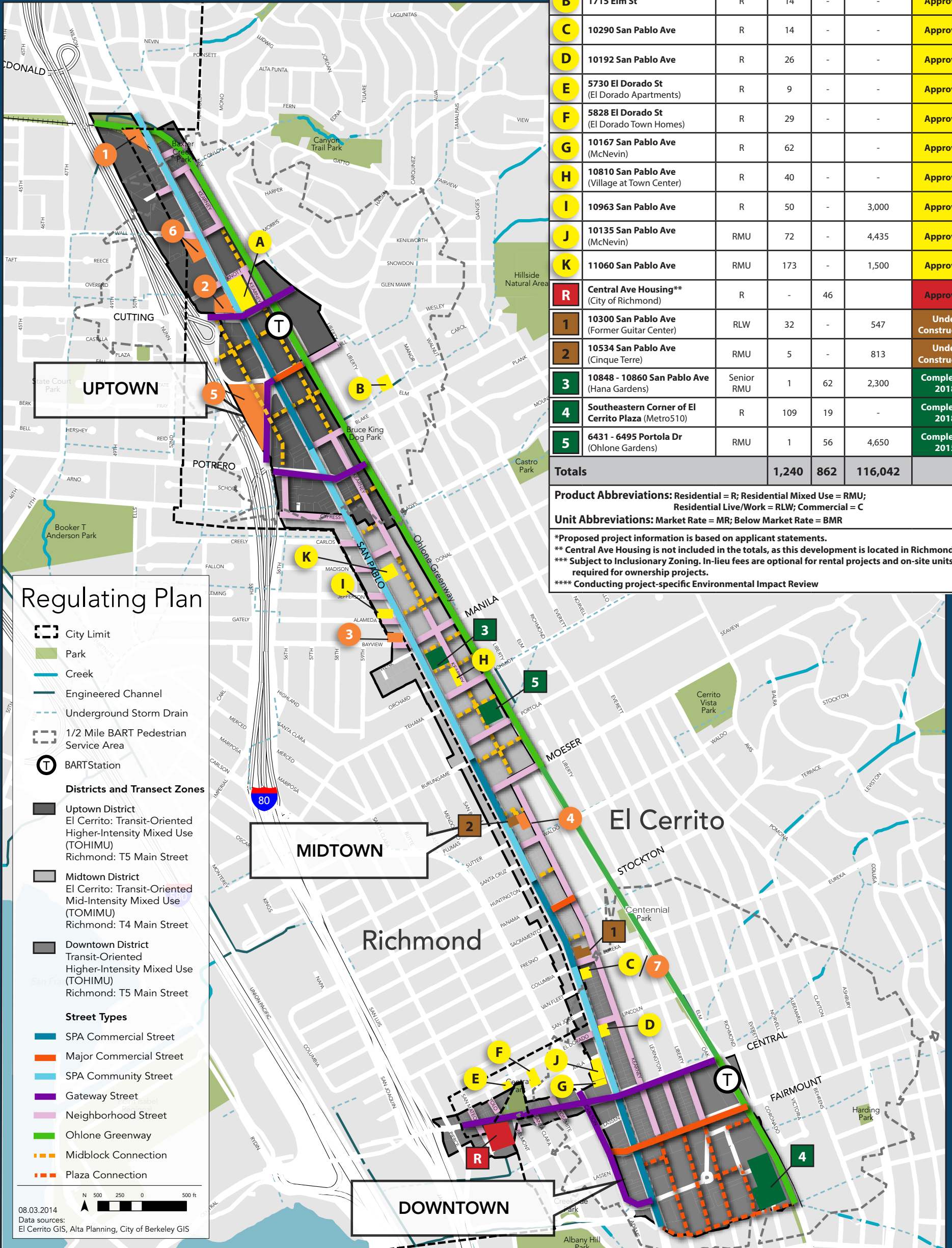
El Cerrito San Pablo Avenue Corridor, Major Projects:

Proposed, Approved, Under Construction, and Completed (as of 1/29/2019)

Key	Project	Product	Units		Commercial Space (SF)	Status
			MR	BMR		
1	11965 San Pablo Ave (Former Taco Bell)	R	136	10	-	Proposed*
2	11645 San Pablo Ave (Cutting Hotel)	Hotel (117 Rms)	-	-	80,060	Proposed*
3	10919 San Pablo Ave	RMU	90	-	2,998	Proposed*
4	921 Kearney Street	R	69	-	-	Proposed*
5	1755 Eastshore Blvd (Former OSH)	RMU	-	629****	3150	Proposed*
6	11795 San Pablo Ave	RMU	117	13***	3,695	Proposed*
7	10290 San Pablo Ave	RMU	49	6***	-	Proposed*
A	11600 - 11690 San Pablo Ave (Mayfair)	RMU	156	67	8,894	Approved
B	1715 Elm St	R	14	-	-	Approved
C	10290 San Pablo Ave	R	14	-	-	Approved
D	10192 San Pablo Ave	R	26	-	-	Approved
E	5730 El Dorado St (El Dorado Apartments)	R	9	-	-	Approved
F	5828 El Dorado St (El Dorado Town Homes)	R	29	-	-	Approved
G	10167 San Pablo Ave (McNevin)	R	62	-	-	Approved
H	10810 San Pablo Ave (Village at Town Center)	R	40	-	-	Approved
I	10963 San Pablo Ave	R	50	-	3,000	Approved
J	10135 San Pablo Ave (McNevin)	RMU	72	-	4,435	Approved
K	11060 San Pablo Ave	RMU	173	-	1,500	Approved
R	Central Ave Housing** (City of Richmond)	R	-	46	-	Approved
1	10300 San Pablo Ave (Former Guitar Center)	RLW	32	-	547	Under Construction
2	10534 San Pablo Ave (Cinque Terre)	RMU	5	-	813	Under Construction
3	10848 - 10860 San Pablo Ave (Hana Gardens)	Senior RMU	1	62	2,300	Completed; 2018
4	Southeastern Corner of El Cerrito Plaza (Metro510)	R	109	19	-	Completed; 2018
5	6431 - 6495 Portola Dr (Ohlone Gardens)	RMU	1	56	4,650	Completed; 2015
Totals			1,240	862	116,042	

Product Abbreviations: Residential = R; Residential Mixed Use = RMU; Residential Live/Work = RLW; Commercial = C
Unit Abbreviations: Market Rate = MR; Below Market Rate = BMR

*Proposed project information is based on applicant statements.
 ** Central Ave Housing is not included in the totals, as this development is located in Richmond.
 *** Subject to Inclusionary Zoning. In-lieu fees are optional for rental projects and on-site units are required for ownership projects.
 **** Conducting project-specific Environmental Impact Review



For more information on these development projects, visit www.el-cerrito.org/CommDev/MajorProjects or contact the Community Development Department at (510) 215-4362. For a copy of the San Pablo Avenue Specific Plan / Complete Streets Plan, visit www.el-cerrito.org/SPASP.

**San Pablo Avenue Specific Plan
Complete Streets Update
February 5, 2019**

Since the San Pablo Avenue Specific Plan was under development, City staff has been seeking out opportunities to implement the anticipated San Pablo Avenue Complete Streets improvements including applying for and securing funding and developing designs for projects in several segments of the Plan area as described below.

Midtown Improvements

In 2014, staff successfully applied for a Safe Routes to Transit grant from the Metropolitan Transportation Commission. The City was awarded \$100,000 to conduct further analyses, engineering and stakeholder engagement to develop a Complete Streets design plan for pedestrian improvements, a new bikeway, and bus islands in the Midtown (Potrero Avenue to Lincoln Avenue) segment of San Pablo Avenue. The preliminary design plan includes elements to make it safer and more comfortable for people walking, biking, and taking transit along San Pablo Avenue and to increase access to businesses, residences, and transit. The preliminary design plan will then enable the City to prepare competitive grant applications for detailed design and construction of the improvements. City staff initiated the design in 2015-2016 as part of an effort to apply for a State Active Transportation Program grant.

Over past year and a half, Fehr & Peers Transportation Consultants and City staff have been further evaluating design concepts and conducting community and agency stakeholder (Caltrans, AC Transit, ADA Advisory Working Group, Bike East Bay, and Police and Fire Departments) outreach for the following Complete Streets elements:

- Pedestrian Improvements - Flashing beacons at crosswalks where there are no pedestrian signals, curb bulbs to reduce crossing distances, and upgraded curb ramps where necessary to improve access for all users.
- New Bikeway – Separated bike lanes¹ or buffered bike lanes² for bicycle safety and to create more predictable interactions between people driving and biking.
- Bus islands - Buses will stop at bus islands in the travel lane, instead of pulling off to the side, to improve travel speed and reliability. The bike lane will be located behind the bus island to remove conflicts between buses and bicyclists.

¹ Caltrans Class IV - physically separated bicycle lane for increased comfort and protection of bicyclists. In this case, bike lane is located next to sidewalk and is protected by on-street parking

² Caltrans Class II bikeway - modified on-street bike lane with vehicle-side striped buffer for additional comfort and safety on higher speed and volume roads

Please see www.el-cerrito.org/transportationstudies for the community outreach materials.

With changes to off-street parking requirements and approved development in the Plan area, City staff understand how important it is to maintain and manage on-street parking on San Pablo Avenue and nearby side streets. The design will minimize loss of parking, but some parking will need to be removed near crosswalks and driveways for pedestrian and bicyclist safety. In addition, City staff is working on an on-street parking management strategy as will be presented at the February 5, 2019 City Council Meeting.

Because Midtown includes the widest section of San Pablo Avenue, the Specific Plan identified the opportunity for a new bikeway that will result in improved access and safer travel for bicyclists. The Specific Plan proposed separated bike lanes and identified buffered bike lanes as an option based on physical, operations and costs option based on major costs, operations, and maintenance constraints. We encountered these types of constraints with the design of the separated bike lanes, including providing accessibility at parking spaces, maintaining clearances for emergency vehicles, and providing and low stress bikeway design given frequency of driveways and offset intersections. State and federal design standards and best practices have been updated since we adopted the Specific Plan. Implementing separated bikeway with suitable widths for travel lanes, buffers, parking lanes, and medians at turn pockets that meet these standards and stakeholder requirements, would require both narrowing the median and widening the roadway (which means narrowing the sidewalks). Widening the roadway would require relocation of many utility structures, street lights, trees, and rain gardens, among other facilities. Due to these constraints, City staff anticipates moving forward with a preliminary design for a buffered bike lane and incorporating this into the Specific Plan Update.

Uptown (del Norte) Improvements

In 2017, staff successfully applied for two grants for the El Cerrito del Norte Transit-Oriented Development (TOD) Complete Streets Improvements Project: \$4.8 million in One Bay Area Grant (OBAG) Program federal funds and \$2.3 million in Contra Costa Transportation Authority (CCTA) Measure J Transportation for Livable Communities Program county sales tax funds. Additional project funding will come from developer fees as described below. The project includes engineering, environmental review, Caltrans permitting, design and construction of access, safety and circulation improvements for bicyclists, pedestrians, buses, and automobiles to support the El Cerrito del Norte BART Station and transit-oriented development. The project limits span several streets including San Pablo Avenue from Ohlone Greenway near the northern city limit to Potrero Avenue, Eastshore Boulevard from Potrero Avenue to San Pablo Avenue, Hill Street from San Pablo Avenue to Liberty Street, Cutting Boulevard from I-80 to Key Boulevard, and Knott Avenue from San Pablo Avenue to Key Boulevard. Project elements include new signalized crossings for pedestrians, new bicycle lanes, conversion of one-way to two-way streets and corresponding reduction in turning lanes for improved vehicle flow, signalization changes on San Pablo Avenue at

the intersections of Hill Street and Cutting Boulevard, and signing, landscaping and lighting enhancements. A significant portion of the project is on the State Route 123 segment of San Pablo Avenue, and therefore requires Public Works staff to engage Caltrans and follow its project development and approval process. Staff anticipates beginning this process in Fall 2019, with design development, public outreach and permitting occurring through 2021 and construction beginning in 2022.

Funding

City staff has been working to identify funding to fully implement all of the San Pablo Avenue Complete Street improvements, as well as, other pedestrian and bicycle improvements serving the Plan area. Funding sources include grants and developer fees as presented at the December 18, 2018 City Council Meeting for adoption of El Cerrito’s Transportation Impact Fee, the most recently developed funding source. The overall cost of the Transportation Impact Fee project list is estimated at approximately \$31.3 million. To complement Transportation Impact Fee revenues, the City anticipates \$21.8 million in funding from other sources, including \$7.2 million in grants that have already been secured for El Cerrito del Norte TOD Complete Streets Improvements Project, \$7.7 million in other grants and developer contributions through Specific Plan Tier IV projects; and \$7.0 million estimated from an update to the West County Subregional Transportation Mitigation Program fee administered by the West Contra Costa County Transportation Advisory Committee (WCCTAC) as shown below.

Funding Sources	Amount
El Cerrito del Norte TOD Complete Streets-Secured	
OBAG Program	\$4,840,000
CCTA Measure J Transportation for Livable Communities	\$2,312,000
Intergovernmental Grants (Future Applications) and Tier IV developer contributions	\$7,700,000
West County Subregional Transportation Mitigation Program Fee	\$6,983,000
El Cerrito Transportation Impact Fee	\$9,455,000
Total Funding	\$31,290,000

Future intergovernmental funding opportunities include various Active Transportation Programs, CCTA Measure J Transportation for Livable Communities and Pedestrian, Bicycle and Trail Facilities Programs, Safe Routes to School Programs, Regional Measure 2/3 Safe Routes to Transit Program, BART Measure RR, and Transportation Development Act (TDA) among others. City staff actively monitors these opportunities and will strategically apply for grants based on eligibility and scoring criteria and potential competitiveness of the project.