San Pablo Avenue Development & Complete Streets

VIRTUAL OPEN HOUSE
NOVEMBER 18, 2021
WWW.EL-CERRITO.ORG/SPASP
Agenda

- Introductions
- Zoom Guidance
- Survey/Poll
- Presentation and Q&A
  - Background: Goals, Vision & Approved Projects
  - Plan Update: Form-Based Code - Current Status and Update
  - Compete Streets: Current Status and Update
- Next Steps & Closing

WWW.EL-CERRITO.ORG/SPASP
City Staff:

§ Melanie Mintz, Community Development Director
§ Yvetteh Ortiz, Public Works Director
§ Sean Moss, Planning Manager
§ Aissia Ashoori, Housing Analyst (Facilitator)
Zoom Guidance

- Q & A opportunities following each section
  - Background
  - Plan Update
  - Complete Streets
- 3 minutes per speaker
- Use the raise hand button or *9 if calling by phone
- Facilitator (Aissia) will unmute you and mute when your time is up
- Q & A Box will remain active during the meeting

PUBLIC COMMENTS AND USING THE “RAISE HAND” FEATURE IN ZOOM WEBINAR

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OPENING POLL
Background
San Pablo Avenue

Imagine San Pablo Avenue as a grand boulevard stretching from Oakland to Hercules, with jewels of pedestrian-friendly and family-friendly mixed-use urban and distinctive neighborhoods along the way. The San Pablo Avenue of the future will include a diverse range of housing, business, service, recreational, educational, transportation and civic opportunities with distinct nodes of activity in each city connected by an attractive, multi-modal world class boulevard.

- Loni Hancock
- Former State Assemblymember/State Senator
Background

2007 Richmond/El Cerrito San Pablo Avenue Specific Plan
- Framework/Vision, Community Engagement

2006/2011 Economic Development Studies
- Key Opportunity: Pursue high quality, dense residential as key strategy to also bolster commercial activity
- Analysis & Key Findings: Increase height, Reduce parking, Allow ground floor residential

2013 City Strategic Plan
- Long-term financial sustainability: Maximize opportunities for existing and expanding business
- Deepen Sense of Place: Develop a vision for underdeveloped properties that encourage investment and/or new development

2013 Climate Action Plan
- Key community strategy: Reduce Per Capita Vehicle Miles Traveled (VMT) through more compact, higher density infill near transportation

2014 San Pablo Avenue Specific Plan & Complete Streets Plan
- Form Based Code (Urban Design, Public Realm, Pedestrian Nodes, Development Certainty)
- Complete Streets (Vehicle, Transit, Pedestrian, Bicycle, reStreets)
- EIR
Objectives

**Economic Development**: New Commercial Spaces, Increased Foot-Traffic & Customer Base; Increase Property Value/Revenue

**Climate Action Goals**: Reduce per capita Vehicle Miles Traveled (VMT) and GHG Emissions through Infill Development Near Transit

**Housing**: Meet City’s Regional Housing Needs Allocation (RHNA) for all income levels

**Sense of Place**: Attract pedestrian activity to key activity "nodes", reinforce assets (e.g. Ohlone Greenway), project design/public realm

**Complete Streets**: Elevate transit, pedestrian and bicycle infrastructure; reStreets
Dozens of new housing laws signed in last four years

**Housing Production/Density**

Streamlining Approval

No Downzoning

Low Parking Ratios in Transit Priority Areas

**SB 35 (2017):** Streamlined approval for jurisdictions not meeting their RHNA

**SB167 (2017):** Housing Accountability Act

**SB 330 (2019):** Housing Crisis Act (Streamlining)

**AB 2923 (2018):** BART Transit Oriented Development

**AB 1763 (2019):** Affordable Housing Density Bonus Law

**City Inclusionary Zoning (2018):** 12% Moderate Income for For Sale Housing over 10 units; 5% Moderate and 5% Low for Rental Housing over 9 units or though in-lieu fees to the Affordable Housing Trust Fund
BACKGROUND: AGE OF HOUSING UNITS

<table>
<thead>
<tr>
<th>Year Range</th>
<th>Number of Market Rate Units</th>
<th>Number of Affordable Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pre-1939</td>
<td>1,478</td>
<td>0</td>
</tr>
<tr>
<td>1940-1949</td>
<td>2,905</td>
<td>0</td>
</tr>
<tr>
<td>1950-1959</td>
<td>2,798</td>
<td>0</td>
</tr>
<tr>
<td>1960-1969</td>
<td>1,296</td>
<td>0</td>
</tr>
<tr>
<td>1970-1979</td>
<td>1,459</td>
<td>0</td>
</tr>
<tr>
<td>1980-1989</td>
<td>0</td>
<td>392</td>
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<tr>
<td>1990-1999</td>
<td>0</td>
<td>317</td>
</tr>
<tr>
<td>2000-2009</td>
<td>0</td>
<td>308</td>
</tr>
<tr>
<td>2010-2014</td>
<td>8</td>
<td>24</td>
</tr>
<tr>
<td>2015-2018</td>
<td>0</td>
<td>109</td>
</tr>
<tr>
<td>2018-2018</td>
<td>137</td>
<td>8</td>
</tr>
<tr>
<td>*Post-2018</td>
<td>966</td>
<td>96</td>
</tr>
</tbody>
</table>

Legend:
- Blue bar: Number of Market Rate Units
- Orange bar: Number of Affordable Units
Results: To Date Since 2014

- Entitled: 19 projects; ~1,300 units
- Below Market Rate: ~204 units
- Built/Under Construction: 10 projects; 635 units
- New commercial spaces: 6-10 new commercial spaces plus 124-room hotel (Hampton Inn)
- New Public Open Space: 3/4 acre
- Open Space In Lieu Fees/Tier IV $1M
- Frontage Improvements: New Sidewalks, Green Infrastructure, Street Trees
- Public Art/Art In Lieu Fees: Onsite or 1% (up to $250,000) to Arts & Culture Commission
- Fees/Public Benefit: WCCUSD, Stege Sanitary, Subregional Transportation Mitigation Program, City Transportation Impact Fee (TIF)
Active Projects:  www.el-cerrito.org/majorprojects

www.el-cerrito.org/majorprojects
Questions & Answers
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- Stay muted
- Unmute

Press *9 to raise your hand.

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When it is your turn to speak, the host can call the last 4-digits of the phone number and prompt you to **unmute yourself**. This will be announced with an automated message stating “The host would like you to unmute your microphone, you can press *6 to unmute.”

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Specific Plan Update

FORM BASED CODE: CURRENT STATUS AND UPDATE
How the Plan Works

- Districts (Transit Oriented Higher-Intensity Mixed Use [TOHIMU], and Transit Oriented Mid-Intensity Mixed Use [TOMIMU])
- Land uses
- Regulation by Street Type
- Regulation by Frontage Type
- Other Standards (Signs, Open Space, Public Art, etc.)
How the Plan Works

- Districts (Transit Oriented Higher-Intensity Mixed Use [TOHIMU], and Transit Oriented Mid-Intensity Mixed Use [TOMIMU])
- Land uses
- Regulation by Street Type
- Regulation by Frontage Type
- Other Standards (Signs, Open Space, Public Art, etc.)
Development Progress

- To date, 1,464 units and 116,610 commercial s.f. have been approved and/or built.

- 108 Additional units and 6,143 commercial s.f. are in current permit pipeline.
Development Capacity

- RHNA requires cities to zone for number of housing units determined by State and regional agencies
- Program EIR prepared for SPASP
- EIR analyzed a development capacity of 1,706 units and 243,112 commercial s.f.

- Increase in development needed to continue SPASP’s success and accommodate RHNA and El Cerrito Plaza BART project
Update Focus Areas

▪ Commercial Requirements
▪ Street Standards
▪ Frontage Types
▪ Daylight Plane Standards (Light and Air)
▪ Refinements to Design Review Processes
▪ Open Space Standards
▪ Other Technical Cleanups
Public Meetings

- **January 16, 2019**: Special Joint Design Review Board and Planning Commission Study Session
- **February 5, 2019**: City Council Study Session
- **March 21, 2019**: Community Workshop
- **May 21, 2019**: Citizen Advisory Committee Meeting (CAC): El Cerrito Chamber of Commerce
- **July 27, 2019**: Community Workshop
- **July 29, 2019**: Special Joint Boards, Committees and Commissions Workshop
- **December 3, 2020**: Notice of Preparation Comments
- **March 31, 2021**: Special Joint Meeting of the Planning Commission and Design Review Board
Public Outreach

- Detailed information, including meeting materials, can be viewed at: www.el-cerrito.org/SPASPCurrent

- Series of meetings held between 2019 – 2021
  - City Council
  - Community Workshops
  - City Boards/Committees/Commissions
  - Stakeholders: Chamber of Commerce, Developers, East Bay Sanitary, etc.
  - Planning Commission
  - Design Review Board

- Additional meetings will be held this Winter

- Community participation and input is available throughout this process and during each phase.
Please visit [www.el-cerrito.org/SPASPCurrent](http://www.el-cerrito.org/SPASPCurrent) for past meeting materials and presentations.

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![Raise Hand](image)

*The host would like you to unmute*

Stay muted | Unmute

**Telephone**

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Complete Streets

OVERVIEW, DESIGN FEATURES, AND IMPLEMENTATION
Complete Streets Overview

- **Works** with Form-Based Code
- **Encourages mode shift** towards transit, pedestrians and bicyclists
- **Builds on recent investments** in streetscape infrastructure
- **Design a balanced and comfortable streetscape environment**
- **Welcome and accommodate** users with a range of needs
San Pablo Avenue today
Overarching Design Features

▪ Widen sidewalk for clear pedestrian path
▪ Add more and safer crosswalks
▪ Provide far-side bus islands
▪ Maintain the current number of travel lanes and reduce width
▪ Minimize the loss of on-street parking
▪ Add various types of bikeways
District Design Features

- **Downtown:**
  - Shared Bike Route as Gap Closure
- **Mid-Town**
  - Protected Bikeway and/or Buffered Bike Lanes
- **Uptown:**
  - Protected Bikeways, Bike Lanes, and Shared Routes
  - Vehicle Circulation Changes
Implementation

- Design Guidelines for Private & Public Improvements
- Incremental
  - Frontage Improvements by Private Development
  - Evaluation, Outreach, and Design Development by City
- Identify Funding (and Secured to Date)
  - Prior Development Contributions (~$500K)
  - City Transportation Impact Fees (~$700K)
  - West County Subregional Transportation Mitigation Prgrm (~ $1.2M)
  - Grants (~ $1.2M)
- Complete Projects

<table>
<thead>
<tr>
<th>Design Speed (Street Type)</th>
<th>Lane Width</th>
</tr>
</thead>
<tbody>
<tr>
<td>30-35 mph (SPA, Gateway) Through Travel Lane</td>
<td>12’ max.</td>
</tr>
<tr>
<td>30- 35 mph (SPA, Gateway) Through Travel Lane</td>
<td>10’ min.</td>
</tr>
<tr>
<td>25 mph (Major Commercial) Through Travel Lane</td>
<td>11’ max.</td>
</tr>
<tr>
<td>25 mph (Major Commercial) Through Travel Lane</td>
<td>10’ min.</td>
</tr>
<tr>
<td>25 mph (Neighborhood) Through Travel Lane</td>
<td>10’ min.</td>
</tr>
<tr>
<td>Turn Lane</td>
<td>9-10’</td>
</tr>
<tr>
<td>5 mph (Plaza Connections)</td>
<td>NA*</td>
</tr>
</tbody>
</table>
Midtown Design Development

Legend:
- Green Bike Lane Markings
- Concrete Buffer
- Landscape Area
- Hatched Painted Area with Vertical Delineators - See Detail "A"
- Existing Stop Sign
- Proposed Stop Sign Removal
- Existing Bus Stop
- Proposed Bus Stop Removal
- Proposed Bus Stop
- Centerline with Raised Channelizing Devices
- U-Turn Prohibited
- Existing Signal
- Proposed Signal Modification
- Proposed Signal
- Proposed Pedestrian Hybrid Beacon (PHB)

Consider same treatment as Walnut Avenue Intersection; add northbound left-turn lane, signalized intersection, and provide protected left-turn phase so that the U-turn movement can cross over the southbound bike lane.

Work with property owner to confirm if driveways are abandoned.
Transit, Circulation and Streetscape Improvements

- In-lane bus boarding islands on San Pablo Avenue and Cutting Boulevard
- Conversion of Cutting from San Pablo to BART Station from one to two-way for vehicles along with reduction in turning/auxiliary lanes on San Pablo from Cutting to Hill
- Modification of San Pablo/Hill/Eastshore intersection for inbound traffic only (no outbound traffic except for right-turns out) and traffic signal optimization
- Streetscape improvements, including pedestrian-level lighting, landscaping, signage, trash & recycling receptacles, benches and bike racks
New Protected & Enhanced Pedestrian Facilities

▪ New Complete Crosswalks on San Pablo at Cutting, Hill & Knott
▪ New Pedestrian Hybrid Signals on San Pablo/Wall and Cutting/Peerless
▪ Traffic calming and flashing beacons for crosswalks at the I-80 on-ramps
▪ High-visibility continental striping with directional curb ramps
▪ Sidewalk improvements with curb extensions at selected locations

New & Enhanced Bikeways

▪ Protected Lane on San Pablo from Knott to Hill, Cutting and Eastshore
▪ Class II Bike Lane on San Pablo south of Hill
▪ Class III Bike Route on San Pablo north of Knott and remaining streets
▪ Protected Intersection Treatments on San Pablo at Cutting & Hill
Estimated Cost & Funding

- Total Cost: $13.25 Million
- Committed Funding: $9.67 Million
  - Federal One Bay Area Grant, $4.84 Million
  - Measure J Transportation for Livable Communities, $2.31 Million
  - City Transportation Impact Fee & Developer Contributions, $1.18 Million
  - SB1 Local Streets and Road Program, $147,000
  - WCCTAC Subregional Transportation Mitigation Program, $1,189,980
- Pending Funding: $3.58 Million
  - State Affordable Housing Sustainable Communities Application, $2.9 Million
  - Future City Transportation Impact Fees, $681,000
## Project Schedule

<table>
<thead>
<tr>
<th>Project Schedule</th>
<th>Start</th>
<th>End</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering</td>
<td>Jul 2019</td>
<td>Sep 2021</td>
</tr>
<tr>
<td>Caltrans Project Development Process</td>
<td>Oct 2019</td>
<td>Jan 2022</td>
</tr>
<tr>
<td>Project-Level CEQA Approval</td>
<td>Oct 2020</td>
<td>Nov 2021</td>
</tr>
<tr>
<td>Project-Level NEPA Approval</td>
<td>Oct 2020</td>
<td>Nov 2021</td>
</tr>
<tr>
<td>Final Caltrans Report &amp; Approval</td>
<td>Jul 2021</td>
<td>Jan 2022</td>
</tr>
<tr>
<td>Detailed Design (including Construction Documents)</td>
<td>Dec 2021</td>
<td>Sep 2022</td>
</tr>
<tr>
<td>Continued Stakeholder &amp; Community Outreach</td>
<td>Jan 2022</td>
<td>Jun 2022</td>
</tr>
<tr>
<td>Federal Authorization, Bidding &amp; Award</td>
<td>Dec 2022</td>
<td>Apr 2023</td>
</tr>
<tr>
<td>Construction</td>
<td>May 2023</td>
<td>May 2024</td>
</tr>
<tr>
<td>Open to the Public</td>
<td></td>
<td>June 2024</td>
</tr>
</tbody>
</table>
CLOSING POLL
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Questions & Comments

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WWW.EL-CERRITO.ORG/MAJORPROJECTS
WWW.EL-CERRITO.ORG/SPASPCOMMENTS
CONTACT US: COMMUNITY@CI.EL-CERRITO.CA.US