

Mayor
Carolyn Wysinger
Mayor Pro Tem
Gabe Quinto



Councilmembers
William Ktsanes
Lisa Motoyama
Rebecca Saltzman

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TUESDAY, MARCH 18, 2025

SPECIAL CITY COUNCIL MEETING (5:00 PM)

Hillside Conference Room - 10890 San Pablo Ave, El Cerrito

REGULAR CITY COUNCIL MEETING (6:00 PM)

Council Chambers - 10890 San Pablo Ave, El Cerrito

Closed Captions Available Via Zoom:

<https://us06web.zoom.us/j/88992852652?pwd=lvfRo761cTaK0LNfx5M5NFdOZUKEte.1>

Meeting ID: 889 9285 2652 Password: 407972 Dial in: 1-408-638-0968

View (Regular Meeting Only):

1. Cable T.V. Broadcast on KCRT Channel 28
2. Livestream Online at www.el-cerrito.org/CouncilMeetingMaterials

Accommodations: In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the City Clerk at 510-215-4305.

Notification 48 hours prior to the meeting will enable the City to make reasonable accommodations. Closed Captions available via zoom.

Conduct: This meeting shall be conducted pursuant to the El Cerrito [City Council Rules of Order and Procedure](#), including adjourning by 11:00 PM unless extended to a specific time determined by a majority of the Council.

Public Comments:

1. *In-person* by submitting a request to speak to the City Clerk.
2. *By Email* to cityclerk@ci.el-cerrito.ca.us identified in the subject line as **Public Comments – Agenda Item #.**

Written comments received by **2:00 p.m. the day of the meeting** will be provided to the City Council and posted [online](#) in advance of the meeting. Comments received after the deadline will be provided to the City Council and will be posted **after the meeting**.

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5:00 PM ROLL CALL - CONVENE SPECIAL CITY COUNCIL MEETING

- 1. CONSIDER AND TAKE ACTION ON ANY REQUEST FROM A COUNCILMEMBER TO PARTICIPATE IN THE MEETING REMOTELY DUE TO EMERGENCY CIRCUMSTANCES PURSUANT TO AB 2449**

- 2. ORAL COMMUNICATIONS FROM THE PUBLIC**

All persons wishing to speak should sign up with the City Clerk. Remarks are typically limited to 3 minutes per person and to items on the special meeting agenda only.

- 3. CLOSED SESSION CONFERENCE WITH NEGOTIATORS**

Pursuant to Government Code Section 54957.6

Agency Designated Representatives: Karen Pinkos, City Manager; Alexandra Orologas, Assistant City Manager; Shannon Bassi, Human Resources Manager; Glenn Berkheimer, Labor Negotiator; and Sky Woodruff, City Attorney.

Employee Organizations: Management/Confidential Employees; Police Employees Association (PEA); Public Safety Management Association (PSMA); Service Employees International Union (SEIU) Local 1021; and United Professional Firefighters Local 1230.

Contact: Sky Woodruff, City Attorney, City Management

- 4. ADJOURN SPECIAL CITY COUNCIL MEETING**

6:00 PM ROLL CALL – CONVENE REGULAR CITY COUNCIL MEETING

- 1. CONSIDER AND TAKE ACTION ON ANY REQUEST FROM A COUNCILMEMBER TO PARTICIPATE IN THE MEETING REMOTELY DUE TO EMERGENCY CIRCUMSTANCES PURSUANT TO AB 2449**

- 2. PLEDGE OF ALLEGIANCE TO THE FLAG OR OBSERVATION OF A MOMENT OF SILENCE**

- 3. TELECONFERENCE AND PUBLIC COMMENT INSTRUCTIONS**

- 4. COUNCIL/STAFF COMMUNICATIONS**

Reports of closed session, commission appointments and informational reports on matters of general interest which are announced by the City Council and staff.

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5. ORAL COMMUNICATIONS FROM THE PUBLIC

Remarks are typically limited to 3 minutes per person. The Mayor may reduce the time limit per speaker depending upon the number of speakers and may limit the total time for public comment to facilitate the completion of business on the agenda. Comments regarding non-agenda, presentation and consent calendar items will be heard first. Comments related to items appearing on the Public Hearing or Policy Matter portions of the Agenda will be heard prior to the City Council taking action on each item.

6. PRESENTATIONS

7. ADOPTION OF THE CONSENT CALENDAR

All items on the consent calendar shall be acted upon in one motion, unless a member of the City Council or staff request separate consideration.

A. The Rosie the Riveter/WWII National Historical Park's 25th Anniversary Proclamation

Action Proposed: Approve a proclamation recognizing the 25th Anniversary of Rosie the Riveter/WWII Home Front National Historical Park.

Contact: Holly M. Charléty, City Clerk, City Management

B. Monthly Disbursement and Check Register Report for February 2025

Action Proposed: Receive and file the Monthly Disbursement and Check Register Report for the month of February 2025.

Contact: Crystal Reams, Finance Director/City Treasurer, Finance Department

C. Annual Progress Report for the General Plan & Housing Element

Action Proposed: Receive and file the attached 2024 Annual Progress Reports on the General Plan and Housing Element.

Contact: Diego Romero, Associate Planner; Jeff Ballantine, Senior Planner; Sean Moss, Planning Manager; Aissia Ashoori, Housing-Economic Development Manager, Community Development Department

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D. Calendar Year 2022 and 2023 Contra Costa Transportation Authority Growth Management Compliance Checklist

Action Proposed: Adopt a resolution approving the Calendar Years 2022 and 2023 Growth Management Program (GMP) Compliance Checklist for allocation of Fiscal Years 2023-24 and 2024-25 Measure J, Local Street Maintenance and Improvement Funds by the Contra Costa Transportation Authority (CCTA).

Contact: A'shanti Coleman, Management Assistant; Yvetteh Ortiz, Public Works Director/City Engineer, Public Works Department

E. El Cerrito del Norte Transit-Oriented Development (TOD) Complete Streets Project, City Project No. C4014, Federal Project No. CML 5239(029) – Increase in Contract Change Order Approval Authority

Action Proposed: Adopt a resolution authorizing the City Manager to approve contract change orders in an additional amount of \$400,000 for the construction of the El Cerrito del Norte TOD Complete Streets Project, bringing the total change order approval amount to \$1,340,000.

Contact: Yvetteh Ortiz, Public Works Director/City Engineer, Public Works Department

8. PUBLIC HEARINGS

9. POLICY MATTERS

A. Dissolution of the El Cerrito Pension Board

Notice published 3/8/2025

Action Proposed: Introduce by title and waive any further reading of an ordinance to amend and restate El Cerrito Municipal Code Chapter 3.20 to dissolve the pension board due to inactive status of the El Cerrito Pension Fund.

Contact: Sky Woodruff, City Attorney; Holly M. Charlety, City Clerk, City Management

B. Annual Parcel Assessment for the National Pollutant Discharge Elimination System (NPDES) Program and Drainage Maintenance Activities for Fiscal Year 2025-26

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Action Proposed: Adopt a resolution establishing the annual parcel assessment for the National Pollutant Discharge Elimination System (NPDES) program and Drainage Maintenance activities at the current rate of \$38.00 per Equivalent Runoff Unit (ERU) and authorizing the Contra Costa County Flood Control & Water Conservation District to adopt Stormwater Utility Area (SUA) levies based on said amount for Fiscal Year (FY) 2025-26.

Contact: Christina Leard, Management Analyst III; Amelia Timbers, Operations & Environmental Services Division Manager; Yvetteh Ortiz, Public Works Director/City Engineer, Public Works Department

10. CITY COUNCIL LOCAL & REGIONAL LIAISON ASSIGNMENTS

Mayor and City Council communications regarding local and regional liaison assignments, committee reports, and any required reporting under AB 1234 for meetings (as defined by the Brown Act) attended at the public's expense.

11. ADJOURN REGULAR CITY COUNCIL MEETING

The next regularly scheduled City Council meeting is Tuesday, April 1, 2025 at 6:00 p.m.

12. SUPPLEMENTAL MATERIALS

The City of El Cerrito serves our diverse community by providing exceptional services that create a safe and resilient future for all.

EL CERRITO CITY COUNCIL PROCLAMATION
Recognizing 25th Anniversary of Rosie the Riveter/
WWII Home Front National Historical Park

WHEREAS, Rosie the Riveter/WWII Home Front National Historical Park was established in 2000 to honor and preserve the remarkable contributions of the millions of American women and men who worked on the home front during World War II; and

WHEREAS, for 25 years, this National Historical Park has served as a vital educational and historical resource, sharing the diverse stories of the courageous women who stepped into industrial roles, broke barriers, and shaped the future of the American workforce; and

WHEREAS, the park stands as a national symbol of resilience, determination, and the pursuit of equality, inspiring future generations to learn from the past and strive toward a more inclusive and equitable society; and

WHEREAS, through partnerships, public programs, and historical preservation, Rosie the Riveter/WWII Home Front National Historical Park has connected communities across the country with the enduring legacy of the home front workers; and

WHEREAS, 2025 marks the 25th anniversary of the park, offering a momentous occasion to reflect on its impact, celebrate its achievements, and reaffirm our commitment to honoring the contributions of all those who served on the home front during World War II.

NOW THEREFORE, the City Council of the City of El Cerrito does hereby proclaim 2025 as the 25th Anniversary of Rosie the Riveter/WWII Home Front National Historical Park and encourage all citizens to celebrate this landmark year with events, educational programs, and activities that pay tribute to the spirit and sacrifice of the home front workers.

Dated: March 18, 2025

Carolyn Wysinger, Mayor



AGENDA BILL

Agenda Item No. 7.B.

Date: March 18, 2025
To: El Cerrito City Council
From: Crystal Reams, Finance Director/City Treasurer, Finance Department
Subject: Monthly Disbursement and Check Register Report for February 2025

ACTION PROPOSED

Receive and file the Monthly Disbursement and Check Register Report for the month of February 2025.

BACKGROUND/ANALYSIS

California Government Code, Title 4. Government of Cities, Division 3, Part 3, Chapter 3, Section 41004 states, "Regularly, at least once each month, the city treasurer shall submit to the city clerk a written report and accounting of all receipts, disbursements, and fund balances. The city treasurer shall file a copy with the legislative body." In addition, the City's Comprehensive Financial Policy, Item 5.1 Accounting Standards indicates the City's accounting and financial reporting systems shall be maintained in conformance with all state and federal laws.

- Month ending February 28, 2025, reflecting 270 Accounts Payable General Warrant Nos. 92157 through 92426, 33 ACH/EFT transactions, and 590 payroll-related checks and EFTs for a grand total of \$5,755,147.39.

STRATEGIC PLAN CONSIDERATIONS

The City's Comprehensive Financial Policy, which includes ensuring policies, procedures, and systems represent best practices in financial management, is aligned with requirements referenced in California Government Code, Title 4, Chapter 3, Section 41004.

This action supports the [City's Strategic Plan Goal\(s\)](#) of:

- *High Performing Organization* by ensuring the City maintains a strong financial position and a high-performing organization where employees feel a sense of inclusion and belonging.

ENVIRONMENTAL CONSIDERATIONS

This section is not applicable to this agenda item.

FINANCIAL CONSIDERATIONS

There is no fiscal impact associated with acceptance of the Monthly Disbursement and Check Register Report.

LEGAL CONSIDERATIONS

This section is not applicable to this agenda item.

Reviewed by:

A handwritten signature in blue ink, appearing to read "Karen Pinkos", is written over a light blue rectangular background.

Karen Pinkos, City Manager

Attachments:

1. Monthly Payment Register February 2025

City of El Cerrito

Payment Register

From Payment Date: 2/1/2025 - To Payment Date: 2/28/2025

Number	Date	Status	Void Reason	Reconciled/ Voided Date	Source	Payee Name	Description	Transaction Amount
<u>Accounts Payable - Checks</u>								
<u>Check</u>								
92157	02/06/2025	Open			Accounts Payable	RICOH USA, INC	LEASE PAYMENT FOR MP C307 AT CORPYARD	\$1,591.71
92158	02/06/2025	Open			Accounts Payable	AMAZON CAPITAL SERVICES, INC.	ENGINE CHARGERS	\$114.64
92159	02/06/2025	Open			Accounts Payable	AVILA PROJECT MANAGEMENT	2025 ACCESS MODIFICATION DEC 24	\$3,375.00
92160	02/06/2025	Open			Accounts Payable	BERTRAND, FOX, ELLIOT, OSMAN & WENZEL LLP	PERSONNEL MATTER 01/01/2024 - 01/31/2024	\$17,436.25
92161	02/06/2025	Open			Accounts Payable	CALIFORNIA BUILDING STANDARDS COMMISSION	CBSC FEES FY2024 Q4	\$1,613.90
92162	02/06/2025	Open			Accounts Payable	CINTAS CORPORATION #054 UNIFORMS	COPY YARD UNIFORMS WEEKLY RENTALS	\$1,032.90
92163	02/06/2025	Open			Accounts Payable	DATA TICKET, INC.	BUILDING & SAFETY DEC 24	\$405.58
92164	02/06/2025	Open			Accounts Payable	EAST BAY - LEAGUE OF CA CITIES	MEMBERSHIP DUES 2025	\$300.00
92165	02/06/2025	Open			Accounts Payable	FOLGERGRAPHICS, INC.	SUMMER 2025 REC GUIDE	\$3,854.94
92166	02/06/2025	Open			Accounts Payable	GARDA CL WEST, INC.	ARMORED TRANSPORT SVC - FEB25	\$296.35
92167	02/06/2025	Open			Accounts Payable	GHIRARDELLI ASSOCIATES	DEL NORTE TOD SVCS 11/1-11/30/24	\$56,202.98
92168	02/06/2025	Open			Accounts Payable	HDL COREN & CONE	CONTRACT SERVICES PROPERTY TAX JAN-MAR 202	\$2,880.00
92169	02/06/2025	Open			Accounts Payable	J & O'S COMMERCIAL TIRE CENTER	E55 TIRES	\$1,857.62
92170	02/06/2025	Open			Accounts Payable	MUNICIPAL POOLING AUTHORITY	UNMET LIABILITY DEDUCTIBLE	\$4,806.09
92171	02/06/2025	Open			Accounts Payable	ODP BUSINESS SOLUTIONS, LLC	OFFICE SUPPLIES	\$118.82
92172	02/06/2025	Open			Accounts Payable	PASTIME HARDWARE	FOR SHOWER	\$19.82
92173	02/06/2025	Open			Accounts Payable	PAYMENTUS CORPORATION	CREDIT CARD PROCESSING FEES DEC 2024	\$2,401.01
92174	02/06/2025	Open			Accounts Payable	PLACEWORKS	SAFETY ELEMENT UPDATE SVC 12/01-12/31/24	\$1,957.13
92175	02/06/2025	Open			Accounts Payable	PREMIER GRAPHICS	BUSINESS CARDS FOR COUNCIL MEMBER SALTZM.	\$262.40
92176	02/06/2025	Open			Accounts Payable	STERICYCLE, INC.	MEDICAL WASTE	\$814.36
92177	02/06/2025	Open			Accounts Payable	TRB AND ASSOCIATES, INC.	PROFESSIONAL SVCS/STAFFING 12/01-12/31/2024	\$7,787.40
92178	02/06/2025	Open			Accounts Payable	TWO BROTHERS POOL & SPA, INC	JAN SERVICE REAGENTS	\$3,650.72
92179	02/06/2025	Open			Accounts Payable	UNIVERSAL BUILDING SERVICE	LIBRARY CUSTODIAL SUPPLIES NOV 24	\$220.35
92180	02/06/2025	Open			Accounts Payable	WILLDAN FINANCIAL SERVICES	FY 2023/24 DISCLOSURE SUCCESSOR RDA 2016 A8	\$2,403.00
92181	02/06/2025	Open			Accounts Payable	NUNOKAWA, YOKO	POSTAGE FORM 843 TO IRS MAILED	\$10.99
92182	02/06/2025	Open			Accounts Payable	EPM PROPERTIES LLC	REFUND OF PENALTY FEES FOR BUSINESS LICENSE	\$578.20
92183	02/06/2025	Open			Accounts Payable	TAILOR CONSTRUCTION	REFUND BUSINESS LICENSE ACCOUNT	\$529.92
92184	02/06/2025	Open			Accounts Payable	DAWSON , ANTHONY	REIMBURSE CAL FIRE INSTRUCTOR 1 CLASS	\$400.00
92185	02/07/2025	Open			Accounts Payable	4LEAF, INC.	PLAN REVIEW SERVICES 10/01-10/31/24	\$155,150.85
92186	02/07/2025	Open			Accounts Payable	JON OWENS LLC	WINDOW TINTING - SOCIAL HALL + RECREATION C	\$4,520.00
92187	02/07/2025	Open			Accounts Payable	CALPERS LONG TERM CARE PROGRAM	PER3 - CALPERS Longterm Care Ins	\$43.62
92188	02/07/2025	Open			Accounts Payable	HEALTH CARE DENTAL TRUST	DEN1 - Dental 1*	\$17,911.13
92189	02/07/2025	Open			Accounts Payable	IAFF LOCAL 1230	DUE4 - UNION LOCAL 1230	\$5,730.15
92190	02/07/2025	Open			Accounts Payable	KAISER FOUNDATION HEALTH PLAN	K1 - Kaiser 1*	\$259,814.03
92191	02/07/2025	Open			Accounts Payable	LEGALSHIELD	LEGL - PRE-PAID LEGAL SRVC	\$153.50
92192	02/07/2025	Open			Accounts Payable	MUNICIPAL POOLING AUTHORITY	LIFE - Supp Life Insu. Invo #920-39741_Feb 2025	\$14,182.42
92193	02/07/2025	Open			Accounts Payable	NATIONWIDE TRUST COMPANY, FSB	FHEA - Fire Health Savings Acct	\$18,175.00
92194	02/07/2025	Open			Accounts Payable	SEIU LOCAL 1021	COPE - VOLUNTARY COPE DEDUCTION*	\$1,882.54
92195	02/07/2025	Open			Accounts Payable	U.S. BANK - INSTITUTIONAL TRUST - W REGION	PAR - PARS - ARS 457*	\$2,657.43
92196	02/13/2025	Open			Accounts Payable	24 HOUR FITNESS USA, LLC	MEMBERSHIPS JAN 2025	\$503.86
92197	02/13/2025	Open			Accounts Payable	4LEAF, INC.	DECEMBER FIRE PLAN REVIEW DEC 2024	\$1,040.00
92198	02/13/2025	Open			Accounts Payable	ALAMEDA COUNTY SHERIFF'S OFFICE	DUI TRAINING	\$1,062.00
92199	02/13/2025	Open			Accounts Payable	ALL STAR FIRE EQUIPMENT, INC.	FD CLOTHING UNIFORM	\$267.80
92200	02/13/2025	Open			Accounts Payable	AMAZON CAPITAL SERVICES, INC.	STATION SUPPLIES	\$435.89
92201	02/13/2025	Open			Accounts Payable	AVILA PROJECT MANAGEMENT	2023 MISC STORM DRIAN REPAIRS	\$12,304.00
92202	02/13/2025	Open			Accounts Payable	AXON ENTERPRISE, INC.	AXON CAMERAS	\$164,417.87
92203	02/13/2025	Open			Accounts Payable	BLUECOSMO	FD SATELLITE PHONES 02/01/25 - 02/28/25	\$133.90
92204	02/13/2025	Open			Accounts Payable	CALIFORNIA PUBLIC POLICY GROUP INC.	GRANT WRITING & LEGISLATIVE ADVOCACY JAN 2	\$6,500.00

City of El Cerrito

Payment Register

From Payment Date: 2/1/2025 - To Payment Date: 2/28/2025

92205	02/13/2025	Open	Accounts Payable	CANN, COLETTE	OPEN CERAMICS FRIDAY JAN 2025	\$153.60
92206	02/13/2025	Open	Accounts Payable	CHILDCARE CAREERS, LLC	FAIRMONT CHILDCARE TEMPS	\$2,432.80
92207	02/13/2025	Open	Accounts Payable	CIVIC CENTER AUTO CARE	PATROL CAR TOW TO W.C. FORD FOR SERVICE	\$570.00
92208	02/13/2025	Open	Accounts Payable	COMCAST	COMCAST BUSINESS INTERNET 01/11/25 - 02/10/;	\$1,931.36
92209	02/13/2025	Open	Accounts Payable	CONCORD UNIFORMS	UNIFORMS STRAITEN	\$484.65
92210	02/13/2025	Open	Accounts Payable	DUNNIGAN PSYCHOLOGICAL & THREAT ASSESSMENTS	PSYCH EVAL	\$625.00
92211	02/13/2025	Open	Accounts Payable	EAGLE BUSINESS FORMS	CITATION PRINTING	\$3,982.68
92212	02/13/2025	Open	Accounts Payable	EBMUD	EBMUD 12/4/24-2/3/25	\$6,963.44
92213	02/13/2025	Open	Accounts Payable	FUJIWARA, PATTY	OPEN CERMAICS & INTRO TO HANDBUILDING JAN	\$1,094.40
92214	02/13/2025	Open	Accounts Payable	GABRIEL, BARBARA, A.	ADULT BALLET JAN 2025	\$470.40
92215	02/13/2025	Open	Accounts Payable	HONEY BUCKET	PORTA POTTY SERVICE 1/16/25	\$60.00
92216	02/13/2025	Open	Accounts Payable	JACKSON, DOUGLAS, W.	CHESS BASICS JAN 2025	\$30.00
92217	02/13/2025	Open	Accounts Payable	JAFFE, SCOT	OPEN CERAMICS JAN 2025	\$374.40
92218	02/13/2025	Open	Accounts Payable	JONES, HIROMI	HATHA YOGA JAN 2025	\$936.00
92219	02/13/2025	Open	Accounts Payable	KI RESEARCH INSTITUTE	AIKIDO JAN 2025	\$384.00
92220	02/13/2025	Open	Accounts Payable	KINSEY, KATHRYNE ANN	BRIDGE JAN 2025	\$220.80
92221	02/13/2025	Open	Accounts Payable	KISTER, SAVIO & REI INC	MAP CHECKING PL24-0085	\$1,350.00
92222	02/13/2025	Open	Accounts Payable	L.N. CURTIS & SONS	FD UNIFORM PARTS	\$2,244.14
92223	02/13/2025	Open	Accounts Payable	LEAGUE OF CALIF.CITIES	ANNUAL DUES FOR 2025	\$12,022.00
92224	02/13/2025	Open	Accounts Payable	ODP BUSINESS SOLUTIONS, LLC	OFFICE SUPPLIES	\$110.23
92225	02/13/2025	Open	Accounts Payable	PASTIME HARDWARE	LIGHT BULBS & SPRAY BOTTLES	\$363.87
92226	02/13/2025	Open	Accounts Payable	RICOH USA, INC	OVERAGE CHARGE	\$1,453.66
92227	02/13/2025	Open	Accounts Payable	RIDE ART, LLC	SAN PABLO AVE WIND SCULTURE ART REPAIR	\$9,500.00
92228	02/13/2025	Open	Accounts Payable	RIVERA, NICOLE	WOMEN'S FBW JAN 2025	\$480.00
92229	02/13/2025	Open	Accounts Payable	ROADSAFE TRAFFIC SYSTEMS, INC.	AC4D FLASHER LED D CELL 4 QTY & BATTERY D CEI	\$530.32
92230	02/13/2025	Open	Accounts Payable	SESAC, INC.	SESAC LICENSE RENEWAL	\$1,217.00
92231	02/13/2025	Open	Accounts Payable	SHAHKAR, MEHRAN	STRENGTH & BALANCE JAN 2025	\$702.00
92232	02/13/2025	Open	Accounts Payable	STRYKER CORPORATION	MEDICAL SUPPLIES	\$1,157.70
92233	02/13/2025	Open	Accounts Payable	UNIVERSAL BUILDING SERVICE	JANITORIAL SERVICES -RECYCLE CENTER JAN 2025	\$6,001.00
92234	02/13/2025	Open	Accounts Payable	DAWSON, ANTHONY	REIMBURSEMENT FOR TRAINING CLASS	\$400.00
92235	02/13/2025	Open	Accounts Payable	STROUD, DARREN	REIMBURSEMENT FOR TRAINING CLASS	\$400.00
92236	02/13/2025	Open	Accounts Payable	AMAZON CAPITAL SERVICES, INC.	URINAL FLUSHOMETER	\$195.03
92237	02/13/2025	Open	Accounts Payable	AMERIGAS PROPANE INC	PROPANE FOR FORKLIFTS	\$1,949.34
92238	02/13/2025	Open	Accounts Payable	ARMOUR PETROLEUM SERVICE & EQUIPMENT CORP	UST VISUAL INSPECTION	\$2,045.00
92239	02/13/2025	Open	Accounts Payable	ARROW GLASS COMPANY	CASTRO CLUBHOUSE GLASS WINDOW REPLACEMI	\$238.02
92240	02/13/2025	Open	Accounts Payable	ASBURY ENVIRONMENTAL SERVICES	MOTOR OIL RECYCLING	\$548.00
92241	02/13/2025	Open	Accounts Payable	ATCO Pest Control	COMMUNITY CENTER MONTHLY PEST CONTROL S	\$375.00
92242	02/13/2025	Open	Accounts Payable	BEND MAILING	GREENER EL CERRITO NEWSLETTER WINTER 24-25	\$838.69
92243	02/13/2025	Open	Accounts Payable	CALIFORNIA CASTING	ARLINGTON PARK PLAQUE	\$1,543.50
92244	02/13/2025	Open	Accounts Payable	CARROLL, JAMES	BACKGROUND INVESTIGATION	\$1,750.00
92245	02/13/2025	Open	Accounts Payable	CCCSO LAW ENFORCEMENT TRAINING	ACADEMY FEES	\$4,385.00
92246	02/13/2025	Open	Accounts Payable	COIT	CITY HALL CARPET & TIRE CLEANING	\$6,775.00
92247	02/13/2025	Open	Accounts Payable	COMMUNITY CONSERVATION CENTERS, INC.	MIXED PAPER+ NON-CRV PLASTIC RECYCLING -NO	\$1,075.30
92248	02/13/2025	Open	Accounts Payable	CONTRA COSTA HEALTH SERVICES	FY 23-24 TRAVEL + REPORTS	\$2,985.00
92249	02/13/2025	Open	Accounts Payable	DAVEY RESOURCE GROUP	ANNUAL SUBSCRIPTION TO ON-LINE INVENTORY T	\$2,100.00
92250	02/13/2025	Open	Accounts Payable	FLEET MANAGEMENTHOLDINGS, LLC	C4: BRAKES INSPECTION & FORCE REGEN	\$6,317.74
92251	02/13/2025	Open	Accounts Payable	IACP	IACP MEMBERSHIP	\$440.00
92252	02/13/2025	Open	Accounts Payable	KATHY KRAMER CONSULTING	2025 BRINING BACK THE NATIVES GARDEN TOUR :	\$1,500.00
92253	02/13/2025	Open	Accounts Payable	KEL-AIRE	HVAC	\$712.21
92254	02/13/2025	Open	Accounts Payable	KENNEDY AND ASSOCIATES	MRP 3.0 COMPLIANCE CONSULTATION	\$331.38
92255	02/13/2025	Open	Accounts Payable	LEETE GENERATORS	STA 71 REPLAVE BLDG. BREAKER	\$5,970.26

City of El Cerrito

Payment Register

From Payment Date: 2/1/2025 - To Payment Date: 2/28/2025

92256	02/13/2025	Open	Accounts Payable	NORGE CLEANERS	DRY CLEANING JAN 2025	\$426.15
92257	02/13/2025	Open	Accounts Payable	ODP BUSINESS SOLUTIONS, LLC	SUPPLIES	\$255.24
92258	02/13/2025	Open	Accounts Payable	OIL CHANGERS	OIL CHANGE CAR 36	\$262.13
92259	02/13/2025	Open	Accounts Payable	OLIVERO PLUMBING	PLUMBING	\$232.66
92260	02/13/2025	Open	Accounts Payable	PASTIME HARDWARE	KEYS	\$5.49
92261	02/13/2025	Open	Accounts Payable	SAN DIEGO POLICE EQUIPMENT CO.	AMMO	\$5,471.55
92262	02/13/2025	Open	Accounts Payable	SPEAKWRITE LLC	TRANSCRIPTION	\$34.40
92263	02/13/2025	Open	Accounts Payable	STERICYCLE, INC.	SHREDDING SVCS JAN 2025	\$85.88
92264	02/13/2025	Open	Accounts Payable	THOMSON REUTERS/BARCLAYS	PC/VC BOOKS	\$1,040.76
92265	02/13/2025	Open	Accounts Payable	ASHER, MALIK	LUNCH DURING DUI DETECTION COURSE	\$24.00
92266	02/13/2025	Open	Accounts Payable	BROSAS, DONOVAN	PER DIEM PAYMENT	\$150.00
92267	02/13/2025	Open	Accounts Payable	HERNANDEZ, DANIELLE	LUNCH DURING FTO UPDATE	\$24.00
92268	02/13/2025	Open	Accounts Payable	Herrera , Fabian	EMPLOYEE WORK BOOT REIMBUSEMENT	\$250.00
92269	02/13/2025	Open	Accounts Payable	OLIVIERI, MICHAEL	LUNCH FOR TRAINING - INNER PERSPECTIVES	\$16.00
92270	02/13/2025	Open	Accounts Payable	PERALES, EDWARD, J.	LUNCH - DUI DETECTION	\$24.00
92271	02/13/2025	Open	Accounts Payable	TRAC, RYAN, L.	LUNCH - FTO UPDATE	\$40.00
92272	02/13/2025	Open	Accounts Payable	WAHRLICH, JOHN-TRACY	LUNCH -RED DOT INSTRUCTOR	\$16.00
92273	02/13/2025	Open	Accounts Payable	HERNANDEZ, BRYAN	EMPLOYEE BOOT ALLOWANCE FOR WORK BOOTS	\$250.00
92274	02/13/2025	Open	Accounts Payable	E&J TRUCK AND EQUIPMENT REPAIR LLC	RECYCLING TRUCK R4: TRANSMISSION SVC, SOFTV	\$4,956.06
92275	02/13/2025	Open	Accounts Payable	EBMUD	EBMUD 12/7/24-2/5/25	\$339.21
92276	02/13/2025	Open	Accounts Payable	ENTHALPHY ANALYTICAL, LLC	STORMWATER TRESTING 12/16/2024	\$1,262.00
92277	02/13/2025	Open	Accounts Payable	FLEET MANAGEMENTHOLDINGS, LLC	C3: BRAKES INSPECTION AND FORCE REGEN	\$13,206.01
92278	02/13/2025	Open	Accounts Payable	GOLDEN BEAR TRANSFER STATION	SWEEP SPOIL 12/3/24-12/9/24	\$1,559.29
92279	02/13/2025	Open	Accounts Payable	GRAINGER	INFRASTRUCTURE SUPPLIES COLD PATCH 60 LB BA	\$2,506.26
92280	02/13/2025	Open	Accounts Payable	HONEY BUCKET	CENTRAL PARK SERVICE 1/7/25-2/3/25	\$241.05
92281	02/13/2025	Open	Accounts Payable	JED BUILDING AND LIGHTING LLC	CERRITO VISTA TENNIS COURT LIGHTS	\$24,922.00
92282	02/13/2025	Open	Accounts Payable	JOHNSON CONTROLS SECURITY SOLUTIONS	CITY HALL ALARM SERVICE 2/1/25-4/30/25	\$496.67
92283	02/13/2025	Open	Accounts Payable	KEL-AIRE	FIRE STATION #51 HVAC SERVICE CALL INSTALLED	\$853.20
92284	02/13/2025	Open	Accounts Payable	LSA ASSOCIATES, INC.	PHASE 2 & 3 THRU OCTOBER	\$4,700.00
92285	02/13/2025	Open	Accounts Payable	NAPA RECYCLING & WASTE SERVICES, LLC	CURGSIDE SINGLE STREAM RECYCLING PROCESSIN	\$15,287.80
92286	02/13/2025	Open	Accounts Payable	ODP BUSINESS SOLUTIONS, LLC	CORP YARD BREAK ROOM SUPPLIES	\$57.97
92287	02/13/2025	Open	Accounts Payable	PG&E	RELEASE OF BONDS -JAN 2025 PART 2	\$1,696.00
92288	02/13/2025	Open	Accounts Payable	PLAZA AUTO SERVICE INC	M35 SEMI ANNUAL HEAVY TRUCK SERVICE	\$1,559.26
92289	02/13/2025	Open	Accounts Payable	R3 CONSULTING GROUP	SOLID WASTE CONSULTING SERVICES DEC 2024	\$900.00
92290	02/13/2025	Open	Accounts Payable	RUBICON ENTERPRISES INC	EXTRA WORK COMPLETED 7/5/24 IRRIGATION CO	\$16,015.32
92291	02/13/2025	Open	Accounts Payable	SINGLE CYLINDER REPAIR INC	SMALL MAINTENANCE EQUIPMENT - TWO MOWII	\$60.32
92292	02/13/2025	Open	Accounts Payable	BESS TESTLAB, INC.	RELEASE OF BONDS -JAN 2025 PART 2	\$3,392.00
92293	02/13/2025	Open	Accounts Payable	CONTRA COSTA MAYORS CONFERENCE	MAYORS CONFERENCE 2025 ANNUAL ASSESSMEN	\$2,606.00
92294	02/13/2025	Open	Accounts Payable	DUVALL CONSTRUCTION	RELEASE OF BONDS -JAN 2025 PART 2	\$823.00
92295	02/13/2025	Open	Accounts Payable	IRON MOUNTAIN	OFF SITE RECORD STORAGE AND SERVICES	\$762.28
92296	02/13/2025	Open	Accounts Payable	LARRIETA SANITATIION CONSTRUCTION	RELEASE OF BONDS -JAN 2025 PART 2	\$1,730.00
92297	02/13/2025	Open	Accounts Payable	MORTON'S URBAN PEST MANAGEMENT	FIRE STATION 52 PERST CONTROL SVC SEPT24	\$1,050.00
92298	02/13/2025	Open	Accounts Payable	PG&E	RELEASE OF BONDS -JAN 2025 PART 2	\$7,276.00
92299	02/13/2025	Open	Accounts Payable	PLAZA AUTO SERVICE INC	M23 SERVICE- LIGHT FUSE WATER PUMP ENGINE `	\$7,108.52
92300	02/13/2025	Open	Accounts Payable	QUINTO, GABRIEL	MILEAGE, TOLL TO CCC AGENCY FOUNDATION & I	\$54.20
92301	02/13/2025	Open	Accounts Payable	SEWER MASTER	RELEASE OF BONDS -JAN 2025 PART 2	\$2,462.00
92302	02/13/2025	Open	Accounts Payable	SSD ALARM	TASSAJARA CLUBHOUSE ALARM SVC NOV24	\$1,556.10
92303	02/13/2025	Open	Accounts Payable	ST. FRANCIS ELECTRIC	TS & SL MAINTENANCE RESPONSE DEC 24 USA	\$11,381.50
92304	02/13/2025	Open	Accounts Payable	UNIVERSAL BUILDING SERVICE	LIBRARY MONTHLY JANITORIAL SVC DEC24	\$1,016.00
92305	02/13/2025	Open	Accounts Payable	WESTERN STATES OIL COMPANY	RENEWABLE DIESEL	\$14,697.67
92306	02/13/2025	Open	Accounts Payable	BUZZER 9 DEVELOPMENT INC	RELEASE OF BONDS -JAN 2025 PART 2	\$18,145.00

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92307	02/13/2025	Open	Accounts Payable	LEE, DORIS	RELEASE OF BONDS -JAN 2025 PART 2	\$265.20
92308	02/13/2025	Open	Accounts Payable	MONARCH PLUMBING AND ROOTER INC.	RELEASE OF BONDS -JAN 2025 PART 2	\$1,696.00
92309	02/13/2025	Open	Accounts Payable	MONARCH PLUMBING AND ROOTER INC.	RELEASE OF BONDS -JAN 2025 PART 2	\$718.00
92310	02/13/2025	Open	Accounts Payable	STREAMLINE PLUMBING & DRAIN CO	RELEASE OF BONDS -JAN 2025 PART 2	\$1,696.00
92311	02/13/2025	Open	Accounts Payable	STUART, JAMES	RELEASE OF BONDS -JAN 2025 PART 2	\$1,802.00
92312	02/21/2025	Open	Accounts Payable	CALPERS LONG TERM CARE PROGRAM	PER3 - CALPERS Longterm Care Ins	\$43.62
92313	02/21/2025	Open	Accounts Payable	EL CERRITO FIRE DEPT MGMT GRP	MGT1 - FIRE DEPT MGMT GROUP	\$50.00
92314	02/21/2025	Open	Accounts Payable	EL CERRITO PUBLIC SFTY EE MGMT	MGT2 - SAFETY EMPLOYEE MGMT GROUP	\$693.00
92315	02/21/2025	Open	Accounts Payable	FIRE ASSOCIATION	DUE2 - FIRE ASSN DUES	\$525.00
92316	02/21/2025	Open	Accounts Payable	LIFE INSURANCE OF NORTH AMERICA	ACCD - Accidental Death & Dismembermt	\$61.00
92317	02/21/2025	Open	Accounts Payable	POLICE ASSN.	DUE1 - POLICE ASSN DUES	\$5,795.25
92318	02/21/2025	Open	Accounts Payable	PRO FIREFIGHTERS ASSN DUES	DUE3 - EC PRO FIREFIGHTERS DUES	\$300.00
92319	02/21/2025	Open	Accounts Payable	SEIU LOCAL 1021	COPE - VOLUNTARY COPE DEDUCTION*	\$1,901.83
92320	02/21/2025	Open	Accounts Payable	U.S. BANK - INSTITUTIONAL TRUST - W REGION	PAR - PARS - ARS 457*	\$2,555.51
92321	02/20/2025	Open	Accounts Payable	AMAZON CAPITAL SERVICES, INC.	STATION SUPPLIES	\$71.63
92322	02/20/2025	Open	Accounts Payable	AT&T	FIBER FROM 51 TO RICHMOND 12/25/24-1/24/25	\$660.66
92323	02/20/2025	Open	Accounts Payable	BERTRAND, FOX, ELLIOT, OSMAN & WENZEL LLP	PERSONNEL MATTER	\$780.00
92324	02/20/2025	Open	Accounts Payable	BLAISDELL'S BUSINESS PRODUCTS	GENERAL OFFICE SUPPLIES	\$101.39
92325	02/20/2025	Open	Accounts Payable	CHILDCARE CAREERS, LLC	MADERA TEMP	\$759.00
92326	02/20/2025	Open	Accounts Payable	CINTAS CORPORATION #054 UNIFORMS	CORP YARD UNIFORMS WEEKLY RENTALS	\$471.46
92327	02/20/2025	Open	Accounts Payable	COLLER INDUSTRIES INC	LOCKER NAME PLATE	\$18.42
92328	02/20/2025	Open	Accounts Payable	COMCAST	COMCAST BUSINESS INTERNET 02/11/25 - 03/10/;	\$1,968.53
92329	02/20/2025	Open	Accounts Payable	DON'S TIRE SERVICE, INC.	R3R TWO TIRES CAR 13	\$383.55
92330	02/20/2025	Open	Accounts Payable	EAST BAY SANITARY CO. INC.	MONTHLY STREET SWEEPING DEC 2024	\$8,913.57
92331	02/20/2025	Open	Accounts Payable	EDUCATION TO GO	ED260 JAN 2025	\$79.00
92332	02/20/2025	Open	Accounts Payable	EHSD-CC SENIOR NUTRITION	CAFE COSTA SENIOR LUNCH PROGRAM CONTRIBL	\$622.01
92333	02/20/2025	Open	Accounts Payable	EKI ENVIRONMENT & WATER, INC.	STORMWATER CONSULTING & SWPPP TRAINING	\$2,676.96
92334	02/20/2025	Open	Accounts Payable	EL CERRITO HISTORICAL SOCIETY	EL CERRITO HISTORICAL SOCIETY DEPOSIT REFUND	\$72.60
92335	02/20/2025	Open	Accounts Payable	EVANS & ASSOCIATES	CAR 7 COLLISION REPAIR	\$4,024.91
92336	02/20/2025	Open	Accounts Payable	EVEREST PLUMBING & DRAIN	RELEASE OF BONDS -JAN 2025 PART 2	\$5,613.00
92337	02/20/2025	Open	Accounts Payable	FLEET MANAGEMENTHOLDINGS, LLC	C2: BRAKES INSPECTION AND FORCE REGEN	\$2,684.70
92338	02/20/2025	Open	Accounts Payable	GHIRARDELLI ASSOCIATES	DEL NORTE TOD 12/1-12/31/24	\$104,019.66
92339	02/20/2025	Open	Accounts Payable	GOLDEN BEAR TRANSFER STATION	SWEEP SPOIL 1/3/2025	\$227.43
92340	02/20/2025	Open	Accounts Payable	GYMDOC INC	EQUIPMENT MAINTENANCE	\$345.00
92341	02/20/2025	Open	Accounts Payable	HILLYARD	CITYWIDE JANITORIAL SUPPLIES	\$2,430.07
92342	02/20/2025	Open	Accounts Payable	INDEPENDENT INVESTIGATIVE CONSULTANTS	ERMA PERSONNEL INVESTIGATION KW	\$11,089.25
92343	02/20/2025	Open	Accounts Payable	KATO PLUMBING	RELEASE OF BONDS - JAN 2025 PART 2	\$1,871.00
92344	02/20/2025	Open	Accounts Payable	KENNEDY, GREG, C	JAN EMS REVIEW	\$2,000.00
92345	02/20/2025	Open	Accounts Payable	KREISBERG LAW FIRM	EMPLOYEE ADVICE	\$225.00
92346	02/20/2025	Open	Accounts Payable	L.N. CURTIS & SONS	ED JACKET	\$1,696.73
92347	02/20/2025	Open	Accounts Payable	LANER ELECTRIC SUPPLY	LIGHT BULBS - LIBRARY & FAIRMONT CLUBHOUSE	\$439.55
92348	02/20/2025	Open	Accounts Payable	LSA ASSOCIATES, INC.	PHASE 2	\$3,092.50
92349	02/20/2025	Open	Accounts Payable	NAPA RECYCLING & WASTE SERVICES, LLC	CURGSIDE RECYCLING PROCESSING -DEC 2024	\$17,149.55
92350	02/20/2025	Open	Accounts Payable	ODP BUSINESS SOLUTIONS, LLC	SUPPLIES	\$136.90
92351	02/20/2025	Open	Accounts Payable	PASTIME HARDWARE	LIBRARY BUILDING SUPPLIES PLUMBERS PUTTY &	\$73.79
92352	02/20/2025	Open	Accounts Payable	PINNACLE PETROLEUM INC	UNLEADED FUEL	\$14,594.39
92353	02/20/2025	Open	Accounts Payable	RAMOS, STEPHANIE, R	ZUMBA JAN 2025	\$4,633.95
92354	02/20/2025	Open	Accounts Payable	REDWOOD PUBLIC LAW, LLP	CITY COUNCIL (LABOR)	\$32,859.53
92355	02/20/2025	Open	Accounts Payable	RUIZ, JOE	XFIT ADULT AND YOUTH CLASSES	\$1,560.30
92356	02/20/2025	Open	Accounts Payable	S.P. AUTOMOTIVE	TRUCK SUPPLIES: MOTOR OIL, HYDRAULIC FLUID I	\$1,177.07
92357	02/20/2025	Open	Accounts Payable	SHABABO, TRACEY, ELISE	ASEP TEXTILE CC SEWING	\$2,049.60

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92358	02/20/2025	Open	Accounts Payable	SSD ALARM	CASTRO, HARDING, MADERA & FAIRMONT CLUBH	\$932.03
92359	02/20/2025	Open	Accounts Payable	SSP DATA PRODUCTS	3 YEARS PAYMENT FOR SAFETY'S SOPHOS MDR	\$58,075.00
92360	02/20/2025	Open	Accounts Payable	ST. FRANCIS ELECTRIC	STREETSCAPE ART INSTALLATION	\$995.00
92361	02/20/2025	Open	Accounts Payable	TERRYBERRY	EE RECOGNITION PINS	\$1,726.05
92362	02/20/2025	Open	Accounts Payable	THE RADAR SHOP, INC.	RADAR / LIDAR CERTIFICATION	\$342.00
92363	02/20/2025	Open	Accounts Payable	UNIVERSAL BUILDING SERVICE	BUILDING SUPPLIES	\$868.80
92364	02/20/2025	Open	Accounts Payable	VERIZON WIRELESS	VERIZON WIRELESS 12/24/24-01/23/25	\$1,287.91
92365	02/20/2025	Open	Accounts Payable	ARECHIGA, JORGE	REIMBURSEMENT FOR TRAINING CLASS	\$350.00
92366	02/20/2025	Open	Accounts Payable	ELLIOTT, MARIELLE	LUNCH - FTO UPDATE	\$24.00
92367	02/20/2025	Open	Accounts Payable	FERREIRA-CLIFTON, JOEL	REIMBURSEMENT FOR TRAINING CLASSES	\$800.00
92368	02/20/2025	Open	Accounts Payable	KATANSKI, ALEXANDER	LUNCH -CSI (5 DAYS)	\$40.00
92369	02/20/2025	Open	Accounts Payable	OLIVIERI, MICHAEL	LUNCH - INNER PERSPECTIVES	\$16.00
92370	02/20/2025	Open	Accounts Payable	PAUL KEITH	COMMAND COLLEGE TRAINING PER DIEM	\$300.00
92371	02/20/2025	Open	Accounts Payable	SEPE, WILLIAM	LUNCH - RED DOT PISTOL (2 DAYS)	\$16.00
92372	02/20/2025	Open	Accounts Payable	BECKER , HENRY	Employee Expense Reimbursement	\$328.73
92373	02/20/2025	Open	Accounts Payable	EBMUD	TCP FOR 11425 SAN PABLO AVE	\$3,052.50
92374	02/27/2025	Open	Accounts Payable	Alameda Health System	SART EXAM	\$1,548.00
92375	02/27/2025	Open	Accounts Payable	AT&T	COPPER LAND PHONE LINE FOR CITY STAFFS	\$12,511.76
92376	02/27/2025	Open	Accounts Payable	AVILA PROJECT MANAGEMENT	2023 MISC STORM DRIAN REPAIRS	\$10,036.00
92377	02/27/2025	Open	Accounts Payable	BADGE FRAME, INC.	ORGANIZATION CHART	\$98.00
92378	02/27/2025	Open	Accounts Payable	BAY ALARM COMPANY	STATION 51 ALARM	\$330.51
92379	02/27/2025	Open	Accounts Payable	BKF ENGINEERS	SWIM CENTER ADA	\$14,120.00
92380	02/27/2025	Open	Accounts Payable	BMI AUDIT SERVICES, LLC	1ST INSTALLMENT - BENEFIT ELIGIBILITY AUDIT	\$4,720.00
92381	02/27/2025	Open	Accounts Payable	BOUNDTREE MEDICAL LLC	MEDICAL SUPPLIES	\$1,589.80
92382	02/27/2025	Open	Accounts Payable	CALIFORNIA ROOFING CO., INC.	COMMUNITY CENTER ROOF REPAIR C5055	\$226,589.06
92383	02/27/2025	Open	Accounts Payable	CARROLL, JAMES	BACKGROUND	\$1,850.00
92384	02/27/2025	Open	Accounts Payable	CORODATA SHREDDING INC.	SHREDDING SVCS	\$223.79
92385	02/27/2025	Open	Accounts Payable	EAST BAY BLUE PRINT & SUPPLY CO.	HP SERVICE JAN 2025	\$75.00
92386	02/27/2025	Open	Accounts Payable	EBMUD	EBMUD 12/7/24-2/5/25	\$2,914.29
92387	02/27/2025	Open	Accounts Payable	EL CERRITO COMMUNITY FOUNDATION	RENTAL FEES & DEPOSIT REFUND	\$876.00
92388	02/27/2025	Open	Accounts Payable	J & O'S COMMERCIAL TIRE CENTER	MAINTENANCE TRUCK M35 -TIRES, TIRE DISPOSAL	\$9,623.63
92389	02/27/2025	Open	Accounts Payable	KEL-AIRE	COMMUNITY CENTER MAINTENANCE JAN 2025	\$848.67
92390	02/27/2025	Open	Accounts Payable	KNORR SYSTEMS, INC.	CHLORINE	\$2,338.30
92391	02/27/2025	Open	Accounts Payable	LEAF	SOPHOS LICENSING LEASE PAYMENT	\$1,300.43
92392	02/27/2025	Open	Accounts Payable	MCAVOY, IAN	WINTER BREAK LEGO CAMPS 2024	\$3,888.00
92393	02/27/2025	Open	Accounts Payable	MERCURIO BROS. PRINTING, INC,	FIRE INSPECTION FORMS	\$246.96
92394	02/27/2025	Open	Accounts Payable	MUNICIPAL POOLING AUTHORITY	UNMET LIABILITY JUN 2024	\$21,626.80
92395	02/27/2025	Open	Accounts Payable	ODP BUSINESS SOLUTIONS, LLC	OFFICE SUPPLIES	\$274.56
92396	02/27/2025	Open	Accounts Payable	PASTIME HARDWARE	STATION KEY	\$68.50
92397	02/27/2025	Open	Accounts Payable	R.S. HUGHES CO.	SCBA PARTS	\$98.75
92398	02/27/2025	Open	Accounts Payable	RICOH USA, INC	LEASE PAYMENT FEB 2025	\$1,524.76
92399	02/27/2025	Open	Accounts Payable	RILE, KATHRYN	OPEN CERAMICS MON JAN 2025	\$397.80
92400	02/27/2025	Open	Accounts Payable	RINGCENTRAL, INC.	VOIP PHONE SERVICE FOR CITY STAFFS	\$2,044.78
92401	02/27/2025	Open	Accounts Payable	SSD ALARM	COMMUNITY CENTER MAR 2025 #339947	\$205.22
92402	02/27/2025	Open	Accounts Payable	STERICYCLE, INC.	HAZARDOUS MATERIALS	\$191.45
92403	02/27/2025	Open	Accounts Payable	STEWART'S BODY SHOP	CAR 7 COLLISION REPAIR	\$4,024.91
92404	02/27/2025	Open	Accounts Payable	THEIS ENGINEERING & ASSOCIATES	DEL NORTE TOD COMPLETE STREET	\$10,073.75
92405	02/27/2025	Open	Accounts Payable	TRIEPEI SMITH AND ASSOCIATES, INC.	COMMUNICATION SUPPORT	\$3,750.00
92406	02/27/2025	Open	Accounts Payable	UNIVERSAL BUILDING SERVICE	BUILDING SUPPLIES	\$604.00
92407	02/27/2025	Open	Accounts Payable	BASSI, SHANNON	TUITION REIMBURSEMENT	\$1,404.38
92408	02/27/2025	Open	Accounts Payable	COONEY, BRIDGET	PETTY CASH REIMBURSEMENT	\$278.99

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92409	02/27/2025	Open	Accounts Payable	COONEY, BRIDGET	MIELAGE REIMBURSEMENT PARATRANSIT	\$34.30
92410	02/27/2025	Open	Accounts Payable	GHILOTTI BROS, INC	DEL NORTE TOD COMPLETE STREETS IMPROVEME	\$630,000.21
92411	02/27/2025	Open	Accounts Payable	JONES, CHRIS	PURCHASE FOR 2025 EMPLOYEE APPRECIATION D	\$300.48
92412	02/27/2025	Open	Accounts Payable	MELTON, TAYLOR	CASH ADVANCE FOR REAC DEPT CRAB FEED CHAN	\$500.00
92413	02/27/2025	Open	Accounts Payable	RANDHAWA, ARISHDEEP	LUNCH - DUI DETECTION	\$24.00
92414	02/27/2025	Open	Accounts Payable	RATLIFF, WILLIAM	PALS & ACLS CLASSES REIMBURSEMENT	\$390.00
92415	02/27/2025	Open	Accounts Payable	BILL'S UNDERGROUND	RELEASE OF BONDS -FEB 2025 PART 1	\$4,534.00
92416	02/27/2025	Open	Accounts Payable	CABLECOM	RELEASE OF BONDS -FEB 2025 PART 1	\$823.00
92417	02/27/2025	Open	Accounts Payable	EVEREST PLUMBING & DRAIN	RELEASE OF BONDS -FEB 2025 PART 1	\$9,355.00
92418	02/27/2025	Open	Accounts Payable	PG&E	RELEASE OF BONDS -FEB 2025 PART 1	\$25,450.78
92419	02/27/2025	Open	Accounts Payable	STAR ROOTER AND PLUMBING	RELEASE OF BONDS -FEB 2025 PART 1	\$1,871.00
92420	02/27/2025	Open	Accounts Payable	TERRA NOVA ENGINEERING INC	RELEASE OF BONDS -FEB 2025 PART 1	\$1,871.00
92421	02/27/2025	Open	Accounts Payable	CARTER, BRIAN	RELEASE OF BONDS -FEB 2025 PART 1	\$823.00
92422	02/27/2025	Open	Accounts Payable	COUNTERFORCE INC	RELEASE OF BONDS -FEB 2025 PART 1	\$823.00
92423	02/27/2025	Open	Accounts Payable	DATALINX COMMUNICATIONS INC	RELEASE OF BONDS -FEB 2025 PART 1	\$732.00
92424	02/27/2025	Open	Accounts Payable	ENGARGIOLA, GREGORY	RELEASE OF BONDS -FEB 2025 PART 1	\$823.00
92425	02/27/2025	Open	Accounts Payable	SKYBAR CONSTRUCTION	RELEASE OF BONDS -FEB 2025 PART 1	\$792.00
92426	02/27/2025	Open	Accounts Payable	BASSI, SHANNON	TUITION REIMBURSEMENT	\$442.35
TOTAL CHECKS			270 Transactions			\$2,398,530.00

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<u>Accounts Payable EFTs</u>					
3155	02/07/2025	Open	Accounts Payable	EDD - PAYROLL TAX DEPOSIT	CA - CA Tax \$44,250.39
3156	02/07/2025	Open	Accounts Payable	IRS	FED - Fed Tax* \$179,555.30
3157	02/07/2025	Open	Accounts Payable	MissionSquare (name chg 03-2021 formerly ICMA)	ICM1 - ICMA-457 #300530 FLAT DOLLAR* \$66,682.86
3158	02/07/2025	Open	Accounts Payable	P E R S	PE1% - PERS SEIU* \$214,830.76
3159	02/21/2025	Open	Accounts Payable	EDD - PAYROLL TAX DEPOSIT	CA - CA Tax \$44,800.80
3160	02/21/2025	Open	Accounts Payable	IRS	FED - Fed Tax* \$181,257.28
3161	02/21/2025	Open	Accounts Payable	MissionSquare (name chg 03-2021 formerly ICMA)	ICM1 - ICMA-457 #300530 FLAT DOLLAR* \$65,276.05
3162	02/21/2025	Open	Accounts Payable	P E R S	PE CM PEPRA - PERS CM PEPRA* \$212,968.20
3164	02/21/2025	Open	Accounts Payable	PG&E	PG&E 01/02/25-02/02/25 \$39,358.91
3165	02/07/2025	Open	Accounts Payable	CalPERS (CA Public Employees' Retirement System)	CALPERS SOCIAL SECURITY ADMIN FEES \$400.00
3166	02/21/2025	Open	Accounts Payable	U.S. BANK	SA RDA EL CERRITO 2016 A AND B TTE \$1,061,396.81
3167	02/06/2025	Open	Accounts Payable	PITNEY BOWES PURCHASE POWER	PURCHASE POWER PASTAGE CL PYMT \$1,000.00
3168	02/27/2025	Open	Accounts Payable	STRYKER CORPORATION	STRYKER EQUIPMENT/ SVC LEASE AGRMNT FEB 2023 \$6,308.59
3169	02/27/2025	Open	Accounts Payable	KS STATEBANK	2023 CHEVROLET TAHOE SPECIAL SERVICE VEHICLE \$4,907.41
3170	02/26/2025	Open	Accounts Payable	SPLASHTACULAR, LLC	FUND SPLASHTACULAR'S CONTRUCTION & COMPLETION \$16,090.50
3171	02/27/2025	Open	Accounts Payable	SUTTER HEALTH PLUS	SUTTER HEALTH PLAN - MAR PAYMENT \$35,448.40
3172	02/28/2025	Open	Accounts Payable	FIRST DATA MERCHANT SERVICES INC	MERCHANT FEE EXPENSE - JANUARY 2025 \$928.47
3173	02/28/2025	Open	Accounts Payable	FIRST DATA MERCHANT SERVICES INC	MERCHANT FEE EXPENSE - JANUARY 2025 \$44.36
3174	02/28/2025	Open	Accounts Payable	FIRST DATA MERCHANT SERVICES INC	MERCHANT FEE EXPENSE - JANUARY 2025 \$296.62
3175	02/28/2025	Open	Accounts Payable	FIRST DATA MERCHANT SERVICES INC	MERCHANT FEE EXPENSE - JANUARY 2025 \$179.42
3176	02/28/2025	Open	Accounts Payable	FIRST DATA MERCHANT SERVICES INC	MERCHANT FEE EXPENSE - JANUARY 2025 \$312.25
3177	02/28/2025	Open	Accounts Payable	FIRST DATA MERCHANT SERVICES INC	MERCHANT FEE EXPENSE - JANUARY 2025 \$38.37
3178	02/28/2025	Open	Accounts Payable	FIRST DATA MERCHANT SERVICES INC	MERCHANT FEE EXPENSE - JANUARY 2025 \$38.39
3179	02/28/2025	Open	Accounts Payable	FIRST DATA MERCHANT SERVICES INC	MERCHANT FEE EXPENSE - JANUARY 2025 \$38.39
3180	02/28/2025	Open	Accounts Payable	AMEX/AMERICAN EXPRESS	MERCHANT FEE EXPENSE - JANUARY 2025 \$50.29
3181	02/28/2025	Open	Accounts Payable	CLOVER	MERCHANT FEE EXPENSE - JANUARY 2025 \$23.90
3182	02/28/2025	Open	Accounts Payable	AUTHORIZE.NET	MERCHANT FEE EXPENSE - JANUARY 2025 \$40.02
3183	02/28/2025	Open	Accounts Payable	AUTHORIZE.NET	MERCHANT FEE EXPENSE - JANUARY 2025 \$33.40
3184	02/28/2025	Open	Accounts Payable	AUTHORIZE.NET	MERCHANT FEE EXPENSE - JANUARY 2025 \$20.00
3185	02/28/2025	Open	Accounts Payable	CARDCONNECT	MERCHANT FEE EXPENSE - JANUARY 2025 \$7,796.03
3186	02/28/2025	Open	Accounts Payable	CARDCONNECT	MERCHANT FEE EXPENSE - JANUARY 2025 \$3,723.96
3187	02/28/2025	Open	Accounts Payable	CARDCONNECT	MERCHANT FEE EXPENSE - JANUARY 2025 \$4,721.40
3188	02/28/2025	Open	Accounts Payable	MECHANICS BANK	MERCHANT FEE EXPENSE - JANUARY 2025 \$239.76
TOTAL EFT's:			33 Transactions		\$2,193,057.29

<u>ACCOUNTS PAYABLE</u>	Checks & EFT's	Status	Count	Transaction Amount
		Open	303	\$4,591,587.29
		Voided	0	\$0.00
		Total	303	\$4,591,587.29
<u>PAYROLL</u>	All	Status	Count	Transaction Amount
		Total Checks	86	\$63,998.13
		Voided Checks	0	\$0.00
		Total EFT's	504	\$1,099,561.97
		Total	590	\$1,163,560.10
<u>GRAND TOTAL</u>			893	\$5,755,147.39



AGENDA BILL

Agenda Item No. 7.C.

Date: March 18, 2025
To: El Cerrito City Council
From: Diego Romero, Associate Planner; Jeff Ballantine, Senior Planner; Sean Moss, Planning Manager; Aissia Ashoori, Housing-Economic Development Manager, Community Development Department
Subject: Annual Progress Report for the General Plan & Housing Element

ACTION PROPOSED

Receive and file the attached 2024 Annual Progress Reports on the General Plan and Housing Element.

BACKGROUND

Government Code Section 65400(b) requires that an annual General Plan progress report be provided to the local legislative body, the Governor's Office of Land Use and Climate Innovation (LCI), and the Department of Housing and Community Development (HCD). The purpose of the report is to discuss the City's progress in implementing its General Plan, meeting its share of regional housing needs, and removing governmental constraints to the maintenance, improvement and development of housing. The Planning Commission reviewed the progress report at their March 5, 2025 meeting and recommended that the City Council receive and staff file the report with LCI and HCD.

ANALYSIS

The attached report covers the period from January 1, 2024 to December 31, 2024, and reports on the City of El Cerrito's progress toward achieving each policy identified in the General Plan. The Housing Element is one of the seven required elements, or topics, of the General Plan. HCD provides specific tables for jurisdictions to use for reporting on the progress of Housing Element implementation. The 2024 Housing Element Progress Report is included as Attachment 2. After the City Council's review, the report will be forwarded to LCI and HCD. The following two sections highlight important achievements of the City that are detailed in the reports with respect to implementation of the General Plan and the Housing Element.

General Plan Highlights

In 2024, the City approved the Master Plan application for the El Cerrito Plaza Transit Oriented Development (TOD) project located on the existing surface parking lots of the El Cerrito Plaza BART station. The El Cerrito Plaza TOD Master Plan application proposes a total of 743 new residential units (47% of which will be below market rate units), approximately 2,100 square-feet of commercial ground-floor retail, an approximately 0.5-acre community open space plaza along Fairmount Avenue, connectivity improvements to the existing Ohlone Greenway for pedestrians and bicyclists of all ability levels, and an opportunity for a new 20,000 square foot public library.

On January 17, 2024, a joint body of the Planning Commission and Design Review Board provided advisory comments on the proposed Master Plan. The El Cerrito Plaza TOD presents an unparalleled opportunity to implement a significant amount of General Plan goals with a single project. As noted in the progress report, the El Cerrito Plaza TOD project and associated multi-modal transportation improvements advance numerous General Plan goals related to land use, community design, housing, and transportation.

In 2024, the City also adopted the updated Climate Action and Adaptation Plan (CAAP) to achieve more ambitious targets, with the citywide goal of achieving carbon neutrality by 2045. The CAAP includes strategies and actions to reduce greenhouse gas emissions, increase resilience and prepare for climate impact. The CAAP identifies encouraging higher-density, transit-oriented development and improving pedestrian and bicycle infrastructure to reduce overall vehicle miles traveled and resource conservation measures to achieve greater energy and water efficiency as methods to achieve the City's greenhouse gas reduction targets.

The City also commenced work on multiple policy documents related to public safety in 2024. Staff began work on an update of the Safety Element of the General Plan. The Safety Element identifies natural and human-caused hazards that may result in personal injury, loss of life, property damage, or environmental damage and contains policies intended to address the risks of these hazards. The City also commenced development of the Hillside Natural Area Fire Resilience and Forest Conservation Management Plan. The purpose of the Plan is to guide the City's fire fuel reduction, native forest conservation, and maintenance activities in the Hillside Natural Area.

The El Cerrito del Norte TOD Complete Streets Improvement Project, which implements key elements of both the San Pablo Avenue Specific Plan and the Active Transportation Plan, began construction in spring 2024. This project is intended to support and catalyze transit oriented development and create a safe and comfortable environment that balances the needs of all street users, to improve pedestrian and bicyclist safety and access to housing and the El Cerrito del Norte BART Station, to encourage mode-shift to walking, biking and taking transit, and to support economic development in Uptown El Cerrito by creating an enhanced sense of place. Most recently, the City also began design of the Richmond Street Complete Streets project to provide safe and accessible multimodal connections between El Cerrito's residential neighborhoods, the city's BART Stations, the El Cerrito Plaza BART TOD project, schools, civic and recreational destinations, commercial districts, and the City's San Pablo Avenue Priority Development Area.

Housing Element Highlights

In 2024, the City completed several efforts to address the current and projected housing needs of everyone in the City. Some of these key initiatives are described further below. While this list is not exhaustive, it is intended to focus on implementation efforts that will advance through the 6th Cycle Housing Element between 2023-31.

The 6th Cycle Housing Element was adopted by the City Council on August 15, 2023, and certified by the Department of Housing and Community Development on August 22, 2023.

In 2024, the City issued the building permit for Mayfair Affordable Housing, which is currently under construction. The project is targeted for completion in 2026 and will deliver 69 units of affordable housing adjacent to the El Cerrito del Norte BART Station. In 2024, the Design Review Board also reviewed and approved a project which includes a new 6-story building with 305 residential units totaling 222,000 square feet at 1711-1755 Eastshore Boulevard. The City also received two design review applications and one SB 35 preliminary application for a total of three proposed new multifamily residential buildings pursuant to the City's streamlined review process in the San Pablo Avenue Specific Plan. In addition, the City submitted a grant application to the Metropolitan Transportation Commission pursuant to the Transit Oriented Communities (TOC) program. The tasks in this grant application include increasing the minimum and maximum residential densities of certain properties within a half mile of city's BART stations.

In 2024, City staff partnered with Related California in a successful grant application to the State's Affordable Housing and Sustainable Communities (AHSC) program. This \$39.1 million grant award will help finance a 70-unit affordable housing building adjacent to the El Cerrito Plaza BART Station along with essential infrastructure and transportation enhancements that will benefit the entire community. This project also received \$2.4 million grant award from the Bay Area Housing Finance Authority, Regional Early Action Plan 2.0 Priority Sites Program in 2024 to support predevelopment. And, in 2024, Contra Costa County awarded \$1.8 million grant award through the Permanent Local Housing Allocation Program.

In 2024, the City authorized a contract with Contra Costa Health, Housing and Homeless Services to launch the Coordinated Outreach Referral Engagement (CORE) Program. CORE works on the frontline providing homeless outreach services to the El Cerrito community. In addition, the City funded the Housing Security Fund which aims to cover gaps in services for people who are currently experiencing or at imminent risk of homelessness for the purpose of rapidly housing or diverting persons from homelessness and the emergency shelter system.

In December 2024, the City held a community workshop that presented information and resources on a number of housing related topics and included a presentation from Housing Authority staff regarding the Housing Choice Voucher (HCV) Program. At this same workshop the City also presented information and resources on a number of housing related topics including information on ADU regulations, financing, and general resources.

Senate Bill 341

As a result of the dissolution of California redevelopment agencies on February 1, 2012, the City Council elected to designate the City of El Cerrito as the Housing Successor Agency as the entity that accepts the housing assets and liabilities of the former El

Cerrito Redevelopment Agency. SB341 requires the City, as Housing Successor Agency, to report on how the funds in the Low- and Moderate-Income Housing Asset Fund (LMIHAF) are spent each fiscal year. This report must be sent to the Housing Successor Board members (designated as the City Council), posted to a [City's webpage](#), and attached as an addendum to the Annual Progress Report that the City submits to the State of California Department of Housing and Community Development annually. SB341 for Fiscal Year 2023-204 was prepared using the audited financial information contained in the City's [Annual Comprehensive Financial Report](#). As of June 30, 2024, the balance in the LMIHAF was \$6,802,047 of which \$446,172 is available, as detailed in Attachment 3.

STRATEGIC PLAN CONSIDERATIONS

The Strategic Plan establishes the vision and goals for El Cerrito which are consistent with the goals and policies of the General Plan. Each goal of the Strategic Plan is represented within the programs, policies, and efforts that have been identified in these reports.

ENVIRONMENTAL CONSIDERATIONS

Preparation and submission of this report is not a project pursuant to the California Environmental Quality Act and is therefore not subject to environmental review. All required environmental review of projects identified in the report will be conducted prior to commencing each project.

Further, many of the plans, programs and actions highlighted in the Annual Progress Report advance the City's environmental policies.

FINANCIAL CONSIDERATIONS

Expenditures for projects and efforts identified in these reports are evaluated on an ongoing basis through the City's budget process.

LEGAL CONSIDERATIONS

The City Attorney has reviewed this agenda bill and the attached reports.

Reviewed by:



Karen Pinkos, City Manager

Attachments:

1. 2024 General Plan Progress Report
2. 2024 Housing Element Progress Report
3. 2023-2024 SB341 Report



Annual Progress Report on the General Plan 2024

March 2025

City of El Cerrito
Community Development Department
10890 San Pablo Avenue
El Cerrito, CA 94530

INTRODUCTION

As required by Government Code Section 65400, each local jurisdiction (city council or board of supervisors) must submit an annual progress report to the Governor's Office of Land Use and Climate Innovation (LCI), and the Department of Housing and Community Development (HCD) on the implementation status of the jurisdiction's *General Plan*. The annual report must also include discussion on the City's progress in providing its required share of affordable housing pursuant to Government Code Section 65584 and its efforts to remove governmental constraints for the maintenance, improvement and development of affordable housing per Section 65583.c(3) of the California Government Code.

Each jurisdiction's Annual Progress Report (APR) must be submitted to HCD and LCI by April 1 of each year, covering the previous calendar year. This General Plan Annual Progress Report covers the period from January 1, 2024 to December 31, 2024.

The purpose for the APR is to assess how the *General Plan* is being implemented in accordance with adopted goals, policies and implementation measures; identify any necessary adjustments or modifications to the *General Plan* as a means to improve local implementation; provide a clear correlation between land use decisions that have been made during the 12-month reporting period and the goals, policies and implementation measures contained in the *General Plan*; and, to provide information regarding local agency progress in meeting its share of regional housing needs.

The City's current *Strategic Plan* (2024-2029) identifies updating the *General Plan* to reflect and address current community needs as strategy within the goal of *Livability and Belonging*. The current *General Plan* was adopted in 1999. The prior *General Plan* was adopted in 1975.

BACKGROUND

On August 30, 1999, the El Cerrito City Council adopted the City's current *General Plan* (Resolution 99-66). The *General Plan* contains four chapters: Community Development and Design, Transportation and Circulation, Public Facilities and Services, and Resources and Hazards. The state-required topic areas, known as "elements," (land use, circulation, housing, conservation, open space, safety, and noise) as well as one county-required element (growth management) are contained within these chapters. The State allows the combining of elements or the addition of new elements as long as the required elements are present.

The *General Plan* is intended to be a blueprint for meeting the City's long-term vision of the future consistent with state law. The process of preparing the *General Plan* took place in 1998 and 1999 as the City embarked on a program to bring its 1975 General Plan up to date so that it could better meet future challenges. The 1998 process resulted in the following ten key principles designed to improve the quality of development and the long-term fiscal health of the City so that it can remain an attractive place to live and work:

1. No major changes in land-use patterns are expected to occur.
2. Emphasis will be on quality of development.
3. Incentives, if used, will have clear criteria and limits.
4. Emphasis will be on impacts of development, not on the type of development itself.

5. Increased residential development, where allowed, must be done with care in order to enhance neighborhoods.
6. New development in the San Pablo Avenue Corridor will be encouraged to take place in mixed-use activity centers that may extend up selected perpendicular streets in order to allow a more pedestrian friendly environment.
7. The preservation and enhancement of natural features – trees, creeks, natural open space areas – and historical features will be a high priority for the City.
8. The City should have distinct destination areas, including commercial areas, a civic center and community meeting places.
9. Development should contribute to the fiscal health of the City while minimizing adverse impacts.
10. Access should be improved by balancing automobile use with improved transit, bicycle, and pedestrian opportunities.

The *General Plan* sets forth the City's policies regarding the types and locations of future land uses and activities. It describes the desired character and quality of development as well as the process for how development should proceed.

While the *General Plan* can address many City issues, factors beyond El Cerrito's control have significant influence over its land use and development patterns, including the following:

- Market forces play a determining role in what types of uses are economically feasible and, therefore, built.
- Land use and transportation decisions in other cities and counties, and by state and regional agencies, affect El Cerrito.
- Our system of property rights places certain limitations on what cities can do in prescribing or restricting future land uses.
- California environmental law requires that a city to evaluate the potential environmental impacts of new development and mitigate those impacts, as achievable.
- State laws that require the City to allow for a minimum level of housing development and that limit the ability to restrict development or impose certain requirements.

Thus, in creating the current (1999) *General Plan*, El Cerrito went through a process that ascertained the community's values for future land uses and activities, and balanced these values with market factors, city revenues, environmental constraints, and private property rights. When funding is identified, an updated *General Plan* will aim to understand how these values and factors have changed over time and become a blueprint for the next approximately twenty years.

The City's General Plan reflects the aspirations and values of El Cerrito residents, business owners and their elected representatives. The City Council, Planning Commission and staff use the Plan in considering land use and planning-related decisions. City staff uses the Plan on a day-to-day basis to administer and regulate land use and

development activity. Citizens can use the Plan to understand the City's approach to regulating development, protecting resources, and upholding community values.

In order to continue to make progress on the principles listed above regarding the San Pablo Avenue Corridor, the City Council adopted the *San Pablo Avenue Specific Plan, Complete Streets Plan, and a General Plan amendment* in 2014 and updated the *San Pablo Avenue Specific Plan* in 2022. The Specific Plan required an amendment to the *General Plan*. Consistent with the policies of the *General Plan*, the *San Pablo Avenue Specific Plan* articulates a vision for the future of San Pablo Avenue, identified improvements, and adopted context-sensitive regulations for the San Pablo corridor. The Plan created a framework for transforming the Avenue into a multimodal corridor that functions, not just as a thoroughfare, but as a place that provides a multitude of opportunities for living, working and community life. The Specific Plan and associated documents are the most significant amendments that have occurred since the General Plan's 1999 adoption. Also, as shown in the tables below, the Housing Element is regularly updated pursuant to State law, and the Safety Element, similarly, is currently being updated.

GENERAL PLAN ADOPTION AND AMENDMENTS

1. Adoption Dates of Mandatory General Plan Elements

General Plan Element	Latest Adoption
Land Use	1999
Circulation	1999
Housing	2023
Open Space	1999
Conservation	1999
Safety	1999 (update in progress)
Noise	1999

2. List of General Plan Amendments

- 2013 Growth Management Element Update (Required by Contra Costa County Measure J-2004; Resolution 2013-06).
- 2014 amendments to enable adoption of the *San Pablo Avenue Specific Plan*, including amendments to *Chapter 2: Strategic Approach*, *Chapter 4: Community Development and Design*, *Chapter 5: Transportation and Circulation* and amendments to the General Plan land use map (Resolution 2014-51).
- 2022 amendment to the General Plan land use map to enable the adoption of the San Pablo Avenue Specific Plan update (Resolution 2022-91).
- 2023-2031 Housing Element (Required by State Housing Element Law [Government Code Sections 65580-65589]; Resolution 2023-64).

GENERAL PLAN UPDATES

Safety Element

In accordance with various state laws, including SB 1035 and SB 379, which require that the *Safety Element* be updated every eight years, the City is currently updating its *Safety Element*. In fall of 2023 the City commenced a process to update the *Safety Element*. City Council action on the updated *Safety Element* is expected in 2025.

Overall General Plan Update

The City's Strategic Plan (2024-2029) states that updating the *General Plan* to reflect and address current community values is a priority. Funding for a *General Plan* update has not yet been identified.

GENERAL PLAN IMPLEMENTATION

Chapter 4: Community Development and Design

Land Use

Goal LU1: A high-quality residential character within El Cerrito.

The City continued to implement the 2008 Zoning Ordinance and the *San Pablo Avenue Specific Plan*, which promote a high-quality of development. In 2024, the City issued 1,666 building permits, took in 2,2690 building permit applications, conducted 6,067 building inspections, and 93 rental housing inspections. It also reviewed 112 planning entitlements.

Goal LU2: A land use pattern and mix of uses that contribute to the financial health and stability of the community.

The City continued to implement the *San Pablo Avenue Specific Plan* and processed several land use applications in the Specific Plan area that represented a range of land uses, including a preschool and mixed use project. This included six Tier I Design Review applications that improved the façades, added signs and generally improved storefronts of new and existing businesses. In 2024, one new application (11965 San Pablo Ave.) was submitted to the City for a new multifamily development project, which proposes 154 new affordable dwelling units.

New developments often entail a transfer of property and are reassessed both at transfer and upon development (if an exemption does not apply, such as for Affordable Housing.) New development also provides opportunities for new businesses (for properties containing commercial, live-work space or home occupations) and new customers and pedestrian-traffic for existing commercial properties and businesses.

Goal LU3: A development pattern that enhances a strong sense of community.

Implementation of the *San Pablo Avenue Specific Plan* continued to move forward, albeit at a slower pace than hoped for due to market forces. New applications slowed, several entitled projects have not moved forward to submit building permit applications, and several in the building permit review phase have not proceeded to pull permits.

In 2024, the City approved a Tier II Design Review application for a proposed 305 residential unit building at 1711-1755 Eastshore Blvd. and also received two design review

applications and one SB 35 preliminary application for a total of three proposed new multifamily residential buildings pursuant to the City's streamlined review process in the San Pablo Avenue Specific Plan.

In 2024, the City approved the Master Plan for the El Cerrito Plaza BART Station Transit Oriented Development (TOD). The El Cerrito Plaza TOD project proposes a total of 743 new residential units, 47% of which will be below market rate units, approximately 2,100 square-feet of commercial ground-floor retail, 446 automobile parking spaces, an approximately 0.5-acre community open space plaza along Fairmount Avenue, and connectivity improvements to the existing Ohlone Greenway for pedestrians and bicyclists of all ability levels. This project includes the potential for a new City Library which would help enhance the sense of place of the downtown node. In addition, the vision of the master plan is to create a mixed-income, mixed-use transit-oriented community that serves as a central downtown node for existing and future residents, patrons, businesses, customers, commuters, and visitors.

In 2024 the City also approved the building permit application for BRIDGE Affordable Housing at Mayfair, for a 69 unit building that is now under construction.

Goal LU4: A safe, attractive, and interesting community

The City continued to implement community policing to promote public safety.

Building projects within the City, both large and small, were subject to a vigorous review and inspection process.

The City's Arts and Culture Commission continued to promote efforts to support public art in the community, including considering the incorporation of public art into new public bike parking areas.

New development participates in the City's 1% for Art program, by either contributing to the City's public art fund or installing art on site. New art installations have recently been completed at the Mayfair project facing the del Norte BART station and a on the facade of a freeway facing self storage facility. A new preschool will also be installing art on site.

Goal LU5: A land use pattern and types of development that support alternatives for the movement of people, goods, and ideas.

The City continued implementation of the *San Pablo Avenue Specific Plan* which aims for development that contributes to walkability and is located in transit rich areas. The City's Transportation Impact Fee (TIF), which was adopted in 2019 (see discussion under Goal GM4) applies to new development and contributes funding and leverages outside funding toward building and improving the City's bicycle and pedestrian network.

The City continuously seeks funding and develops projects for improvements identified in the *Specific Plan* and *Active Transportation Plan*, which promotes transportation modes that are alternatives to the automobile. Numerous Active Transportation Plan projects are being pursued in conjunction with the El Cerrito Plaza TOD discussed above. Additionally, the El Cerrito del Norte TOD Complete Streets Improvement Project, which implements key elements of both the *Specific Plan* and *Active Transportation Plan*, began construction

in spring 2024. This project is intended to support and catalyze Transit Oriented Development (TOD) and create a safe and comfortable environment that balances the needs of all street users, to improve pedestrian and bicyclist safety and access to housing and the del Norte BART Station, to encourage mode-shift to walking, biking and taking transit, and to support economic development in Uptown El Cerrito by creating a “sense of place”. Most recently, the City began design of the Richmond Street Complete Streets to provide safe and accessible multimodal connections between El Cerrito’s residential neighborhoods to the El Cerrito del Norte and Plaza BART Stations and TOD, schools, civic and recreational destinations, commercial districts, and the City’s San Pablo Avenue Priority Development Area.

As mentioned previously, in 2024, the City approved the master plan for the El Cerrito Plaza TOD project located on the existing surface parking lots of the El Cerrito Plaza BART station. This project incorporates connectivity improvements to the existing Ohlone Greenway for pedestrians and bicyclists of all ability levels.

Goal LU6: Development patterns that promote energy efficiency, conservation of natural resources, and use of renewable rather than nonrenewable resources.

The City continued to implement the Zoning Ordinance, adopted in 2008, and the *San Pablo Avenue Specific Plan*, adopted in 2014, and updated in 2022. The Specific Plan puts a focus on more intense development within the Plan area and specifically near the City’s two BART stations. By focusing development near existing public transportation infrastructure, the *San Pablo Avenue Specific Plan* aims to fulfill goals of the City’s Climate Action and Adaptation Plan by facilitating mode shift, reducing per capita dependence on automobile trips and increasing public transportation, bicycle and pedestrian trips.

In 2024, the City adopted the updated *Climate Action and Adaptation Plan (CAAP)* to achieve more ambitious targets, with the citywide goal of achieving carbon neutrality by 2045. The CAAP includes strategies and actions to reduce greenhouse gas emissions, increase resilience and prepare for climate impacts. The CAAP identifies encouraging higher-density, transit-oriented development and improving pedestrian and bicycle infrastructure to reduce overall vehicle miles traveled and resource conservation measures to achieve greater energy and water efficiency as methods to achieve the City’s greenhouse gas reduction targets. The City also continued to monitor and evaluate energy use in the organization’s operations to identify opportunities to reduce usage, greenhouse gas emissions, and costs. In late 2023, the City entered into a contract to procure renewable diesel fuel for City vehicles, which estimates a 65-75% reduction in CO₂ emissions in addition to reductions in fine particles, nitrogen oxides, hydrocarbons, carbon monoxide, and polyaromatic hydrocarbons as compared to petroleum-based diesel.

The City continued to implement the *California Green Building Standards Code*, which requires high levels of energy efficiency in new construction.

In 2024, the City continued to implement a property transfer tax and offered a rebate program for qualifying energy and water conservation measures and for seismic upgrades. In 2024, 20 properties utilized this rebate.

As discussed above, the City approved the master plan for the El Cerrito Plaza TOD project, which proposes to add 743 total units (including 53% market rate & 47% below

market rate units) adjacent to a major transit station, providing sustainable transportation options for new residents consistent with the City's climate action goals. This project also proposes the following sustainable initiatives:

- Each building within the TOD will be fully electric with no connections to natural gas or installation of gas appliances to reduce long-term reliance on fossil fuels.
- The affordable housing buildings will seek a minimum GreenPoint Rating Gold certification. This includes exceeding the applicable California Energy Code efficiency requirements, WaterSense plumbing fixtures, and reducing waste during construction and once operational.
- A new public bike station with storage capacity up to approximately 275 bikes of varying sizes to accommodate users of various mobility levels.
- A series of east-west protected bike lanes connecting the San Pablo Avenue commercial corridor to the eastern residential neighborhoods.

Community Design

Goal CD1: A city organized and designed with an overall attractive, positive image and "sense of place."

The City continued to implement the *San Pablo Avenue Specific Plan* which promotes high-quality development along San Pablo Avenue in order to promote vibrant public spaces and enhance the sense of place. The *Specific Plan* also requires the provision of publicly accessible open space in larger projects, or payment of an in-lieu fee for the City to invest in open space. Development of new open spaces along San Pablo Avenue will further enhance the attractiveness and sense of place along the City's primary mixed use corridor.

The El Cerrito Plaza TOD project proposes approximately 22,000 square feet of new public open space area which primarily consists of a proposed new 20,700 square foot public plaza immediately adjacent to a potential 20,000 square foot public library. The proposed plaza and potential library present an opportunity to have a 21st century library with a full complement of contemporary services that would serve as a destination and anchor El Cerrito's downtown, in proximity to other amenities and services. The City's *Strategic Plan* identifies creating a downtown community hub anchored by the Plaza Transit Oriented Development and a new library as a key strategy supporting the *Strategic Plan* goal of Livability and Belonging.

Goal CD2: A city with attractive, safe, and functional streets, parking areas, and pedestrian walkways.

In 2024, the City continued to implement the *San Pablo Avenue Specific Plan*, *City Complete Streets Policy*, and *City Active Transportation Plan* along with the more recently adopted *Climate Action and Adaption Plan*. These provide a blueprint for continuing the City's investment in improving safety and providing facilities and infrastructure for bicyclists and pedestrians, based on the changing demands and standards as well as the current goals of the City.

The City has also continued implementation of the *Green Infrastructure Plan*, approved by the El Cerrito City Council in 2019, to add low-impact development (LID) stormwater

facilities to public spaces while making streets more attractive through the addition of landscaping and water features.

As noted above, the El Cerrito del Norte TOD Complete Streets Improvement Project, which implements key elements of both the *Specific Plan* and *Active Transportation Plan*, began construction in March 2024. Improvements to be constructed as part of the project consist of enhanced and new protected crosswalks, new context-sensitive bikeways, bus boarding islands, circulation improvements, and various streetscape enhancements.

Most recently, the City began design of the Richmond Street Complete Streets project to provide safe and accessible multimodal connections between El Cerrito's residential neighborhoods to the El Cerrito del Norte and Plaza BART Stations and TOD, schools, civic and recreational destinations, commercial districts, and the City's San Pablo Avenue Priority Development Area

New development within the Specific Plan area are also required to improve their sidewalk frontages. The Mayfair development, near the del Norte BART station, which is nearly complete also adds a public pedestrian walkway which shortens the block for pedestrians between Cutting and Knott, providing a connection between San Pablo Avenue and Kearney.

Goal CD3: A city with attractive landscaping of public and private properties, open space, and public gathering spaces.

The Design Review Board continued to review new landscaping plans on private properties within the Specific Plan area. The *Specific Plan* continued to require the provision of publicly accessible, privately maintained open space or the payment of an in-lieu fee to create new open spaces and enhance existing open spaces.

As mentioned previously the El Cerrito Plaza TOD project proposes approximately 22,000 square feet of new public open space area which primarily consists of a proposed new 20,700 square foot public plaza. The plaza would function as a park and include paved gathering space, possible play areas, and stormwater treatment planters, along with a variety of benches, pathways, trees and landscaping. The potential public library also presents the opportunity to offer both expanded and new programs including adult, teen and children's areas, multipurpose rooms, community meeting spaces, enhanced services and technologies, and emergency response capabilities such as providing clean air, warming, cooling, and electronics charging in the event of extreme weather and other emergencies.

Goal CD4: Well designed buildings that are compatible with their surroundings.

The City continued to implement the design review process pursuant to the Zoning Ordinance and the *San Pablo Avenue Specific Plan* to ensure that new development is well-designed.

Through advisory reviews, consistent with state law, for the El Cerrito Plaza TOD project, the Planning Commission and the Design Review Board continued to ensure that the El Cerrito Plaza TOD project would be a well-designed asset for the community. In 2024 the Design Review Board reviewed and approved a project which includes a new 6-story

building with 305 residential units totaling 222,000 square feet at 1711-1755 Eastshore Boulevard.

Goal CD5: A design process that achieves design objectives while being efficient and allowing for flexibility.

The City continued to utilize the design review process to achieve the *General Plan* goals above. Design review in the City of El Cerrito is intended to encourage high-quality design, well-crafted and maintained buildings and landscaping, the use of higher-quality building materials, and attention to the design and execution of building details and amenities in both public and private projects. The *San Pablo Avenue Specific Plan's* Tier IV Design Review process is intended to provide flexibility for projects that do not comply with all development standards in the *Specific Plan* in order to improve feasibility and respond to specific site conditions. Additionally, the *Specific Plan* also allows administrative approval waivers to specified development standards. The *San Pablo Avenue Specific Plan* update, adopted in December 2022 revised and clarified the Tier IV Design Review and waivers processes to improve flexibility.

Goal CD6: An urban form that sustains a vital commercial community to meet the diverse needs of the local and regional population.

The City continued to implement the *San Pablo Avenue Specific Plan*. It encourages mixed use development including ground floor commercial uses in specific commercial nodes, in addition to intensified residential uses along San Pablo Avenue. The plan strives to create a range of residential unit types which will provide diverse housing types along the Avenue. The new residents of these units will help support successful commercial businesses along San Pablo Avenue and contribute to more vitality in the commercial nodes along San Pablo Avenue.

Housing

See attachment for Housing Element annual report.

Growth Management

Goal GM1: A coordinated regional and sub-regional planning system that provides better service and less congestion for residents of El Cerrito.

City staff continued to serve on the West Contra Costa Transportation Commission's (WCCTC) Technical Advisory Committee on planning and funding efforts for regional transportation improvements in Contra Costa County. City staff provided input on various planning studies for the region including: AC Transit's *Realign*, a systemwide evaluation and restructuring of the agency's existing bus service network prompted by the COVID-19 pandemic's effect on travel patterns; and, the next phase of the San Pablo Avenue Multimodal Corridor Study, which will be led by the Contra Costa Transportation Authority (CCTA) and focus on public outreach and engagement around potential Bus Rapid Transit (BRT) and/or other transit priority features on San Pablo Avenue.

The City is collaborating with the CCTA in a Countywide Smart Signals Project to upgrade traffic signal and communication systems at 328 intersections within Contra Costa County,

7 of which are in El Cerrito. Implementation of the planned Intelligent Transportation System (ITS) elements will unify Contra Costa County's signal technology and communication systems to optimize traffic flow. It will provide an interconnected Advanced Traffic Management System (ATMS) with the ability to monitor traffic conditions in real-time, safely and efficiently manage incidents, and share information between agencies and the public.

Caltrans is planning to repave State Route 123 within El Cerrito (San Pablo Avenue between Cutting Blvd. and the Alameda County line and Cutting Boulevard between San Pablo Ave and I-80). City staff collaborated with Caltrans staff during the preliminary design phase to add six new mid-block crosswalks and safety upgrades at three existing crosswalks to the project scope, consistent with the City's *San Pablo Avenue Specific Plan*. The project is principally a pavement maintenance and rehabilitation project but Caltrans' policy, consistent with the state's Complete Street Act, identifies routine maintenance projects as an opportunity to better accommodate the needs of all road users. In late 2024, Caltrans staff informed City staff that budget constraints may limit the number of new and upgraded crosswalks, but staff in both agencies continue to collaborate to prioritize locations with the greatest safety and connectivity needs. The project is in the development and design stage now and Caltrans staff anticipates construction will start in 2026 and conclude in 2027.

Finally, the City executed a grant pass-through agreement with BART to receive up to \$10 million from the State's Transit and Intercity Rail Capital Program (TIRCP) to plan, develop, and implement on-street parking management and complete street upgrades that support the El Cerrito Plaza TOD project. In 2022, BART applied for and received approximately \$49 million in TIRCP funding for transportation infrastructure that supports station access and transit-oriented development on BART land around East Bay BART stations. Approximately \$24 million is allocated to the El Cerrito Plaza station with \$10 million supporting the above-mentioned access strategies, and the remaining \$14 million supporting infrastructure on BART property such as the BART rider parking garage and bus transit center. Since parking management and complete street upgrades are primarily within City right-of-way, the City is best suited to lead implementation of these projects, in the manner of a typical street improvement project.

Goal GM2: Compliance with applicable level of service standards.

The City, through the CEQA review process, continued to ensure that new development meets the level of service standards in the *General Plan* and *San Pablo Avenue Specific Plan*.

The City continued to implement the *San Pablo Avenue Specific Plan*. The Plan adopted new service standards for streets within the plan area. These service standards are in greater compliance with the City's complete streets goals.

City staff collaborated with other public agencies in Contra Costa County on the update to the CCTA Growth Management Program to implement SB743. This state legislation changed CEQA evaluation methods for transportation from level of service (LOS) to vehicle miles traveled (VMT). The CCTA, with input from local and sub-regional agencies, developed a countywide evaluation method and recommended VMT significance criteria, and is now working on a mitigation framework. In November 2021 consistent with this guidance, the City adopted VMT thresholds of significance and local criteria for purposes

of analyzing transportation impacts under CEQA. The City continues to utilize these thresholds as part of the environmental review process for new development.

Goal GM3: Timely review of projects that are heavy traffic generators.

All development projects processed by the City are evaluated against and comply with applicable service standards. All applications, regardless of traffic generation, are processed in a timely fashion.

Goal GM4: Effective community-wide programs to reduce traffic impacts of new projects.

City staff developed and the City Council adopted the El Cerrito Transportation Impact Fee (TIF) Program in 2019 to ensure new development pays its fair share of the transportation improvements needed to accommodate growth in El Cerrito. In Fiscal Year 2023-24, the City collected \$204,243.00 in fees for the TIF Program. The list of potential capital improvements eligible for funding with the TIF is based on prior planning studies completed to support the City's growth and the impact of that growth on the transportation system, as well as to support the City's Climate Action and Active Transportation goals. The focus of these improvements is to connect El Cerrito residents to employment and activity centers and major transit facilities within the City and in neighboring jurisdictions. These improvements focus on San Pablo Avenue, the City's primary transportation corridor serving all modes. More specifically, the TIF project list is a selection of projects from the following City-Council adopted plans: *San Pablo Avenue Specific Plan*, *Active Transportation Plan*, and *Ohlone Greenway Master Plan*. To date, the TIF revenues have been used for design and construction of the Del Norte Complete Streets Project.

Goal GM5: An effective system of providing urban services.

The City continued to offer a high-level of services to residents and the City continued to work with other agencies (such as the Stege Sanitary District) to ensure that services are provided effectively.

Chapter 5: Transportation and Circulation

Goal T1: A transportation system that allows safe and efficient travel by a variety of modes and promotes the use of alternatives to the single-occupant vehicle.

In 2024, the City continued implementation of the City Complete Streets Policy and El Cerrito *Active Transportation Plan (ATP)*. The ATP provides a blueprint for continuing the City's investment in improving traffic safety and providing facilities and infrastructure for bicyclists and pedestrians, based on the changing demands and standards as well as the current goals of the City.

The City also continued to implement the *San Pablo Avenue Specific Plan*, specifically the Complete Streets component to encourage all modes of transportation and creates opportunities to support mode shift away from auto use and towards transit use, walking and biking.

In 2024, these efforts included developing multi-modal projects in several areas of town as described below.

- El Cerrito del Norte TOD Complete Streets Improvements: The City began construction of the El Cerrito del Norte TOD Complete Streets Improvements Project, which consists of access, safety and circulation improvements for bicyclists, pedestrians, transit riders, and motorists to support the El Cerrito del Norte BART Station and transit-oriented development in the San Pablo Avenue Uptown district. 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.
- Richmond Street Complete Streets Project: The City secured \$8 million in federal funding and commenced a project to improve safety and connectivity along the entire length of Richmond Street to connect El Cerrito's residential neighborhoods, schools, civic and recreational destinations, and commercial districts to BART Stations and TOD. Project elements include high-visibility crosswalk markings, rectangular rapid flashing beacons (RRFBs), safety lighting, and red curb daylighting at intersections to enhance visibility and safety of pedestrians; bikeway improvements; curb bulb-outs, raised intersections, and more street trees to further calm speed of vehicles and beautify the area; and installing curb ramps, replacing non-conforming sidewalks, and rehabilitating the pavement to meet current standards for ADA compliance.
- As part of regional efforts with WCCTC and CCTA, City staff has been participating in the next phase of the San Pablo Avenue Multimodal Corridor Study, which will be led by CCTA and focus on public outreach and engagement around potential Bus Rapid Transit (BRT) and/or other transit priority features on San Pablo Avenue.

In May 2024, the City continued its support of the regional "Bike to Wherever Day" initiative, a regional effort to increase bicycling. In 2024, 307 cyclists were counted either passing or stopping at the City's "Energizer Station" at El Cerrito Plaza BART Station between the hours of 7:00 a.m. and 9:00 a.m.

The El Cerrito Plaza TOD project will feature a variety of transportation system improvements in the area surrounding the El Cerrito Plaza station which will help to make alternative modes of travel more efficient and safer for the users of this system. These improvements include a Class IV separated bikeway along the project's Central Avenue frontage. The project also proposes to narrow the roadway of Fairmount Ave. by removing the existing center median and converting the existing angled parking along the north side of the street to parallel parking. This will provide additional space to be allocated to the Project's public open space. The existing one-way busway on the east side of the station is proposed to be removed and the west side busway is proposed to be reconfigured from one-way to two-way travel. This reconfiguration will allow for eight bus bays to be provided along the new busway and three pedestrian crosswalks, and it allows for additional capacity for future bus service increases.

In late 2024, Gig Car Share ended all operations in its remaining market areas, which included the Bay Area and in parts of El Cerrito. Gig operated a "floating" car share service,

which allowed its members to take one-way trips so long as they started and ended in Gig's service area. Gig was operating in El Cerrito as a pilot program, and Gig shared valuable travel data with the City. The data showed that Gig members took over 8,000 car share trips that started or ended in El Cerrito between Q1 2023 and Q2 2024. More importantly however, each Gig vehicle in El Cerrito was shared among 12 unique users, indicating the vehicles were in fact shared among many. In contrast, a typical private vehicle is shared among one or two users.

Goal T2: A land use pattern that encourages walking, bicycling, and public transit use.

The City continued to implement the *San Pablo Avenue Specific Plan* which includes a *Complete Streets Plan*. It serves to implement contemporary land use planning strategies near transit and amenities and thereby encourages walking, biking and public transit use. Those strategies include increased heights, lower parking minimums, a flexible approach to mixed-use development, and complete streets guidelines to accommodate all modes of transportation on San Pablo Avenue specifically prioritizing pedestrians and public transit along this corridor.

In 2024, the City continued to process development applications for the El Cerrito Plaza TOD project located on the existing surface parking lots of the El Cerrito Plaza BART station. This project will feature connectivity improvements to the existing Ohlone Greenway for pedestrians and bicyclists of all ability levels. This project will encourage existing and future residents to consider and use alternative modes of transportation. The El Cerrito Plaza TOD project will total of 743 new residential units directly adjacent to the El Cerrito Plaza BART Station which will encourage the future residents to consider using Public Transit.

Also see Goal LU5: A land use pattern and types of development that support alternatives for the movement of people, goods, and ideas.

Goal T3: A transportation system that maintains and improves the livability of the City.

The City continued to implement the *San Pablo Avenue Specific Plan* to transform San Pablo Avenue into a multimodal, livable corridor.

The City also continued to implement the *Urban Greening Plan*, which identifies strategies for creating a greener, more environmentally sustainable and livable city. Key objectives and strategies include Greener Gateways to reinforce community identity and sense of place that improve and highlight natural elements and Green Streets to continue to invest in making the public right-of-way more sustainable by reducing impervious surfaces, accommodating additional modes of transportation, adding landscaping, and creating streets that are safe, comfortable and attractive for everyone. In 2024, the City submitted a grant application to design & construct improvement near Key & Conlon as identified in the *Urban Greening Plan*.

Goal T4: A minimum amount of land used for parking and minimal parking intrusion in neighborhoods.

The City continued to implement the *San Pablo Avenue Specific Plan*. The Plan adopted new parking standards for both commercial and residential development. It generally reduced off-street parking requirements within the plan area, while ensuring that adequate parking is provided. Further reductions of parking require preparation of a parking study and may require enhanced transportation demand management, e.g. measures beyond those which are already required in the *Specific Plan* developed in conjunction with the City's own TDM and mode shift efforts. In addition, *Assembly Bill 2097* was signed into law in 2023, it now prohibits a public agency from imposing any minimum parking requirement on any residential, commercial, or other development project that is located within 1/2 mile of a frequent transit stop.

Additionally, the City continued to implement the revised development standards for Accessory Dwelling Units (ADUs) which do not require off-street parking. These standards allow for the development of additional housing units without requiring further land in residential areas to be used for parking. In 2024, the City's Planning Division reviewed 26 applications for ADUs.

As part of BART's planned Transit-Oriented Development (TOD) project at the El Cerrito Plaza BART Station, BART staff, in collaboration with City staff, finalized the *Berkeley-El Cerrito Corridor Access Plan (BECCAP)*. Enabled by state law, the TOD project addresses city, state, and regional goals to provide new housing near transit, build new public spaces, and encourage alternatives to driving alone. Because the TOD development will not replace all existing rider parking spaces, the *BECCAP* identified multimodal access strategies at the El Cerrito Plaza BART station, which include new bicycle and pedestrian linkages; new and enhanced existing bus service; and a new on-street parking management program around the El Cerrito Plaza BART station to maintain station access for those who don't have alternatives to driving and parking.

The *BECCAP*'s on-street parking management concept study proposed several key features, including the use of pricing and a modern permit management system to make it easy for anyone to find a space around the station and, at a minimum, sufficient revenue generation to cover all costs of operation. Due to the timing of the TOD project's first phase breaking ground in approximately 2025, and the remaining surface lots being built on over the subsequent 2-4 years, City staff launched development of the parking program in 2024 and anticipate presenting parking regulation concepts with the public and City Council for discussion and feedback starting in Spring 2025. This program will maximize the efficient use of the available parking supply for various user groups.

Chapter 6: Public Facilities and Services

Parks, Recreations and Open Space

Goal PR1: Adequate, diverse, and accessible recreational opportunities for all residents – including children, youth, seniors, and others with special needs – in parks, school yards, and open space.

In 2023, the City was able to use proceeds from Measure H to improve several recreational facilities and resurface the activity pool at the El Cerrito Swim Center. Utilizing funds from

Measure H, California Proposition 68 (Parks & Water Bonds), and the City's General Fund, renovations to the Arlington Clubhouse and four picnic sites were completed in 2024. The City raised funds for the City's David Hunter Memorial Scholarship Fund which helps families pay for classes and services for their children through the Recreation Department which they would otherwise not be able to afford.

In 2024, the City sponsored a number of special events including the popular worldOne 4th of July Festival at Cerrito Vista Park, Holiday Pancake Breakfast, Senior Resources Fair, Blood Drivers, and new events such as Adult Line Dances and Play Like a Girl+. The City also hosted, supported, and participated in a number of environmental events and programs in 2024. These included: Bike to Wherever Day, Earth Day and hosting a number of volunteer work parties.

The City continued to offer a range of programs for seniors at the El Cerrito Community Center as well as a range of programs for youth at various City facilities. The City also has a Joint Facilities Use Agreement with the West Contra Unified School District to increase program offerings especially on the Fairmont, Harding and Madera Elementary schools' and Korematsu Middle school's (Castro Park) campuses.

Goal PR2: High quality open space protected for the benefit of present and future generations, reflecting a variety of important values: ecological, educational, aesthetic, economic and recreational. These values are interwoven throughout the community in numerous ways so that the preservation of open space is very important to the well being of the City.

The *Parks and Recreation Facilities Master Plan's* (mentioned in Goal PR1) Goal E is to Improve Natural Areas and identifies a series of policies and actions based on previous City planning efforts and community engagement.

The City continued to implement the *San Pablo Avenue Specific Plan* which requires that new projects greater than 25,000 square feet either provide public open space or contribute funds toward the creation or enhancement of open space.

In 2024, the City continued to implement the expanded Public Tree and Shrub Ordinance, adopted by the City Council in 2019, providing greater protections for public trees throughout the community to support the long-term health of the urban forest.

In 2022, the City received a \$145,000 grant from the California Coastal Conservancy to develop a *Fire Resilience and Forest Conservation Management Plan* for the El Cerrito Hillside Natural Area (HNA), which began development in 2023 with public outreach throughout 2024. The Draft Plan identifies fire hazard mitigation projects and forest conservation activities, and was released for public comment in Fall 2024. The environmental review process will begin in early 2025.

Goal PR3: Public access to open space areas while protecting important habitats.

In 2024, the City completed the wayfinding signage for trails within the Hillside Natural Area. The overall goal of the project is to continue to enhance the City's largest open space, which is 102.5 acres in size and a home to small creeks, grasslands and forests.

The Hillside Natural Area provides a very large active recreation space for hikers, bikers, and dog walkers who have easy access through several neighborhood entry points and enjoy the quiet oak groves, open fields, and expansive views of the San Francisco Bay. The project will increase visibility, access, and use of the city's existing network of trails, pathways, and stairs within the open space and improve connectivity between identified citywide bicycle and pedestrian routes, key community destinations, and existing trails.

The City also continued to organize and support volunteer work parties, led by the El Cerrito Green Teams, El Cerrito Trail Trekkers, and Friends of Five Creeks, throughout the year, to support and enhance habitats and wildlife throughout the City's owned and controlled open spaces. The City continued to support several annual events that increase public awareness and access to the Hillside Natural Area, including Earth Day and an Annual Hillside Festival each Spring.

Non-Recreational Facilities

Goal CF1: Safe and adequate community facilities that allow the City to offer better services and inspire a sense of community pride.

The City continued to provide high-quality services to the community at the Recycling and Environmental Resources Center which was completed in 2012.

The City continued to serve the community from the City Hall facility which was completed in 2009.

In 2024, the City continued to collaborate with BART and the developer of the El Cerrito Plaza TOD project to explore the potential to include a new public library as part of the project. The need for a new library was identified in numerous needs assessments and would provide 20,000 square feet in a contemporary building allowing both the Contra Costa County Library system and the City to expand programs and services to better serve the public, including the provision of a cooling-heating, clean air and charging center in the event of an emergency.

Public Services and Infrastructure

Goal PS1: An adequate, comprehensive, coordinated law enforcement system consistent with the needs of the community.

The City continued its deployment of both patrol and specialty police units to address crime trends. These units coordinated their efforts internally, by sharing and collaborating on projects and investigations, and externally, with residents and community groups, to continue to meet the safety needs of the community.

Goal PS2: A community that has minimized the risks to lives and property due to fire hazards.

The City continues to minimize fire hazards by enforcing its comprehensive fire hazard reduction program that focuses upon reducing fire hazards in four areas: (1) on City property, (2) on property owned by other public agencies (3) large landowners, and (4) on residential property.

In 2024, the Fire Department continued to implement the Vegetation Management Policy which was rewritten in 2020 to make it easier to understand and align it with the State guidelines. The policy creates zones centered around structures on the property with goals to avoid home ignition from ember assault, and to reduce the heat and movement of the fire.

The history of the fire hazard abatement program was designed to reduce fire hazards on a large number of private properties with efforts concentrating during the spring and early summer months, prior to the State entering the annual “Fire Season”. However, with climate change, continued below average rainfall and increasing northeast wind events leading to more Red Flag Warnings, the City faces fire season almost year-round.

A process of advance notice and hearings for property owners is coupled with a public education program involving the promulgation of standards for vegetation management in residents’ yards and vacant lots. These notices and public education are aimed at increasing the resident’s knowledge and awareness of proper management of combustible materials on their property, especially within the first five feet of the structure.

This program seeks to remove weeds, rubbish, litter or other flammable material from private properties where such flammable material endangers the public safety by creating a public nuisance and a fire hazard. Most property owners voluntarily abate these hazards without Fire Department involvement. For the small number of property owners that do not abate the hazards, the City completes the necessary abatement and places the costs on the property owner’s tax bill.

Based on lessons learned over the last five years of record fires in the State, improved efforts have been made for the incorporation of fire and ember resistant construction materials and careful selection of landscape material, proper placement and maintenance of residents landscaping. Further amendments will need to be incorporated into the vegetation management program to comply with AB3074, a state bill passed in 2020 addressing fire prevention, wildfire risk, defensible space, and ember-resistant zones requiring enforcement of more intense fuel reductions to create an ember resistant zone withing five feet of any structure.

Over the past 25 years, the City’s public education efforts and annual fire hazard abatement program has been very successful in reducing fire hazards throughout the hills which are designated Very High Fire Hazard Severity Zones.

Additionally, the Public Works Department completes vegetation management activities and projects each year to reduce the risk of fire hazards in the El Cerrito community.

Goal PS3: Safe and adequate public infrastructure to serve El Cerrito’s residents, now and in the future.

The City continued implementation of the Annual Street Improvement Program funded by Measure A and the Access Modifications (Streets) Program funded by SB 1. Also, as a result of new transportation funding provided by SB 1, the City has continued funding annual sidewalk projects to repair tripping hazards throughout the City.

Implementation of the Complete Streets component of the *San Pablo Avenue Specific Plan* and implementation of the *Active Transportation Plan* will enhance pedestrian and bicycle safety throughout the City and provide infrastructure which accommodate all modes of transportation. Implementation of these plans will continue to occur as new development occurs and as funding is secured.

Goal PS4: An adequate storm drainage system to serve existing and future planned development

In March 1993, the voters of the City of El Cerrito approved the issuance of \$6.3 million in revenue bonds for the reconstruction of the City's storm drain system. In June 1993, the City Council adopted Ordinance 93-4, providing for the imposition and collection of Storm Drain Fees to pay the debt service on the revenue bonds. Ordinance 93-4 set the Storm Drain Fee and provided that the fees are collected through the property tax based on amounts specified in an annual Engineer's report. This Engineer's report contains the description of each parcel of real property receiving storm drain services and the amount of the annual fee for each parcel.

The City actively participated in the Contra Costa Clean Water Program to implement the National Pollution Discharge Elimination System (NPDES), Municipal Regional Permit Order No. R2-2015-0049 (MRP 2.0) which became effective January 1, 2016. In 2022, City Staff also began to prepare for and implement the newly issued Municipal Regional Permit Order No. R2-2022-0018 (MRP 3.0), which became effective July 1, 2022. This included taking specific stormwater management actions to control trash litter, 303(d) listed pollutants, and other pollutants of concern (POCs). In compliance with the MRP, the City developed a *Green Infrastructure Plan*, adopted by the City Council in 2019.

The City will be updating the City's *Storm Drain Master Plan*, which was last updated in 1999. The scope considers the green infrastructure requirements and is expected to be finalized in 2025-2026. Moreover, it will identify opportunities to improve the City's Storm Drain system by improving the condition and capacity of the storm sewer network.

Goal PS5: A system that minimizes the City's generation and disposal of solid waste materials by providing an adequate and integrated waste management program and related facilities to serve existing and future planned development.

In 2012, the City completed construction of a new state-of-the-art Recycling + Environmental Resource Center. In addition to the City's continued curb-side collection program, the Recycling + Environmental Resource Center (RERC) provides convenient drop-off facilities for a wide array of items. The Center allows the City to expand the range of items accepted for disposal, improving collection options for all constituents and for many residents of surrounding communities. The Center has expanded the items that the City is able to accept, including compact fluorescent light bulbs, books, sharps, expired medications, and scrap textiles. The Center has been designed as a facility that will provide maximum flexibility to meet future, changing waste disposal needs. In 2018, the City began to collect household hazardous waste at the Recycling + Environmental Resource Center with a popular once per week collection event. Notably, in 2020, the RERC was one of the first City facilities to reopen to the public after the first COVID-19-related shelter at home order, with safety protocols in place.

Additionally, in 2021, the City Council adopted two ordinances moving related goals forward. The City Council adopted an updated *Foodware Ordinance* that requires all foodware (e.g., cups, plates, utensils, etc.) served by food providers in El Cerrito to be either reusable or compostable, starting July 1, 2022. This Ordinance will serve to significantly reduce the amount of single-use plastic waste in El Cerrito and increase waste diversion. In 2021, the City Council also adopted a “Mandatory Organics Recycling” Ordinance, implementing the requirements of California *Senate Bill (SB) 1383* and requiring participation in the City’s recycling and composting programs with limited exceptions.

In 2022, City Staff entered into a new franchise agreement with the City’s garbage and green waste hauler, East Bay Sanitary, which adds a number of integrated waste management services to the community, including new programs targeting waste diversion in multi-family apartment complexes. A new brochure was developed outlining all the services available and mailed to all solid waste accounts. Staff is also continuing to move forward with other programs to implement *SB 1383* and to increase composting and recycling in El Cerrito.

In July 2023, the City completed a citywide curbside cart swap project in order to comply with State Law, *Senate Bill 1383*. Over the course of three weeks, the City successfully collected approximately 8,500 old grey recycling and blue garbage carts, swapping them for new blue recycling and black garbage carts. This standardizing of cart colors will take place throughout California for ease of separating materials and recycling statewide.

In 2024, the City was awarded a grant from Calrecycle to implement *SB 1383* outreach to encourage customers to dispose of green waste in green bins. This grant will run through 2025. In 2024, El Cerrito was also awarded a grant from the Metropolitan Transportation Commission (MTC) to plan the electrification of its recycling fleet; this grant will also run through 2025.

Chapter 7: Resources and Hazards

Natural and Historic Resources

Goal R1: Protected natural resources (important habitat, ecological resources, key visual resources, ridges and ridgelines, creeks and streambanks, steeper slopes, vista points, and major features), and clean air and water.

The City continued to implement the Zoning Ordinance, which contains specific standards aimed at protecting creeks and hillside areas.

The City continued to implement Chapter 13.28 of the El Cerrito Municipal Code, the Public Tree and Shrub Ordinance, the primary purpose of which is to preserve and protect public trees.

City Staff also actively participated in the Contra Costa Clean Water Program to implement the City’s National Pollution Discharge Elimination System (NPDES), Municipal Regional Permit to protect stormwater.

For additional Clean Water activities, see Goal PS4.

Goal R2: Protected and rehabilitated architectural, historical, cultural, and archaeological resources that are of local, state, or federal significance.

In 2014, the City Council approved the 1715 Elm Street project. As part of the project, the existing house will be relocated on the property and rehabilitated to the Department of the Interior's standards. In 2021, the City issued the building permit application which will allow the construction of the project and the relocation and rehabilitation of the existing house. Construction of the project began in 2022. The project is expected to be completed in 2025.

Hazards

Goal H1: Minimal potential for loss of life, injury, damage to property, economic and social dislocation and unusual public expense due to natural and man-made hazards, including protection from the risk of flood damage, hazards of soil erosion, fire hazards, weak and expansive soils, potentially hazardous soils materials, other hazardous materials, geologic instability, seismic activity, and release of hazardous materials from refineries and chemical plants in West County.

The City continued to oversee the Residential Rental Inspection Program (RRIP).

The City continued implementation of the Unreinforced Masonry (URM) building hazard mitigation ordinance. The last URM building was demolished in 2021.

In 2021, City staff issued a Request for Qualifications for seeking qualified engineers/consultants to complete an inventory and analysis of soft story residential buildings in El Cerrito and develop program recommendations. In 2022, the City completed the soft-story inventory for multi-unit buildings with three or more units through at Planning Grant from Cal OES. This grant funded an analysis of potential at-risk residential buildings and provided the City with data to inform future policy direction in consideration with the needs of the residents and property owners. This program aims to reduce risks to human life, structures and infrastructure in the event of a powerful earthquake. The program was completed in 2023. The City will continue to monitor the availability of funding through State/Federal programs to develop/implement further risk reduction policies.

In 2024, the City commenced an update of the City's General Plan Safety Element. As required by State law, the updated Safety Element will contain goals and policies that address emergency preparation and a range of natural and manmade hazards. The City hosted two community meetings in 2024 to provide information and gather feedback on this effort.

Goal H2: Government agencies, citizens and businesses are prepared for an effective response and recovery in the event of emergencies or disasters.

The City is planning to offer the Community Emergency Response Team (CERT) program in fall of 2025. The program teaches neighbors to help themselves and help each other. Through CERT, citizens receive hands-on training in Disaster First Aid, Disaster Preparedness, Basic Firefighting, Light Search and Rescue, Damage Assessment, and

How to Turn Off Utilities. The program was temporarily paused in 2020 due to the COVID-19 pandemic.

The City continued to offer National Incident Management System (NIMS) and the Incident Command System (ICS) training for City staff. In October 2024, City staff participated in an Emergency Operations Center (EOC) training that simulated the operation of the EOC in the event of a local emergency. Through these trainings, staff members directly involved in managing an emergency are trained in understanding command reporting structures, common terminology, and the roles and responsibilities inherent in a response operation.

As discussed under Goal H1 above, in 2024, the City worked to develop the update of the General Plan Safety Element.

Goal H3: New development complies with the noise standards established in the General Plan, all new noise sources are within acceptable standards, and existing objectionable noise sources are reduced or eliminated.

All new development is evaluated under CEQA using the noise standards currently in the *General Plan*. These noise standards were incorporated into updated Zoning Ordinance in 2008 as performance standards required of all development.

CONCLUSION

The City has continued to faithfully implement the City's *1999 General Plan* as the actions, plans, programs and projects documented in this report represent the City's commitment to achieve the goals and objectives set forth in the elements of the El Cerrito General Plan.

ATTACHMENTS:

1. HCD - Housing Element Annual Report

Jurisdiction	El Cerrito	
Reporting Year	2024	(Jan. 1 - Dec. 31)
Planning Period	6th Cycle	01/31/2023 - 01/31/2031

ANNUAL ELEMENT PROGRESS REPORT

Housing Element Implementation

Note: "+" indicates an optional field

Cells in grey contain auto-calculation formulas

Table A
Housing Development Applications Submitted

[illegible]

Project Identifier					Unit Types		Affordability by Household Income			
1					2	3	4			
Prior APN ⁺	Current APN	Street Address	Project Name ⁺	Local Jurisdiction Tracking ID	Unit Category (SFA,SFD,2 to 4,5+,ADU,MH)	Tenure R=Renter O=Owner	Very Low-Income Deed Restricted	Very Low-Income Non Deed Restricted	Low- Income Deed Restricted	Low- Income Non Deed Restricted
Summary Row: Start Data Entry Below							0	0	73	0
	505032018	1745 ARLINGTON BLVD		PL24-0062	ADU	R				
	503272013	7201 WALDO AVE		PL24-0062	ADU	R				
	504182031	321 CORONADO ST		PL24-0072	ADU	R				
	502370022	1421 RICHMOND ST		PL24-0077	ADU	R				
	503321028	7630 TERRACE DR		BD20-0017	ADU	R				
	504231037	216 ASHBURY AVE		BD22-0447	ADU	R				
	500272009	2500 EDWARDS AVE		BD22-0747	ADU	R				
	502062028	11690 SAN PABLO AVE		BD22-1436	5+	R				
	504011031	546 KEARNEY ST		BD22-1480	ADU	R				
	501201009	2210 HUMBOLDT AVE		BD23-0314	ADU	R				
	509080005	6250 CYPRESS AVE		BD23-0757	ADU	R				
	503384003	647 ELM ST		BD23-0891	ADU	R				
	500302008	5337 ROSALIND AVE		BD23-0973	ADU	R				
	503330004	751 BALRA DR		BD23-1065	ADU	R				
	505190005	8320 BUCKINGHAM DR		BD23-1147	ADU	R				
	500460020	2545 ARLINGTON BLVD		BD23-1258	ADU	R				
	573111008	948 LENEVE PL		BD23-1395	SFD	O				
	502360021	1420 RICHMOND ST		BD24-0002	ADU	R				
	504242020	320 POMONA AVE		BD24-0039	ADU	R				
	505282009	715 GELSTON PL		BD24-0077	ADU	R				
	505273019	845 BATES AVE		BD24-0089	ADU	R				
	502270012	1511 ELM ST		BD24-0094	ADU	R				
	503255033	837 NORVELL ST		BD24-0112	ADU	R				
	503256011	819 EVERETT ST		BD24-0169	ADU	R				
	500271009	2546 EDWARDS AVE		BD24-0561	ADU	R				
	503236001	6322 WALDO AVE		BD24-0661	ADU	R				
	500260005	2529 MIRA VISTA DR		BD24-0708	ADU	R				
	504061027	518 EVERETT ST		BD24-0721	ADU	R				
	503110010	1205 NAVELLIER ST		BD24-0857	ADU	R				
	500380020	2437 EDWARDS AVE		BD24-0886	ADU	R				
	503311027	7517 TERRACE DR		BD24-0994	ADU	R				
	505221041	7750 MOESER LANE		BD19-0729	SFD	O				
	504271006	102 RAMONA AVE UNIT A		BD20-0710	ADU	R				
	503256015	6831 STOCKTON AVE UNIT A		BD21-0570	ADU	R				
	503255024	832 EVERETT ST UNIT B		BD21-0828	ADU	R				
	500210002	6332 BARRETT AVE		BD21-0961	ADU	R				
	505181017	1319 BREWSTER CT UNIT A		BD21-1154	ADU	R				
	504111023	428 EVERETT ST UNIT A		BD21-1162	ADU	R				
	500291011	2507 YUBA ST		BD22-0042	ADU	R				
	505130025	1531 REGENCY CT		BD22-0161	ADU	R				
	505061041	7409 POTRERO AVE UNIT A		BD22-0505	ADU	R				
	504192005	317 BEHRENS ST		BD22-0871	SFD	R				
	504192005	317 BEHRENS ST		BD22-0871	ADU	R				
	503040026	6615 SCHMIDT LN		BD22-1155	ADU	R				
	503392023	743 KEARNEY ST UNIT A		BD22-1225	ADU	R				
	503256013	813 EVERETT ST UNIT A		BD22-1311	ADU	R				
	502260025	6516 POTRERO AVE UNIT A		BD22-1360	ADU	R				
	502202005	1601 NORVELL ST		BD22-1473	ADU	R				
	505230029	804 SEA VIEW DR UNIT A		BD23-0172	ADU	R				
	503311013	851 GALVIN DR		BD23-0429	ADU	R				
	503253023	930 RICHMOND ST		BD23-0848	ADU	R				
	513371005	1711-1755 EASTSHORE BLVD		PL22-0015	5+	R			73	

Project Identification - Completed Entitlement							Affordability by Household Income			
1					5	6	7			
Current APN	Street Address	Moderate-Income Deed Restricted	Moderate-Income Non Deed Restricted	Above Moderate-Income	Entitlement Date Approved	# of Units issued Entitlements	Very Low-Income Deed Restricted	Very Low-Income Non Deed Restricted	Low- Income Deed Restricted	Low- Income Non Deed Restricted
Start Data Entry Below		15	0	221		309	44	0	24	0
505032018	1745 ARLINGTON BLVD			1	2/29/2024	1				
503272013	7201 WALDO AVE			1	7/25/2024	1				
504182031	321 CORONADO ST			1	8/15/2024	1				
502370022	1421 RICHMOND ST			1	8/29/2024	1				
503321028	7630 TERRACE DR					0				
504231037	216 ASHBURY AVE					0				
500272009	2500 EDWARDS AVE					0				
502062028	11690 SAN PABLO AVE					0	44		24	
504011031	546 KEARNEY ST					0				
501201009	2210 HUMBOLDT AVE					0				
509080005	6250 CYPRESS AVE					0				
503384003	647 ELM ST					0				
500302008	5337 ROSALIND AVE					0				
503330004	751 BALRA DR					0				
505190005	8320 BUCKINGHAM DR					0				
500460020	2545 ARLINGTON BLVD					0				
573111008	948 LENEVE PL					0				
502360021	1420 RICHMOND ST					0				
504242020	320 POMONA AVE					0				
505282009	715 GELSTON PL					0				
505273019	845 BATES AVE					0				
502270012	1511 ELM ST					0				
503255033	837 NORVELL ST					0				
503256011	819 EVERETT ST					0				
500271009	2546 EDWARDS AVE					0				
503236001	6322 WALDO AVE					0				
500260005	2529 MIRA VISTA DR					0				
504061027	518 EVERETT ST					0				
503110010	1205 NAVELLIER ST					0				
500380020	2437 EDWARDS AVE					0				
503311027	7517 TERRACE DR					0				
505221041	7750 MOESER LANE					0				
504271006	102 RAMONA AVE UNIT A					0				
503256015	6831 STOCKTON AVE UNIT A					0				
503255024	832 EVERETT ST UNIT B					0				
500210002	6332 BARRETT AVE					0				
505181017	1319 BREWSTER CT UNIT A					0				
504111023	428 EVERETT ST UNIT A					0				
500291011	2507 YUBA ST					0				
505130025	1531 REGENCY CT					0				
505061041	7409 POTRERO AVE UNIT A					0				
504192005	317 BEHRENS ST					0				
504192005	317 BEHRENS ST					0				
503040026	6615 SCHMIDT LN					0				
503392023	743 KEARNEY ST UNIT A					0				
503256013	813 EVERETT ST UNIT A					0				
502260025	6516 POTRERO AVE UNIT A					0				
502202005	1601 NORVELL ST					0				
505230029	804 SEA VIEW DR UNIT A					0				
503311013	851 GALVIN DR					0				
503253023	930 RICHMOND ST					0				
513371005	1711-1755 EASTSHORE BLVD	15		217	2/7/2024	305				
						0				

Project Identifiees - Building Permits							Affordability by Ho			
1					8	9	10			
Current APN	Street Address	Moderate-Income Deed Restricted	Moderate-Income Non Deed Restricted	Above Moderate-Income	Building Permits <u>Date Issued</u>	# of Units Issued Building Permits	Very Low-Income Deed Restricted	Very Low-Income Non Deed Restricted	Low- Income Deed Restricted	Low- Income Non Deed Restricted
Part Data Entry Below		0	0	28		96	0	0	0	0
505032018	1745 ARLINGTON BLVD					0				
503272013	7201 WALDO AVE			1	8/8/2024	1				
504182031	321 CORONADO ST					0				
502370022	1421 RICHMOND ST					0				
503321028	7630 TERRACE DR			1	8/21/2024	1				
504231037	216 ASHBURY AVE			1	6/25/2024	1				
500272009	2500 EDWARDS AVE			1	5/16/2024	1				
502062028	11690 SAN PABLO AVE			1	6/7/2024	69				
504011031	546 KEARNEY ST			1	1/22/2024	1				
501201009	2210 HUMBOLDT AVE			1	7/31/2024	1				
509080005	6250 CYPRESS AVE			1	2/6/2024	1				
503384003	647 ELM ST			1	3/4/2024	1				
500302008	5337 ROSALIND AVE			1	1/24/2024	1				
503330004	751 BALRA DR			1	1/25/2024	1				
505190005	8320 BUCKINGHAM DR			1	6/11/2024	1				
500460020	2545 ARLINGTON BLVD			1	7/23/2024	1				
573111008	948 LENEVE PL			1	5/14/2024	1				
502360021	1420 RICHMOND ST			1	4/3/2024	1				
504242020	320 POMONA AVE			1	4/18/2024	1				
505282009	715 GELSTON PL			1	4/3/2024	1				
505273019	845 BATES AVE			1	4/29/2024	1				
502270012	1511 ELM ST			1	8/9/2024	1				
503255033	837 NORVELL ST			1	10/7/2024	1				
503256011	819 EVERETT ST			1	6/3/2024	1				
500271009	2546 EDWARDS AVE			1	11/21/2024	1				
503236001	6322 WALDO AVE			1	9/18/2024	1				
500260005	2529 MIRA VISTA DR			1	11/25/2024	1				
504061027	518 EVERETT ST			1	10/14/2024	1				
503110010	1205 NAVELLIER ST			1	10/21/2024	1				
500380020	2437 EDWARDS AVE			1	10/24/2024	1				
503311027	7517 TERRACE DR			1	12/17/2024	1				
505221041	7750 MOESER LANE					0				
504271006	102 RAMONA AVE UNIT A					0				
503256015	6831 STOCKTON AVE UNIT A					0				
503255024	832 EVERETT ST UNIT B					0				
500210002	6332 BARRETT AVE					0				
505181017	1319 BREWSTER CT UNIT A					0				
504111023	428 EVERETT ST UNIT A					0				
500291011	2507 YUBA ST					0				
505130025	1531 REGENCY CT					0				
505061041	7409 POTRERO AVE UNIT A					0				
504192005	317 BEHRENS ST					0				
504192005	317 BEHRENS ST					0				
503040026	6615 SCHMIDT LN					0				
503392023	743 KEARNEY ST UNIT A					0				
503256013	813 EVERETT ST UNIT A					0				
502260025	6516 POTRERO AVE UNIT A					0				
502202005	1601 NORVELL ST					0				
505230029	804 SEA VIEW DR UNIT A					0				
503311013	851 GALVIN DR					0				
503253023	930 RICHMOND ST					0				
513371005	1711-1755 EASTSHORE BLVD					0				
						0				

Project IdentifierHousehold Incomes - Certificates of Occupancy								Streamlining	Infill
1					11	12	13	14	15
Current APN	Street Address	Moderate-Income Deed Restricted	Moderate-Income Non Deed Restricted	Above Moderate-Income	Certificates of Occupancy or other forms of readiness (see instructions) <u>Date Issued</u>	# of Units issued Certificates of Occupancy or other forms of readiness	How many of the units were Extremely Low Income?	Please select the state streamlining provision the project was APPROVED pursuant to. (may select multiple)	Infill Units? Y/N ⁺
Start Data Entry Below		0	0	25		25	15		
505032018	1745 ARLINGTON BLVD					0		NONE	Y
503272013	7201 WALDO AVE					0		NONE	Y
504182031	321 CORONADO ST					0		NONE	Y
502370022	1421 RICHMOND ST					0		NONE	Y
503321028	7630 TERRACE DR					0		NONE	Y
504231037	216 ASHBURY AVE					0		NONE	Y
500272009	2500 EDWARDS AVE					0		NONE	Y
502062028	11690 SAN PABLO AVE					0	15	NONE	Y
504011031	546 KEARNEY ST					0		NONE	Y
501201009	2210 HUMBOLDT AVE					0		NONE	Y
509080005	6250 CYPRESS AVE					0		NONE	Y
503384003	647 ELM ST			1	12/13/2024	1		NONE	Y
500302008	5337 ROSALIND AVE			1	11/21/2024	1		NONE	Y
503330004	751 BALRA DR					0		NONE	Y
505190005	8320 BUCKINGHAM DR			1	11/21/2024	1		NONE	Y
500460020	2545 ARLINGTON BLVD					0		NONE	Y
573111008	948 LENEVE PL					0		NONE	Y
502360021	1420 RICHMOND ST			1	11/21/2024	1		NONE	Y
504242020	320 POMONA AVE					0		NONE	Y
505282009	715 GELSTON PL					0		NONE	Y
505273019	845 BATES AVE					0		NONE	Y
502270012	1511 ELM ST					0		NONE	Y
503255033	837 NORVELL ST					0		NONE	Y
503256011	819 EVERETT ST			1	12/2/2024	1		NONE	Y
500271009	2546 EDWARDS AVE					0		NONE	Y
503236001	6322 WALDO AVE					0		NONE	Y
500260005	2529 MIRA VISTA DR					0		NONE	Y
504061027	518 EVERETT ST					0		NONE	Y
503110010	1205 NAVELLIER ST					0		NONE	Y
500380020	2437 EDWARDS AVE					0		NONE	Y
503311027	7517 TERRACE DR					0		NONE	Y
505221041	7750 MOESER LANE			1	4/23/2024	1		NONE	Y
504271006	102 RAMONA AVE UNIT A			1	1/10/2024	1		NONE	Y
503256015	6831 STOCKTON AVE UNIT A			1	4/23/2024	1		NONE	Y
503255024	832 EVERETT ST UNIT B			1	4/19/2024	1		NONE	Y
500210002	6332 BARRETT AVE			1	2/22/2024	1		NONE	Y
505181017	1319 BREWSTER CT UNIT A			1	11/21/2024	1		NONE	Y
504111023	428 EVERETT ST UNIT A			1	11/21/2024	1		NONE	Y
500291011	2507 YUBA ST			1	8/13/2024	1		NONE	Y
505130025	1531 REGENCY CT			1	5/2/2024	1		NONE	Y
505061041	7409 POTRERO AVE UNIT A			1	1/11/2024	1		NONE	Y
504192005	317 BEHRENS ST			1	2/15/2024	1		NONE	Y
504192005	317 BEHRENS ST			1	2/15/2024	1		NONE	Y
503040026	6615 SCHMIDT LN			1	10/11/2024	1		NONE	Y
503392023	743 KEARNEY ST UNIT A			1	1/3/2024	1		NONE	Y
503256013	813 EVERETT ST UNIT A			1	4/5/2024	1		NONE	Y
502260025	6516 POTRERO AVE UNIT A			1	11/21/2024	1		NONE	Y
502202005	1601 NORVELL ST			1	9/3/2024	1		NONE	Y
505230029	804 SEA VIEW DR UNIT A			1	6/8/2024	1		NONE	Y
503311013	851 GALVIN DR			1	5/6/2024	1		NONE	Y
503253023	930 RICHMOND ST			1	3/4/2024	1		NONE	Y
513371005	1711-1755 EASTSHORE BLVD					0		NONE	Y
						0			

Project Identifier		Housing with Financial Assistance and/or Deed Restrictions		Housing without Financial Assistance or Deed Restrictions	Term of Affordability or Deed Restriction	Demolished/Destroyed Units	
1		16	17	18	19	20	
Current APN	Street Address	Assistance Programs for Each Development (may select multiple - see instructions)	Deed Restriction Type (may select multiple - see instructions)	For units affordable without financial assistance or deed restrictions, explain how the locality determined the units were affordable (see instructions)	Term of Affordability or Deed Restriction (years) (if affordable in perpetuity enter 1000)*	Number of Demolished/Destroyed Units	Demolished or Destroyed Units
Start Data Entry Below						0	
505032018	1745 ARLINGTON BLVD						
503272013	7201 WALDO AVE						
504182031	321 CORONADO ST						
502370022	1421 RICHMOND ST						
503321028	7630 TERRACE DR						
504231037	216 ASHBURY AVE						
500272009	2500 EDWARDS AVE						
502062028	11690 SAN PABLO AVE	AHSC, IIG, LHTF, CDLAC, Other, LIHTC	Other	affordable units were provided as a public benefit as part of a larger development	55		
504011031	546 KEARNEY ST						
501201009	2210 HUMBOLDT AVE						
509080005	6250 CYPRESS AVE						
503384003	647 ELM ST						
500302008	5337 ROSALIND AVE						
503330004	751 BALRA DR						
505190005	8320 BUCKINGHAM DR						
500460020	2545 ARLINGTON BLVD						
573111008	948 LENEVE PL						
502360021	1420 RICHMOND ST						
504242020	320 POMONA AVE						
505282009	715 GELSTON PL						
505273019	845 BATES AVE						
502270012	1511 ELM ST						
503255033	837 NORVELL ST						
503256011	819 EVERETT ST						
500271009	2546 EDWARDS AVE						
503236001	6322 WALDO AVE						
500260005	2529 MIRA VISTA DR						
504061027	518 EVERETT ST						
503110010	1205 NAVELLIER ST						
500380020	2437 EDWARDS AVE						
503311027	7517 TERRACE DR						
505221041	7750 MOESER LANE						
504271006	102 RAMONA AVE UNIT A						
503256015	6831 STOCKTON AVE UNIT A						
503255024	832 EVERETT ST UNIT B						
500210002	6332 BARRETT AVE						
505181017	1319 BREWSTER CT UNIT A						
504111023	428 EVERETT ST UNIT A						
500291011	2507 YUBA ST						
505130025	1531 REGENCY CT						
505061041	7409 POTRERO AVE UNIT A						
504192005	317 BEHRENS ST						
504192005	317 BEHRENS ST						
503040026	6615 SCHMIDT LN						
503392023	743 KEARNEY ST UNIT A						
503256013	813 EVERETT ST UNIT A						
502260025	6516 POTRERO AVE UNIT A						
502202005	1601 NORVELL ST						
505230029	804 SEA VIEW DR UNIT A						
503311013	851 GALVIN DR						
503253023	930 RICHMOND ST						
513371005	1711-1755 EASTSHORE BLVD	Other	DB				

Project Identifienits			Density Bonus				Notes
1			21	22	23	24	25
Current APN	Street Address	Demolished/Des troyed Units Owner or Renter	Total Density Bonus Applied to the Project (Percentage Increase in Total Allowable Units or Total Maximum Allowable Residential Gross Floor Area)	Number of Other Incentives, Concessions, Waivers, or Other Modifications Given to the Project (Excluding Parking Waivers or Parking Reductions)	List the incentives, concessions, waivers, and modifications (Excluding Parking Waivers or Parking Modifications)	Did the project receive a reduction or waiver of parking standards? (Y/N)	Notes ⁺
rt Data Entry Below							
505032018	1745 ARLINGTON BLVD						
503272013	7201 WALDO AVE						
504182031	321 CORONADO ST						
502370022	1421 RICHMOND ST						
503321028	7630 TERRACE DR						
504231037	216 ASHBURY AVE						
500272009	2500 EDWARDS AVE						
502062028	11690 SAN PABLO AVE						
504011031	546 KEARNEY ST						
501201009	2210 HUMBOLDT AVE						
509080005	6250 CYPRESS AVE						
503384003	647 ELM ST						
500302008	5337 ROSALIND AVE						
503330004	751 BALRA DR						
505190005	8320 BUCKINGHAM DR						
500460020	2545 ARLINGTON BLVD						
573111008	948 LENEVE PL						
502360021	1420 RICHMOND ST						
504242020	320 POMONA AVE						
505282009	715 GELSTON PL						
505273019	845 BATES AVE						
502270012	1511 ELM ST						
503255033	837 NORVELL ST						
503256011	819 EVERETT ST						
500271009	2546 EDWARDS AVE						
503236001	6322 WALDO AVE						
500260005	2529 MIRA VISTA DR						
504061027	518 EVERETT ST						
503110010	1205 NAVELLIER ST						
500380020	2437 EDWARDS AVE						
503311027	7517 TERRACE DR						
505221041	7750 MOESER LANE						
504271006	102 RAMONA AVE UNIT A						
503256015	6831 STOCKTON AVE UNIT A						
503255024	832 EVERETT ST UNIT B						
500210002	6332 BARRETT AVE						
505181017	1319 BREWSTER CT UNIT A						
504111023	428 EVERETT ST UNIT A						
500291011	2507 YUBA ST						
505130025	1531 REGENCY CT						
505061041	7409 POTRERO AVE UNIT A						
504192005	317 BEHRENS ST						
504192005	317 BEHRENS ST						
503040026	6615 SCHMIDT LN						
503392023	743 KEARNEY ST UNIT A						
503256013	813 EVERETT ST UNIT A						
502260025	6516 POTRERO AVE UNIT A						
502202005	1601 NORVELL ST						
505230029	804 SEA VIEW DR UNIT A						
503311013	851 GALVIN DR						
503253023	930 RICHMOND ST						
513371005	1711-1755 EASTSHORE BLVD		40.0%		Development Standards Modification, On-Site 8 Improvements	No	

Jurisdiction	El Cerrito	
Reporting Year	2024	(Jan. 1 - Dec. 31)
Planning Period	6th Cycle	01/31/2023 - 01/31/2031

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation

This table is auto-populated once you enter your jurisdiction name and current year data. Past year information comes from previous APRs.
Please contact HCD if your data is different than the material supplied here

Table B														
Regional Housing Needs Allocation Progress														
Permitted Units Issued by Affordability														
		1		2									3	4
Income Level		RHNA Allocation by Income Level	Projection Period - 06/30/2022-01/30/2023	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total Units to Date (all years)	Total Remaining RHNA by Income Level
Very Low	Deed Restricted	334	-	-	44	-	-	-	-	-	-	-	44	290
	Non-Deed Restricted		-	-	-	-	-	-	-	-	-	-		
Low	Deed Restricted	192	-	-	24	-	-	-	-	-	-	-	24	168
	Non-Deed Restricted		-	-	-	-	-	-	-	-	-	-		
Moderate	Deed Restricted	241	-	-	-	-	-	-	-	-	-	-	-	241
	Non-Deed Restricted		-	-	-	-	-	-	-	-	-	-		
Above Moderate		624	13	50	28	-	-	-	-	-	-	-	91	533
Total RHNA		1,391												
Total Units			13	50	96	-	-	-	-	-	-	-	159	1,232
Progress toward extremely low-income housing need, as determined pursuant to Government Code 65583(a)(1).														
		5											6	7
		Extremely low-Income Need		2023	2024	2025	2026	2027	2028	2029	2030	2031	Total Units to Date	Total Units Remaining
Extremely Low-Income Units*		167		-	15	-	-	-	-	-	-	-	15	152

*Extremely low-income housing need determined pursuant to Government Code 65583(a)(1). Value in Section 5 is default value, assumed to be half of the very low-income RHNA. May be overwritten.

Please Note: Table B does not currently contain data from Table F or Table F2 for prior years. You may login to the APR system to see Table B that contains this data.

Note: units serving extremely low-income households are included in the very low-income RHNA progress and must be reported as very low-income units in section 7 of Table A2. They must also be reported in the extremely low-income category (section 13) in Table A2 to be counted as progress toward meeting the extremely low-income housing need determined pursuant to Government Code 65583(a)(1).

Please note: For the last year of the 5th cycle, Table B will only include units that were permitted during the portion of the year that was in the 5th cycle. For the first year of the 6th cycle, Table B will only include units that were permitted since the start of the planning period. Projection Period units are in a separate column.

Please note: The APR form can only display data for one planning period. To view progress for a different planning period, you may login to HCD's online APR system, or contact HCD staff at apr@hcd.ca.gov.

VLI Deed Restricted
VLI Non Deed Restricted

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation

Jurisdiction	El Cerrito		
Reporting Year	2024	(Jan. 1 - Dec. 31)	
Table D			
Program Implementation Status pursuant to GC Section 65583			
Housing Programs Progress Report			
Describe progress of all programs including local efforts to remove governmental constraints to the maintenance, improvement, and development of housing as identified in the housing element.			
1	2	3	4
Name of Program	Objective	Timeframe in H.E	Status of Program Implementation
H-1.A	Maintain Sites Inventory	Ongoing	The City developed a tracking spreadsheet that is to be used by all planners processing entitlements to compare actual unit count by income level to assumptions in the inventory.
H-1.B	Promote Mixed-use Development and Amenities in San Pablo Avenue Specific Plan Area (no discrete actions)	Ongoing	In 2024, the City approved the Master Plan for the El Cerrito Plaza BART Station Transit Oriented Development (TOD). This project includes a total of 6 buildings that will provide 743 new housing units. 47% of the total units will be rented at below-market rents. The project includes a total of 22,000 square feet of new public open space, including a new community plaza along Fairmount Avenue that will be approximately 0.5 acre in size. The City also continued efforts on the "BART to Bay Trail" project to create an east-west bicycle corridor along Central Avenue that would connect El Cerrito Plaza BART station and the I-80 / Central Avenue undercrossing, where any envisioned bikeway would connect with a new Caltrans bicycle facility beneath I-80 which is fully funded and scheduled to start construction in 2025. In 2024, the City also approved a Tier II Design Review application for a proposed 305 residential unit building at 1711-1755 Eastshore Blvd. and also received two design review applications and one SB 35 preliminary application for a total of three proposed new multifamily residential buildings pursuant to the City's streamlined review process in the San Pablo Avenue Specific Plan. In addition, the City submitted a grant application to the Metropolitan Transportation Commission pursuant to the Transit Oriented Communities (TOC) program. The tasks in this grant application include increasing the minimum and maximum residential densities of certain properties within a half mile of the El Cerrito Plaza BART Station and the Del Norte BART Station.
H-1.C	Accessory Dwelling Unit Tools and Resources	Annual	The City created an ADU webpage (http://www.el-cerrito.org/ADU) that details the ADU application process, summarizes ADU regulations, describes applicable fees, provides responses to Frequently Asked Questions, and includes links to a variety of ADU resources. In December 2024, the City held a community workshop that presented information and resources on a number of housing related topics including information on ADU regulations, financing, and general resources. In 2024, the City issued 26 building permits for ADUs.
H-1.D	Objective Design Standards	2024	In 2024, the City submitted a grant application to the Metropolitan Transportation Commission pursuant to the Transit Oriented Communities (TOC) program. One of the tasks in this grant application is the creation of Objective Design Standards. The City was awarded the grant and expect to commence the development of Objective Design Standards in 2025.
H-1.E	Zoning to Expand Housing Choice in Single-family Neighborhoods	2025-2028	In 2024, the City along with a consultant began work on updating the City's General Plan Safety Element. As part of this effort, the City intends to explore conducting fire risk evaluation and development mitigation program to allow more development in the Very High Fire Hazard Severity Zone of the City. In 2024, the City submitted a grant application to the Metropolitan Transportation Commission pursuant to the Transit Oriented Communities (TOC) program. The scope of work for this grant application includes increasing the minimum and maximum allowable density of undeveloped residentially zoned properties within a half mile of the El Cerrito Plaza BART Station and of the del Norte BART Station.
H-1.F	Facilitate Development of Pipeline Projects	Ongoing	In 2024, the City approved the Master Plan for the El Cerrito Plaza BART Station Transit Oriented Development (TOD). This project includes a total of 6 buildings that will provide 743 new housing units. The City also approved a Tier II Design Review application for a proposed 305 residential unit building at 1711-1755 Eastshore Blvd. The City issued a building permit for Mayfair Phase II (Affordable) at 11690 San Pablo Avenue. The City also approved a Final Subdivision Map These sites are in the City's Housing Element Planned and Approved sites list. In 2024, the City received design review applications for proposed new developments at 921 Kearney Street and 10135 San Pablo Avenue. These sites are on the City's Housing Element Vacant and Underutilized Sites list.
H-1.G	SB 35 Ministerial Approval Procedure	2024	In 2024, the City began developing a SB 35 submittal checklist.
H-1.H	Monitor Land Use Controls	Ongoing	The City has developed an internal tracking spreadsheet to track specific land use controls that developers are seeking exceptions from.
H-2.A	Inclusionary Zoning Ordinance	2024	In 2024, the City released a request for proposals to hire an economic consultant to update the City's Inclusionary Financial Feasibility Analysis. Work on the project began in January 2025.
H-2.B	Affordable Housing Trust Fund Priorities	2024	In 2024, the City released a request for proposals to hire an consultant to update the City's Affordable Housing Implementation Strategy. This effort will include affordable housing funding priorities. Work on the project began in January 2025.
H-2.C	New Local Sources of Affordable Housing Funding	Ongoing	In 2024, City committed \$620,000 in funding received through the Prohousing Incentive Pilot Program to support the predevelopment of a 70-unit TOD affordable housing building adjacent to the El Cerrito Plaza BART Station.

H-2.D	Assist in Affordable Housing Development	Ongoing	In 2024, City staff partnered with Related California in a successful grant application to the State's Affordable Housing and Sustainable Communities (AHSC) program. This \$39.1 million grant award will help finance a 70-unit affordable housing building adjacent to the El Cerrito Plaza BART Station along with essential infrastructure and transportation enhancements that will benefit the entire community. This project also received \$2.4 million grant award from the Bay Area Housing Finance Authority, Regional Early Action Plan 2.0 Priority Sites Program in 2024 to support predevelopment. And, in 2024, Contra Costa County awarded \$1.8 million grant award through the Permanent Local Housing Allocation Program.
H-2.E	Develop Mixed Income Housing and Amenities on BART Lands	Ongoing	The City has established a main point of contact with BART, and the City meets regularly with BART Staff regarding the development of housing at the El Cerrito Plaza BART Station. See Program H-1.B for updates on the El Cerrito Plaza BART TOD project. City staff met with BART staff to initiate discussions on development of the goals and objectives for development of the El Cerrito del Norte BART Station.
H-2.F	Coordinate Transportation Projects with Affordable Housing	Ongoing	In 2024, City staff partnered with Related California in a successful grant application to the State's Affordable Housing and Sustainable Communities (AHSC) program. This \$39.1 million grant award will help finance a 70-unit affordable housing building adjacent to the El Cerrito Plaza BART Station that includes more than \$13 million for active transportation infrastructure. The El Cerrito Plaza Station TOD also received \$2.5 million grant award in 2024 from HUD's PRO Housing Program to improve connections between the Ohlone Greenway and the project. Additionally, the West Contra Costa Transportation Commission awarded the project \$1M in 2024 to support active transportation improvements. Visit www.el-cerrito.org/TOD for details. The City also partnered with Community Housing Works to apply for a \$20 million Environmental & Climate Just Community Change Grant Program through the EPA in 2024. The grant request for this 154-unit affordable housing project at 11965 San Pablo Avenue includes \$17.5M for housing and \$2.5M for active transportation improvements.
H-2.G	Shelter and Housing Solutions for Persons Experiencing Homelessness	Ongoing	In 2024, the City authorized a contract with Contra Costa Health, Housing and Homeless Services to launch the Coordinated Outreach Referral Engagement (CORE) Program. CORE works on the frontline providing homeless outreach services to the El Cerrito community. In addition, the City funded the Housing Security Fund which aims to cover gaps in services for persons who are currently experiencing or at imminent risk of homelessness for the purpose of rapidly housing or diverting persons from homelessness and the emergency shelter system. The agenda packet is available at https://elcerritoca.portal.civicclerk.com/event/557/files/report/1447 .
H-2.H	Zoning Amendments for Special Needs Housing	2024	In 2024, City staff contacted consultants and received a proposal to accomplish these zoning amendments. The City intends to begin this work in early 2025.
H-2.I	State Density Bonus	2024	In 2024, City staff contacted consultants and received a proposal to accomplish this zoning amendment. The City intends to begin this work in early 2025.
H-2.J	Affordable Housing and Places of Assessmby	2026	In 2024, City staff contacted consultants and received a proposal to accomplish this zoning amendment. The City intends to begin this work in early 2025.
H-2.K	Infrastructure Priority for Affordable Housing	2023	The City has sent a copy of the Housing Element with a cover memo, explaining the requirements of Government Code Section 65589.7, to East Bay Municipal Utility District and to Stege Sanitary District.
H-3.A	Residential Rental Inspection Program	Ongoing	The Residential Rental Inspection Program (RRIP) continued in 2024. 36 initial RRIP inspections and 50 reinspections were conducted in 2024.
H-3.B	Continue to encourage the rehabilitation of existing housing units	Ongoing	Ongoing
H-3.C	Tenant Protections	2024, 2028	On May 21, 2019, the City Council adopted the Just Cause for Eviction and Prohibition on Harassment of Tenants Ordinance, El Cerrito Municipal Code Chapter 10.300 (Ordinance No. 2019-04), which was to become effective June 20, 2019. On June 10, 2019, a referendum petition was filed with the City Clerk related to Just Cause for Eviction and Prohibition on Harassment of Tenants Ordinance. This process, allowed by California Elections Code, suspended implementation of the ordinance. On June 27, 2019, the Contra Costa County Elections Office determined that petition contained the required valid voter signatures. At a Special Meeting on July 31, 2019, the City Council passed a motion to repeal the Just Cause for Eviction and Prohibition on Harassment of Tenants Ordinance and also passed a motion to amended the duties and responsibilities of the Tenant Protections Task Force to include the Just Cause for Eviction policy. In August 2019, the City Council appointed an adhoc Tenant Protections Task Force made up equally of tenants and landlords to make policy recommendations for the Council. The Task Force convened five times and completed their workplan in Dec. 2020 which included a final report to the City Council on March 2, 2021. The City evalautes the Rent Registry data annually which is posted at www.el-cerrito.org/RentRegistry.
H-3.D	Continue to maintain a database of assisted housing units	Annual	The City continues to make this database available on the City website at www.el-cerrito.org/625/Affordable-Housing-in-El-Cerrito .
H-3.E	Direct City investments in ways that serve to maintain older residential neighborhoods and transform low and moderate resource areas into areas of opportunity	Annual	In 2024, the City hired a contractor and began work on the del Norte TOD Complete Streets Improvement Project. The project consists of improvements for bicyclists, pedestrians, transit users and motorists to support transit-oriented development in the Uptown area of the San Pablo Avenue Specific Plan. The project area is in a low resource area. Key elements of the project include: - New and enhanced protected crosswalks - Context-sensitive bikeways - Bus boarding islands - Vehicle circulation improvements - Various streetscape enhancements around and leading to the Del Norte BART Station

H-3.F	Seismic Retrofit Program	Ongoing	In 2021, City staff issued a Request for Qualifications for seeking qualified engineers/consultants to complete an inventory and analysis of wood-frame target story residential buildings in El Cerrito and develop program recommendations. In 2022, the City completed the wood-frame target story inventory for multi-unit buildings with three or more units through a Planning Grant from Cal OES. This grant funded an analysis of potential at-risk residential buildings and provided the City with data to inform future policy direction in consideration with the needs of the residents and property owners. This program aims to reduce risks to human life, structures and infrastructure in the event of a powerful earthquake. The program was completed in 2023. The City will continue to monitor the availability of funding through State/Federal programs to develop/implement further risk reduction policies. The City also publicizes the State Brace and Bolt grant program.
H-4.A	Continue to distribute information about fair housing services offered by the Contra Costa Housing Services Collaborative, including tenant-landlord counseling, fair housing services, and legal advice and representation for residents.	Annual	The City continues to distribute this information via email newsletters, City website, and flyers at www.el-cerrito.org/AffordableHousing .
H-4.B	Review and update Reasonable Accommodation Ordinance	2026	In 2024, City staff contacted consultants and received a proposal to accomplish this zoning amendment. The City intends to begin this work in early 2025.
H-4.C	Housing Choice Voucher (HCV) Program	2024	In December 2024, the City held a community workshop that presented information and resources on a number of housing related topics and included a presentation from Housing Authority staff regarding the Housing Choice Voucher (HCV) Program. Visit www.el-cerrito.org/CommDevEvents for workshop materials.
H-4.D	Community Opportunity to Purchase Act	2025/2026	The City expects to start this effort in 2025.
H-4.E	Home Match Contra Costa	2027	The City met with Home Match staff in 2024 to discuss their programs and expanded partnership opportunities. The City also posts Home Match housing opportunitites at www.el-cerrito.org/AffordableHousing .
H-4.F	Community Engagement and Capacity Building	2025	This effort will begin in 2025.
H-5.A	Partnerships for Energy and Water Efficiency	Ongoing	The City adheres to the the CA Green, Energy and Plumning Codes. The City participates in and promotes MCE's Deep Green plan which provides customers with 100% renewable energy.
H-5.B	Marketing strategy to encourage resident participation in energy and water efficiency programs	Ongoing	The City encourages the use of efficient and all electric appliances instead of natural gas, on City handouts where it is relevant. The City participates in and promotes MCE's Deep Green plan which provides customers with 100% renewable energy.
H-5.C	Develop and/or Pursue Funding for Energy Efficiency Programs	Annual	The City developed a rebate program for energy efficiency and water conservation imporvements as part of the adoption of the City's real property transfer tax. The City continues to pursue funding for energy effiency proframs, when available.
H-5.D	Encourage homeowners to undertake energy and water conservation projects that save energy, lower costs and protect the environment	Ongoing	The City's transfer tax rebate program provides financial incentives for property owners to make energy efficiency and water conservation improvements.

Jurisdiction	El Cerrito	
Reporting Period	2024	(Jan. 1 - Dec. 31)
Planning Period	6th Cycle	01/31/2023 - 01/31/2031

ANNUAL ELEMENT PROGRESS REPORT

Housing Element Implementation

Note: "+" indicates an optional field

Cells in grey contain auto-calculation formulas

Table F									
Units Rehabilitated, Preserved and Acquired for Alternative Adequate Sites pursuant to Government Code section 65583.1(c)									
Please note this table is optional: The jurisdiction can use this table to report units that have been substantially rehabilitated, converted from non-affordable to affordable by acquisition, and preserved, including mobilehome park preservation, consistent with the standards set forth in Government Code section 65583.1, subdivision (c). Please note, motel, hotel, hostel rooms or other structures that are converted from non-residential to residential units pursuant to Government Code section 65583.1(c)(1)(D) are considered net-new housing units and must be reported in Table A2 and not reported in Table F.									
Activity Type	Units that Do Not Count Towards RHNA ⁺ Listed for Informational Purposes Only				Units that Count Towards RHNA ⁺ Note - Because the statutory requirements severely limit what can be counted, please contact HCD at apr@hcd.ca.gov and we will unlock the form which enable you to populate these fields.				The description should adequately document how each unit complies with subsection (c) of Government Code Section 65583.1 ⁺ . For detailed reporting requirements, see the chcklist here: https://www.hcd.ca.gov/community-development/docs/adequate-sites-checklist.pdf
	Extremely Low-Income ⁺	Very Low-Income ⁺	Low-Income ⁺	TOTAL UNITS ⁺	Extremely Low-Income ⁺	Very Low-Income ⁺	Low-Income ⁺	TOTAL UNITS ⁺	
Rehabilitation Activity									
Preservation of Units At-Risk									
Acquisition of Units									
Mobilehome Park Preservation									
Total Units by Income									

Planning Period	El Cerrito	
Reporting Period	2024	(Jan. 1 - Dec. 31)
Planning Period	6th Cycle	01/31/2023 - 01/31/2031

ANNUAL ELEMENT PROGRESS REPORT

Housing Element Implementation

Note: "+" indicates an optional field

Cells in grey contain auto-calculation formulas

[illegible]

Jurisdiction	El Cerrito	
Reporting Period	2024	(Jan. 1 - Dec. 31)
Planning Period	6th Cycle	01/31/2023 - 01/31/2031

NOTE: STUDENT HOUSING WITH DENSITY BONUS ONLY. This table only needs to be completed if there were student housing projects WITH a density bonus approved pursuant to Government Code 65915(b)(1)(F)

ANNUAL ELEMENT PROGRESS REPORT

Housing Element Implementation

Note: "+" indicates an optional field
Cells in grey contain auto-calculation formulas

Table J														
Student housing development for lower income students for which was granted a density bonus pursuant to subparagraph (F) of paragraph (1) of subdivision (b) of Section 65915														
Project Identifier				Project Type	Date	Units (Beds/Student Capacity) Approved							Units (Beds/Student Capacity) Granted Density Bonus	Notes
1				2	3	4							5	6
APN	Street Address	Project Name ⁺	Local Jurisdiction Tracking ID ⁺	Unit Category (SH - Student Housing)	Date	Very Low- Income Deed Restricted	Very Low- Income Non Deed Restricted	Low- Income Deed Restricted	Low- Income Non Deed Restricted	Moderate- Income Deed Restricted	Moderate- Income Non Deed Restricted	Above Moderate- Income	Total Additional Beds Created Due to Density Bonus	Notes
Summary Row: Start Data Entry Below														

Jurisdiction	El Cerrito	
Reporting Period	2024	(Jan. 1 - Dec. 31)
Planning Period	6th Cycle	01/31/2023 - 01/31/2031

ANNUAL ELEMENT PROGRESS REPORT

Table K
Tenent Preference Policy

Local governments are required to inform HCD about any local tenant preference ordinance the local government maintains when the jurisdiction submits their annual progress report on housing approvals and production, per Government Code 7061 (SB 649, 2022, Cortese). Effective January 1, 2023, local governments adopting a tenant preference are required to create a webpage on their internet website containing authorizing local ordinance and supporting materials, no more than 90 days after the ordinance becomes operational.

Does the Jurisdiction have a local tenant preference policy?	No	
If the jurisdiction has a local tenant preference policy, provide a link to the jurisdiction's webpage containing authorizing local ordinance and supporting materials.		
Notes		

Jurisdiction	El Cerrito	
Reporting Year	2024	(Jan. 1 - Dec. 31)

ANNUAL ELEMENT PROGRESS REPORT

Local Early Action Planning (LEAP) Reporting

(CCR Title 25 §6202)

Please update the status of the proposed uses listed in the entity’s application for funding and the corresponding impact on housing within the region or jurisdiction, as applicable, categorized based on the eligible uses specified in Section 50515.02 or 50515.03, as applicable.

Total Award Amount	\$	150,000.00	Total award amount is auto-populated based on amounts entered in rows 15-26.
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Task	\$ Amount Awarded	\$ Cumulative Reimbursement Requested	Task Status	Other Funding	Notes
HE 2023-2031: Project Admin.	\$ 20,249.00	\$ 20,249.00	Completed	Other	Winter 2021 - Fall 2023
HE 2023-2031: Community Engagement	\$ 12,253.00	\$ 12,253.00	Completed	Other	Spring 2022 - Summer 2023
HE 2023-2031:Draft HE Preparation	\$ 65,426.00	\$ 65,426.00	Completed	Other	Spring 2022 - Summer 2023
HE 2023-2031: HCD Review	\$ 27,680.00	\$ 27,680.00	Completed	Other	Fall 2022 - Summer 2023
HE 2023-2031: Environmental Comp	\$ 11,520.00	\$ 11,520.00	Completed	Other	Spring 2022 - Summer 2023
HE 2023-2031: Final Documents & A	\$ 3,606.00	\$ 3,606.00	Completed	Other	Summer 2023
Technology Upgrade	\$ 9,266.00	\$ 9,266.00	Completed	Other	Summer 2021

Summary of entitlements, building permits, and certificates of occupancy (auto-populated from Table A2)

Completed Entitlement Issued by Affordability Summary		
Income Level		Current Year
Very Low	Deed Restricted	0
	Non-Deed Restricted	0
Low	Deed Restricted	73
	Non-Deed Restricted	0
Moderate	Deed Restricted	15
	Non-Deed Restricted	0
Above Moderate		221
Total Units		309

Building Permits Issued by Affordability Summary		
Income Level		Current Year
Very Low	Deed Restricted	44
	Non-Deed Restricted	0
Low	Deed Restricted	24
	Non-Deed Restricted	0
Moderate	Deed Restricted	0

Moderate	Non-Deed Restricted	0
Above Moderate		28
Total Units		96

Certificate of Occupancy Issued by Affordability Summary		
Income Level		Current Year
Very Low	Deed Restricted	0
	Non-Deed Restricted	0
Low	Deed Restricted	0
	Non-Deed Restricted	0
Moderate	Deed Restricted	0
	Non-Deed Restricted	0
Above Moderate		25
Total Units		25

**HOUSING SUCCESSOR ANNUAL REPORT
REGARDING THE
LOW AND MODERATE INCOME HOUSING ASSET FUND
FOR FISCAL YEAR 2023/2024
PURSUANT TO
CALIFORNIA HEALTH AND SAFETY CODE SECTION 34176.1(F)
FOR THE
CITY OF EL CERRITO HOUSING SUCCESSOR**

This Housing Successor Annual Report (Report) regarding the Low and Moderate Income Housing Asset Fund (LMIHAF) has been prepared pursuant to California Health and Safety Code Section 34176.1(f). This Report sets forth certain details of the City of El Cerrito (Housing Successor) activities during Fiscal Year 2023/2024 (Fiscal Year). The purpose of this Report is to provide the governing body of the Housing Successor an annual report on the housing assets and activities of the Housing Successor under Part 1.85, Division 24 of the California Health and Safety Code, in particular sections 34176 and 34176.1 (Dissolution Law).

The following Report is based upon information prepared by Housing Successor staff and information contained within the independent financial audit of the Low and Moderate Income Housing Asset Fund (Annual Comprehensive Financial Report, or ACFR) for Fiscal Year 2023/2024 (Fiscal Year) as prepared by Chavan & Associates, LLP (Auditor), which Audit is separate from this annual summary Report; further, this Report conforms with and is organized into sections I. through XI., inclusive, pursuant to Section 34176.1(f) of the Dissolution Law:

- I. Amounts Received and Deposited Pursuant to 34191.4(b)(3)(A):** This section provides the total amount of funds paid to the City and the amount deposited into the LMIHAF allocable to 20% of the repayments on reinstated City/Agency loans per Section 34191.4.
- II. Amount Deposited into LMIHAF:** This section provides the total amount of funds deposited into the LMIHAF during the Fiscal Year. Any amounts deposited for items listed on the Recognized Obligation Payment Schedule (ROPS) must be distinguished from the other amounts deposited.
- III. Ending Balance of LMIHAF:** This section provides a statement of the balance in the LMIHAF as of the close of the Fiscal Year. Any amounts deposited for items listed on the ROPS must be distinguished from the other amounts deposited.
- IV. Description of Expenditures from LMIHAF:** This section provides a description of the expenditures made from the LMIHAF during the Fiscal Year. The expenditures are to be categorized.
- V. Statutory Value of Assets Owned by Housing Successor:** This section provides the statutory value of real property owned by the Housing Successor, the value of loans and grants receivables, and the sum of these two amounts.

- VI. Description of Transfers:** This section describes transfers, if any, to another housing successor agency made in previous Fiscal Year(s), including whether the funds are unencumbered and the status of projects, if any, for which the transferred LMIHAF will be used. The sole purpose of the transfers must be for the development of transit priority projects, permanent supportive housing, housing for agricultural employees or special needs housing.
- VII. Project Descriptions:** This section describes any project for which the Housing Successor receives or holds property tax revenue pursuant to the ROPS and the status of that project.
- VIII. Status of Compliance with Section 33334.16:** This section provides a status update on compliance with Section 33334.16 for interests in real property acquired by the former Redevelopment Agency prior to February 1, 2012. For interests in real property acquired on or after February 1, 2012, this section provides a status update on the project.
- IX. Description of Outstanding Obligations under Section 33413:** This section describes the outstanding inclusionary and replacement housing obligations, if any, under Section 33413 that remained outstanding prior to dissolution of the former Redevelopment Agency as of February 1, 2012 along with the Housing Successor's progress in meeting those prior obligations, if any, of the former Redevelopment Agency and how the Housing Successor's plans to meet unmet obligations, if any.
- X. Income Test:** This section provides the information required by Section 34176.1(a)(3)(B), or a description of expenditures by income restriction for five year period, with the time period beginning January 1, 2019 and whether the statutory thresholds have been met. This report contains the information required to be reported for the five-year period starting FY 2019/20 and ending FY 2023/24.
- XI. Senior Housing Test:** This section provides the percentage of units of deed-restricted rental housing restricted to seniors and assisted individually or jointly by the Housing Successor, its former Redevelopment Agency, and its host jurisdiction within the previous 10 years in relation to the aggregate number of units of deed-restricted rental housing assisted individually or jointly by the Housing Successor, its former Redevelopment Agency and its host jurisdiction within the same time period. For this Report the ten-year period reviewed is July 1, 2014 to June 30, 2024.
- XII. Excess Surplus Test:** This section provides the amount of excess surplus in the LMIHAF, if any, and the length of time that the Housing Successor has had excess surplus, and the Housing Successor's plan for eliminating the excess surplus.
- XIII. Inventory of Homeownership Units:** This section provides a summary of covenanted homeownership units assisted by the former Redevelopment Agency or the housing successor that include an equity sharing and repayment provisions, including (a) number

of units; (b) number of units lost to the portfolio in the last fiscal year and the reason for those losses, and (c) any funds returned to the housing successor pursuant to losses or repayments.

This Report is to be provided to the Housing Successor's governing body. In addition, this Report, ACFR and the former Redevelopment Agency's pre-dissolution Implementation Plans are to be made available to the public on the City's website.

I. AMOUNTS RECEIVED AND DEPOSITED PURSUANT TO 34191.4(B)(3)(A)

The former Redevelopment Agency and City did not enter into any loans that are to be repaid.

II. AMOUNT DEPOSITED INTO LMIHAF

A total of \$39,928 was deposited into the LMIHAF during the Fiscal Year. The deposits are allocated as follows:

	FY 2023/24 Totals	% of Total
Loan Payments	\$0	0%
Interest Payments	39,928	100%
Misc. Revenue		0%
Loan Payments for item listed on the ROPS ¹	0	0%
Total LMIHAF Deposits²	\$39,928	100%

III. ENDING BALANCE OF LMIHAF

At the close of the Fiscal Year, the ending balance in the LMIHAF was \$6,802,047³, of which \$446,172 is available.⁴ There are no ROPS items included in the ending balance.

IV. DESCRIPTION OF EXPENDITURES FROM LMIHAF

The following is a description of expenditures from the LMIHAF by category:

	FY 2023/24
Monitoring & Administration Expenditures	\$18,240
Homeless Prevention & Rapid Rehousing Services Expenditures	\$0
Housing Development Expenditures ⁵	
➤ Expenditures on Moderate Income Units	\$0

¹ The final SERAF payment of \$167,275 was deposited in FY 2019/20.

² Expressed as cash and does not include accrued interest income, unrealized gain on investment, and accrued interest on notes receivables.

³ Reflects the Ending Asset Balance consisting of Cash and Investments (\$446,172), Interest Receivable (\$1,324,788), and Loans Receivable (\$5,031,087) as reported in the FY 23/24 ACFR. Does not include Liabilities or Deferred Inflows of Resources.

⁴ Refers only to cash available and excludes nonspendable portion of fund balance such as deposits and accounts payable, land and improvements held for resale.

⁵ In FY 23/24 a total of \$350,000 in LMIHAF was disbursed for an acquisition/pre-development loan for the El Cerrito Plaza project located at 515 Richmond Street, also known as Parcel A-South, a 70-unit affordable housing project consisting of 19 units at 30% AMI, 21 units at 50% AMI, 29 units at 60% AMI, and 1 unrestricted manager's unit.

➤ Expenditures on Low Income Units	147,101
➤ Expenditures on Very-Low Income Units	106,522
➤ Expenditures on Extremely-Low Income Units	<u>96,377</u>
Total Housing Development Expenditures	\$0
Total LMIHAF Expenditures	\$368,240

The Housing Successor is allowed to spend up to the greater of \$263,000⁶ or 5% of the value of the Housing Assets Portfolio (defined and calculated in Section V), which totals \$317,794, on Monitoring and Administration Expenditures. The Housing Successor expended approximately 6% of the maximum allowable \$317,794 for Monitoring and Administration Expenditures, therefore the Housing Successor is in compliance.

V. STATUTORY VALUE OF ASSETS OWNED BY HOUSING SUCCESSOR IN LMIHAF

Under the Dissolution Law and for purposes of this Report, the “statutory value of real property” means the value of properties formerly held by the former Redevelopment Agency as listed on the housing asset transfer schedule approved by the Department of Finance as listed in such schedule under Section 34176(a)(2), the value of the properties transferred to the Housing Successor pursuant to Section 34181(f), and the purchase price of property(ies) purchased by the Housing Successor. Further, the value of loans and grants receivable is included in these reported assets held in the LMIHAF.

The following provides the statutory value of assets owned by the Housing Successor.

	As of End of FY 2023/24
Statutory Value of Real Property Owned by Housing Successor	\$0
Value of Loans and Grants Receivables	6,355,875
Total Value of Housing Assets	\$6,355,875

VI. DESCRIPTION OF TRANSFERS

The Housing Successor did not make any LMIHAF transfers to other Housing Successor(s) under Section 34176.1(c)(2) during the Fiscal Year.

VII. PROJECT DESCRIPTIONS

The Housing Successor does not receive or hold property tax revenue pursuant to the ROPS for projects.

⁶ The expenditure cap is subject to annual Consumer Price Index (CPI) changes. In FY 2023-24 the HCD increased the expenditure cap to \$263,100 based on changes to the CPI.

VIII. STATUS OF COMPLIANCE WITH SECTION 33334.16

Section 34176.1 provides that Section 33334.16 does not apply to interests in real property acquired by the Housing Successor on or after February 1, 2012; however, this Report presents a status update on the project related to such real property.

With respect to interests in real property acquired by the former Redevelopment Agency *prior* to February 1, 2012, the time periods described in Section 33334.16 shall be deemed to have commenced on the date that the Department of Finance approved the property as a housing asset in the LMIHAF; thus, as to real property acquired by the former Redevelopment Agency now held by the Housing Successor in the LMIHAF, the Housing Successor must initiate activities consistent with the development of the real property for the purpose for which it was acquired within five years of the date the DOF approved such property as a housing asset.

The Housing Successor no longer holds real property or housing asset(s) that were acquired prior to February 1, 2012.

IX. DESCRIPTION OF OUTSTANDING OBLIGATIONS PURSUANT TO SECTION 33413

Replacement Housing: According to the 2010 – 2014 Implementation Plan for the former Redevelopment Agency, no Section 33413(a) replacement housing obligations were transferred to the Housing Successor.

Inclusionary / Production Housing. According to the 2010 – 2014 Implementation Plan for the former Redevelopment Agency, no Section 33413(b) inclusionary/production housing obligations were transferred to the Housing Successor.

The former Redevelopment Agency's Implementation Plans are posted on the City's website.

X. INCOME TARGETING TEST

Section 34176.1(a)(3)(A) states that all funds remaining after the monitoring and administrative and homeless prevention and rapid rehousing services expenditures must be used for the development of housing affordable to and occupied by households earning 80% or less of the area median income (AMI), with at least 30% of these remaining funds expended for the development of rental housing affordable to and occupied by households earning 30% or less of the AMI and no more than 20% of these remaining funds expended for the development of housing affordable to and occupied by households earning between 60% and 80% of the AMI. Every five years, starting January 1, 2014, the Housing Successor must demonstrate in the annual report that expenditures during the previous five-year period complied with these requirements.

If the Housing Successor fails to comply with the Extremely-Low Income requirement in any five-year period, then the Housing Successor must ensure that at least 50% of the funds

remaining in the LMIHAF be expended on households earning 30% or less of the AMI until the Housing Successor demonstrates compliance with the Extremely-Low Income requirement.

If the Housing Successor exceeds the expenditure limit for households earning between 60% and 80% of the AMI in any five year report, the Housing Successor shall not expend any of the remaining funds for households earning between 60% and 80% of the AMI until the Housing Successor demonstrates compliance with this limitation in an annual report.

For purposes of this calculation, “development” means new construction, acquisition and rehabilitation, substantial rehabilitation as defined in Section 33413, acquisition of long-term affordability covenants on multifamily units as described in Section 33413, or the preservation of an assisted housing development that is eligible for prepayment or termination or for which the expiration of rental restrictions is scheduled to occur within five years.

The FY 2018/19 Annual Report found the Housing Successor to be in compliance with the Income Targeting Test for the period of January 1, 2014 through June 30, 2019 (Prior Reporting Period).

The following table provides the Housing Successor’s Income Targeting Test as of June 30, 2024 for the period of FY 2019/20 through FY 2023/24 (Current Reporting Period):

	Extremely-Low Income (≤30% AMI) LMIHAF Expenditures	31% - 59% AMI LMIHAF Expenditures	60% - 80% AMI LMIHAF Expenditures	Total LMIHAF Spent
FY 2019/2020	22,059	42,647	35,294	100,000
FY 2020/2021	22,059	42,647	35,294	100,000
FY 2021/2022	22,059	42,647	35,294	100,000
FY 2022/2023	11,029	21,324	17,647	50,000
FY 2023/2024	96,377	106,522	147,101	350,000
Total July 1, 2019 – June 30, 2024⁷	\$173,583	\$255,787	\$270,630	\$700,000

The following table provides a summary of the Income Targeting Test for the Current Reporting Period:

For the Period: 7/1/2019 – 6/30/2024	Extremely-Low Income Targeting Test	60% to 80% AMI Income Targeting Test
Expenditures as a % of Total Expenditures	25%	39%

⁷ Between FY 2019/20 and FY 2023/24 total Housing Development Expenditures of \$700,000 were expended as follows: \$350,000 was disbursed to Mayfair Affordable, LLC for pre-development activities for the 11600 and 11690 San Pablo Ave and 1925 Kearney Street project, consisting of 15 units at 30% AMI, 14 units at 40% AMI, 15 units at 50% AMI, and 24 units at 60% AMI; and \$350,000 was disbursed to the El Cerrito Plaza project, consisting of 19 units at 30% AMI, 21 units at 50% AMI, 29 units at 60% AMI.

Requirements	At least 30% of Total Expenditures	At most 20% of Total Expenditures
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As illustrated above, the Housing Successor is not in compliance with the Income Targeting Test for the five-year period starting FY 2019-2020 and ending FY 2023/2024. Therefore, in every subsequent Annual Report, the Housing Successor will be required to demonstrate the progress made towards compliance with the income requirements for the previous five-year period, including expending at least 50% of funds each year towards the development of rental housing for Extremely-Low Income Households, until the Housing Successor has met all the appropriate spending thresholds.

XI. SENIOR HOUSING TEST

The Housing Successor is to calculate the percentage of units of deed-restricted rental housing restricted to seniors and assisted by the Housing Successor, the former Redevelopment Agency and/or the City within the previous 10 years in relation to the aggregate number of units of deed-restricted rental housing assisted by the Housing Successor, the former Redevelopment Agency and/or City within the same time period. If this percentage exceeds 50%, then the Housing Successor cannot expend future funds in the LMIHAF to assist additional senior housing units until the Housing Successor or City assists and construction has commenced on a number of restricted rental units that is equal to 50% of the total amount of deed-restricted rental units.

The following summarizes the number of deed-restricted rental housing units produced by the former Redevelopment Agency and the Housing Successor over the past 10 years (July 1, 2014 to June 30, 2024):

Project Name	Year Built	# of Senior Units	# of Non-Senior Units	Total # of Units
Ohlone Gardens	2015	0	56	56
Metro 510 (Creekside Walk)	2017/18	0	19	19 ⁸
Hana Gardens	2019	62	0	62
Totals		62	75	137

The following provides the Housing Successor's Senior Housing Test for the 10-year period of July 1, 2014 to June 30, 2024:

	FY 2023/2024
# of Assisted Senior Rental Units	62
# of Total Assisted Rental Units	137

⁸ Metro 510 (Creekside Walk) is an inclusionary housing project totaling 126 units; however, this table includes only the 19 units that were assisted by the Housing Successor with LMIHAF for the purposes of correctly calculating the Senior Housing Test.

In Fiscal Year 2023/24 a total of 45% of deed-restricted rental housing units are restricted to seniors. Thus, the Housing Successor is in compliance with the Senior Housing Test requirement.

XII. EXCESS SURPLUS TEST

Excess Surplus is defined in Section 34176.1(d) as an unencumbered amount in the account that exceeds the greater of one million dollars (\$1,000,000) or the aggregate amount deposited into the account during the Housing Successor's preceding four Fiscal Years, whichever is greater. The following provides the Excess Surplus test for the preceding four Fiscal Years:

Available Housing Funds – FY 2023/24	
FY 23/24 LMIHAF Ending Fund Balance (Section III)	\$6,802,047
(Less) Loans Receivable	(\$5,031,087)
(Less) Interest Receivable	(\$1,324,788)
Available Housing Funds – FY 2023/24	\$446,172

Limitation on Available Housing Funds FY 2023/24	
Greater of:	
➤ Base Amount	\$1,000,000
➤ Four Years of Deposits	
FY 2019/20	\$280,696
FY 2020/21	47,351
FY 2021/22	16,886
FY 2022/23	17,734
Total Deposits	\$362,667
Limitation on Available Housing Funds	\$1,000,000

The available cash balance of \$446,172 is less than the \$1,000,000 limitation on available housing funds. Therefore, the LMIHAF does not have an Excess Surplus.

XIII. HOMEOWNERSHIP

The Housing Successor is to provide an inventory of homeownership units assisted by the former Redevelopment Agency or the Housing Successor that are subject to covenants or restrictions or to an adopted program that protects the former Redevelopment Agency's investment of moneys from the LMIHAF pursuant to Section 33334.3(f). The inventory for the Housing Successor is as follows:

- The following summarizes the current inventory of the Housing Successor's homeownership portfolio:

	# of Units
Restricted homeownership units as of June 30, 2024	0

- There was no loss of homeownership inventory during FY 2023/24.
- The Housing Successor has not contracted with an outside entity for the management of the ownership portfolio.



AGENDA BILL

Agenda Item No. 7.D.

Date: March 18, 2025
To: El Cerrito City Council
From: A'shanti Coleman, Management Assistant; Yvetteh Ortiz, Public Works Director/City Engineer, Public Works Department
Subject: Calendar Year 2022 and 2023 Contra Costa Transportation Authority Growth Management Compliance Checklist

ACTION PROPOSED

Adopt a resolution approving the Calendar Years 2022 and 2023 Growth Management Program (GMP) Compliance Checklist for allocation of Fiscal Years 2023-24 and 2024-25 Measure J, Local Street Maintenance and Improvement Funds by the Contra Costa Transportation Authority (CCTA).

BACKGROUND

In 1988, voters in Contra Costa County approved Measure C imposing a half-cent sales tax to generate revenue for transportation improvement projects over 20 years. In 2004, the voters approved Measure J extending the sales tax for another 25 years. A portion of the sales tax funds, referred to as the "Local Street Maintenance and Improvement (LSM) program" funds, is allocated by the CCTA to cities on a formula basis. To receive these funds and to be eligible for funds from the Transportation for Livable Communities program, Measure J requires each jurisdiction in Contra Costa to comply with all the components of its Growth Management Program (GMP). The CCTA assesses compliance with the GMP through the review and approval of a jurisdiction's GMP Compliance Checklist. Each jurisdiction must complete and approve the checklist. On April 26, 2023, the City Council adopted Resolution No. 2023-32 approving the Calendar Years 2020 and 2021 GMP Compliance Checklist for allocation of Fiscal Years 2021-22 and 2022-23 Measure J Funds.

ANALYSIS

The current GMP Compliance Checklist, attached as Exhibit A to the proposed Resolution, is for the reporting period of Calendar Years 2022 and 2023, and allocation period of Fiscal Years 2023-24 and 2024-25. This GMP Compliance Checklist must be submitted to the CCTA prior to June 30, 2025. The Measure J GMP currently requires compliance in the following areas:

- Implementation of the West County Action Plan for Routes of Regional Significance (2017)
- Continuation of Development Mitigation Programs
- Addressing of Housing Options
- Conducting of Traffic Impact Studies
- Participation in Cooperative, Multi-Jurisdictional Planning

- Preparation of Minimum Five-Year Capital Improvement Program
- Adoption of Transportation Systems Management (TSM) Ordinance
- Adoption of Voter-Approved Urban Limit Line
- Adoption of Growth Management Element of General Plan
- Posting of Signs
- Maintenance of Effort
- Submittal of LSM Reporting and Audit Forms.

Since the last reporting period, there have been no required actions related to the TSM Ordinance, Urban Limit Line (ULL), Growth Management Element or Posting of Signs. Development projects approved during this reporting period were previously evaluated under the San Pablo Avenue Specific Plan, which complied with the West County Action Plan and CCTA traffic impact study requirements, and therefore did not require additional traffic impact studies.

During this reporting period, the City actively participated in the West Contra Costa Transportation Advisory Committee (WCCTAC) and the implementation of the West County Action Plan for Routes of Regional Significance, and was closely involved with various multi-jurisdictional planning efforts as described in detail in GMP Compliance Checklist Attachment 1. A key accomplishment during the reporting period was the City Council's adoption of the San Pablo Avenue Specific Plan Update in December 2023. The City also continued to implement the Subregional Transportation Mitigation Program (STMP), as part of our adopted Master Fee Schedule. During this period, the City had an adopted five-year Capital Improvement Program, which was prepared as part of the City's biennial budget process. The City continued to make progress in achieving the objectives of the Housing Element. Finally, due to the passage of the City's own half-cent sales tax (Measure A) in 2008 and SB 1, the City provided funds for street improvement projects using non-Measure J funds, thereby exceeding the Maintenance of Effort required by Measure J.

The City has satisfied the requirements of Measure J in all other areas as summarized above and demonstrated in the GMP Compliance Checklist. The City Council is required to review and approve the GMP Compliance Checklist for submittal to the CCTA. The GMP Compliance Checklist will then be reviewed by the CCTA's Citizens Advisory Committee and Planning Committee. After review by these two committees, the GMP Compliance Checklist is considered for final approval by the CCTA Board.

STRATEGIC PLAN CONSIDERATIONS

The City's compliance with the various components of the Measure J GMP is consistent with the following El Cerrito Strategic Plan Goals:

- *High-Performing Organization* by continuing to strengthen relationships with public partners, including other Contra Costa County jurisdictions and regional transportation agencies;
- *Livability and Belonging* by supporting programs that ensure future residential, business, and commercial development pay for the transportation facilities

- required to meet the demands resulting from that growth; and
- Foster *environmental sustainability* citywide by supporting programs, plans and projects that encourage alternative modes of transportation to the single-occupancy vehicle.

ENVIRONMENTAL CONSIDERATIONS

This section is not applicable to this agenda item.

FINANCIAL CONSIDERATIONS

If the CCTA finds the City in compliance with the requirements of Measure J GMP for Calendar Years 2022 and 2023, the CCTA will allocate an estimated \$606,855 in Fiscal Year 2023-24 funds to the City. The payment from CCTA is anticipated in June 2025. The payment of Fiscal Year 2024-25 funds will occur automatically on the one-year anniversary of the Fiscal Year 2023-24 payment date.

The City Council appropriates expenditures of these Measure J funds (Fund 204) as part of its biennial budget. City staff will provide an update on the estimated Measure J funds as part of the Fiscal Year 2024-25 budget process. The funds are used for the operations, maintenance, and improvement of the City's transportation system, which include Engineering and Maintenance personnel, safety evaluations, West Contra Costa Transportation Advisory Committee (WCCTAC) dues, utilities, infrastructure supplies, and City administration.

LEGAL CONSIDERATIONS

The City Attorney has reviewed the proposed action and found that legal considerations have been addressed.

Reviewed by:



Karen Pinkos, City Manager

Attachments:

1. Resolution
2. Exhibit A to Resolution

RESOLUTION 2025-XX

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EL CERRITO APPROVING THE CALENDAR YEARS 2022 AND 2023 GROWTH MANAGEMENT PROGRAM COMPLIANCE CHECKLIST FOR ALLOCATION OF FISCAL YEARS 2023-24 AND 2024-25 MEASURE J, LOCAL STREET MAINTENANCE AND IMPROVEMENT FUNDS BY THE CONTRA COSTA TRANSPORTATION AUTHORITY

WHEREAS, in 1988 Contra Costa County voters approved Measure C imposing a half-cent sales tax to generate revenue for transportation improvement projects over 20 years and approved Measure J in 2004 extending the sales tax for another 25 years; and

WHEREAS, to receive Local Street Maintenance and Improvement (LSM) program funds and to be eligible for funds from the Transportation for Livable Communities program, Measure J requires each jurisdiction in Contra Costa to comply with all components of its Growth Management Program (GMP); and

WHEREAS, the Contra Costa Transportation Authority requires that local jurisdictions complete a biennial Growth Management Program Compliance Checklist (Compliance Checklist) to demonstrate compliance with Measure J; and

WHEREAS, the City has satisfied all requirements necessary to be in compliance with Measure J including those involving implementation of the West County Action Plan for Regional Routes of Regional Significance; development mitigation programs; housing options; traffic impact studies; cooperative, multi-jurisdictional planning; minimum five-year Capital Improvement Program; Transportation Systems Management (TSM) Ordinance; Voter-Approved Urban Limit Line; Growth Management Element of General Plan; Posting of Signs; Maintenance of Effort; and submittal of required LSM forms.

NOW THEREFORE, BE IT RESOLVED by the City Council of the City of El Cerrito that it hereby finds the actions, policies and programs of the City to be in conformance with the provisions of the Measure J Contra Costa GMP and hereby approves the Calendar Years 2022 and 2023 GMP Compliance Checklist, attached and incorporated herein by reference as Exhibit A, for allocation of Fiscal Years 2023-24 and 2024-25 funds by the Contra Costa Transportation Authority.

BE IT FURTHER RESOLVED that this resolution shall become effective immediately upon passage and adoption.

I CERTIFY that at a regular meeting on March 18, 2025 the City Council of the City of El Cerrito passed this Resolution by the following vote:

AYES:	COUNCILMEMBERS:
NOES:	COUNCILMEMBERS:
ABSTAIN:	COUNCILMEMBERS:
ABSENT:	COUNCILMEMBERS:

IN WITNESS of this action, I sign this document and affix the corporate seal of the City of El Cerrito on_____.

APPROVED:

Holly M. Charléty, City Clerk

Carolyn Wysinger, Mayor

Measure J GMP Compliance Checklist

Reporting Jurisdiction: _____

For Fiscal Years 2023-24 and 2024-25

Reporting Period: Calendar Years 2022 & 2023

Measure J Growth Management Program Compliance Checklist

1. Action Plans	YES	NO	N/A
a. Is the jurisdiction implementing the actions called for in the applicable Action Plan for all designated Routes of Regional Significance within the jurisdiction?	☐	☐	☐
b. Has the jurisdiction implemented the following procedures as outlined in the <i>Implementation Guide</i> and the applicable Action Plan for Routes of Regional Significance?			
i. Circulation of environmental documents,	☐	☐	☐
ii. Analysis of the impacts of proposed General Plan amendments and recommendation of changes to Action Plans, and	☐	☐	☐
iii. Conditioning the approval of projects consistent with Action Plan policies?	☐	☐	☐
c. Has the jurisdiction followed the procedures for RTPC review of General Plan Amendments as called for in the <i>Implementation Guide</i> ?	☐	☐	☐
2. Development Mitigation Program	YES	NO	
a. Has the jurisdiction adopted and implemented a local development mitigation program to ensure that new development pays its fair share of the impact mitigation costs associated with that development?	☐	☐	
b. Has the jurisdiction adopted and implemented the regional transportation mitigation program, developed, and adopted by the applicable Regional Transportation Planning Committee, including any regional traffic mitigation fees, assessments, or other mitigation as appropriate?	☐	☐	

Measure J GMP Compliance Checklist

Reporting Jurisdiction: _____

For Fiscal Years 2023-24 and 2024-25

Reporting Period: Calendar Years 2022 & 2023

3. Address Housing Options	YES	NO
a. Has the jurisdiction prepared and submitted a report to the Authority demonstrating reasonable progress in providing housing opportunities for all income levels under its Housing Element? The report can demonstrate progress by (1) comparing the number of housing units approved, constructed, or occupied within the jurisdiction over the preceding five years with the number of units needed on average each year to meet the housing objectives established in its Housing Element; or (2) illustrating how the jurisdiction has adequately planned to meet the existing and projected housing needs through the adoption of land use plans and regulatory systems which provide opportunities for, and do not unduly constrain, housing development; or (3) illustrating how its General Plan and zoning regulations facilitate improvement or development of sufficient housing to meet the Element's objectives. <i>Note: A copy of the local jurisdiction's annual progress report (Tables A thru C) to the state Department of Housing and Community Development (HCD) is sufficient.</i>	☐	☐
b. Does the jurisdiction's General Plan—or other adopted policy document or report—consider the impacts that its land use and development policies have on the local, regional, and countywide transportation system, including the level of transportation capacity that can reasonably be provided?	☐	☐
c. Has the jurisdiction incorporated policies and standards into its development approval process that support transit, bicycle, and pedestrian access in new developments?	☐	☐

Measure J GMP Compliance Checklist

Reporting Jurisdiction: _____

For Fiscal Years 2023-24 and 2024-25

Reporting Period: Calendar Years 2022 & 2023

4. Traffic Impact Studies	YES	NO	N/A
a. Using the Authority's <i>Technical Procedures</i> , have traffic impact studies been conducted as part of development review for all projects estimated to generate more than 100 net new peak-hour vehicle trips? (Note: Lower traffic generation thresholds established through the RTPC's Action Plan may apply).	☐	☐	☐
b. If the answer to 4.a. above is "yes", did the local jurisdiction notify affected parties and circulate the traffic impact study during the environmental review process?	☐	☐	☐

5. Participation in Cooperative, Multi-Jurisdictional Planning	YES	NO
a. During the reporting period, has the jurisdiction's Council/Board representative regularly participated in meetings of the appropriate Regional Transportation Planning Committee (RTPC), and have the jurisdiction's local representatives to the RTPC regularly reported on the activities of the Regional Committee to the jurisdiction's council or board? (Note: Each RTPC should have a policy that defines what constitutes regular attendance of Council/Board members at RTPC meetings.)	☐	☐
b. Has the local jurisdiction worked with the RTPC to develop and implement the Action Plans, including identification of Routes of Regional Significance, establishing Multimodal Transportation Service Objectives (MTSOs) for those routes, and defining actions for achieving the MTSOs?	☐	☐
c. Has the local jurisdiction applied the Authority's travel demand model and <i>Technical Procedures</i> to the analysis of General Plan Amendments (GPAs) and developments exceeding specified thresholds for their effect on the regional transportation system, including on Action Plan MTSOs?	☐	☐

Measure J GMP Compliance Checklist

Reporting Jurisdiction: _____

For Fiscal Years 2023-24 and 2024-25

Reporting Period: Calendar Years 2022 & 2023

	YES	NO	
d. As needed, has the jurisdiction made available, as input into the countywide transportation computer model, data on proposed improvements to the jurisdiction's transportation system, including roadways, pedestrian circulation, bikeways, and trails, planned and improved development within the jurisdiction, and traffic patterns?	☐	☐	
6. Five-Year Capital Improvement Program	YES	NO	
Does the jurisdiction have an adopted five-year capital improvement program (CIP) that includes approved projects and an analysis of project costs as well as a financial plan for providing the improvements? (The transportation component of the plan must be forwarded to the Authority for incorporation into the Authority's database of transportation projects)	☐	☐	
7. Transportation Systems Management Program	YES	NO	
Has the jurisdiction adopted a transportation systems management ordinance or resolution that incorporates required policies consistent with the updated model ordinance prepared by the Authority for use by local agencies or qualified for adoption of alternative mitigation measures because it has a small employment base?	☐	☐	
8. Adoption of a voter-approved Urban Limit Line	YES	NO	N/A
a. Has the local jurisdiction adopted and continually complied with an applicable voter-approved Urban Limit Line as outlined in the Authority's annual ULL Policy Advisory Letter?	☐	☐	☐

Measure J GMP Compliance Checklist

Reporting Jurisdiction: _____

For Fiscal Years 2023-24 and 2024-25

Reporting Period: Calendar Years 2022 & 2023

- | | YES | NO | N/A |
|--|--------------------------|--------------------------|--------------------------|
| b. If the jurisdiction has modified its voter approved ULL or approved a major subdivision or General Plan Amendment outside the ULL, has the jurisdiction made a finding of consistency with the Measure J provisions on ULLs and criteria in the ULL Policy Advisory Letter after holding a noticed public hearing and making the proposed finding publicly available? | ☐ | ☐ | ☐ |

9. Adoption of the Measure J Growth Management Element

Has the local jurisdiction adopted a final GME for its General Plan that substantially complies with the intent of the Authority's adopted Measure J Model GME?

YES	NO	N/A
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☐	☐	☐
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10. Posting of Signs

Has the jurisdiction posted signs meeting Authority specifications for all projects exceeding \$250,000 that are funded, in whole or in part, with Measure C or Measure J funds?

YES	NO	N/A
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☐	☐	☐
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11. Maintenance of Effort (MoE)

Has the jurisdiction met the MoE requirements of Measure J as stated in Section 6 of the Contra Costa Transportation Improvement and Growth Management Ordinance (as amended)? (See the Checklist Instructions for a listing of MoE requirements by local jurisdiction.)

YES	NO
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☐	☐
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12. Submittal of LSM Reporting and Audit Forms

Has the local jurisdiction submitted a Local Street Maintenance and Improvement Reporting Form and Audit Reporting Form for eligible expenditures of 18 percent funds covering FY 2021-22 and FY 2022-23?

YES	NO
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☐	☐
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Measure J GMP Compliance Checklist

Reporting Jurisdiction: _____

For Fiscal Years 2023-24 and 2024-25

Reporting Period: Calendar Years 2022 & 2023

13. Other Considerations

YES

NO

N/A

If the jurisdiction believes that the requirements of Measure J have been satisfied in a way not indicated on this checklist, has an explanation been attached below?

☐☐☐

Review and Approval of Checklist

This Measure J GMP Compliance Checklist was prepared by:

Signature

Date

Name & Title (print)

Phone

Email

The Council/Board of _____ has reviewed the completed Checklist and found that the policies and programs of the jurisdiction as reported herein conform to the requirements for compliance with the Contra Costa Transportation Improvement and Growth Management Program.

Certified Signature (Mayor or Chair)

Date

Name & Title (print)

Attest Signature (City/Town/County Clerk)

Date

Name (print)

Measure J GMP Compliance Checklist

Reporting Jurisdiction: _____

For Fiscal Years 2023-24 and 2024-25

Reporting Period: Calendar Years 2022 & 2023

Supplementary Information (Required)

1. Action Plans

- a. *Please summarize steps taken during the reporting period to implement the actions, programs, and measures called for in the applicable Action Plan for Routes of Regional Significance:*
- b. *Attach, list, and briefly describe any General Plan Amendments that were approved during the reporting period. Please specify which amendments affected ability to meet the standards in the Growth Management Element and/or affected ability to implement Action Plan policies or meet Multimodal Traffic Service Objectives (MTSOs). Indicate if amendments were forwarded to the jurisdiction's RTPC for review, and describe the results of that review relative to Action Plan implementation:*

Measure J GMP Compliance Checklist

Reporting Jurisdiction: _____

For Fiscal Years 2023-24 and 2024-25

Reporting Period: Calendar Years 2022 & 2023

Provide a summary list of projects approved during the reporting period and the conditions required for consistency with the Action Plan:

2. Development Mitigation Program

- a. *Describe progress on implementation of the regional transportation mitigation program:*

3. Address Housing Options

- a. *Please attach a report demonstrating reasonable progress in providing housing opportunities for all income levels. (Note: A copy of the local jurisdiction's annual report (Tables A thru C) to the state Department of Housing and Community Development (HCD) is sufficient).*

Add Attachments

Measure J GMP Compliance Checklist

Reporting Jurisdiction: _____

For Fiscal Years 2023-24 and 2024-25

Reporting Period: Calendar Years 2022 & 2023

Please attach the jurisdiction's adopted policies and standards that ensure consideration of and support for walking, bicycling, and transit access during the review of proposed development.

Add Attachments

4. Traffic Impact Studies

Please list all traffic impact studies that have been conducted as part of the development review of any project that generated more than 100 net new peak hour vehicle trips. (Note: Lower traffic generation thresholds established through the RTPC's Action Plan may apply). Note whether the study was consistent with the Authority's Technical Procedures and whether notification and circulation were undertaken during the environmental review process.

5. Participation in Cooperative, Multi-Jurisdictional Planning

No attachments necessary

Measure J GMP Compliance Checklist

Reporting Jurisdiction: _____

For Fiscal Years 2023-24 and 2024-25

Reporting Period: Calendar Years 2022 & 2023

6. Five-Year Capital Improvement Program

Please attach the transportation component of the most recent CIP version, and list the resolution number and date of adoption of the most recent five-year CIP.

7. Transportation Systems (Demand) Management Program

Please attach a copy of the jurisdiction's TSM (TDM) ordinance or list the date of ordinance or resolution adoption and its number.

Measure J GMP Compliance Checklist

Reporting Jurisdiction: _____

For Fiscal Years 2023-24 and 2024-25

Reporting Period: Calendar Years 2022 & 2023

8. Adoption of a voter-approved Urban Limit Line

The local jurisdiction's adopted ULL is on file at the Authority offices. Please specify any actions that were taken during the reporting period regarding changes or modifications to the voter approved ULL, which should include a resolution making a finding of consistency with Measure J and a copy of the related public hearing notice.

9. Adoption of the Measure J Growth Management Element

Please attach the adopted Final Measure J Growth Management Element to the local jurisdiction's General Plan or list the date of ordinance or resolution adoption and its number.

10. Posting of Signs

Provide a list of all projects exceeding \$250,000 within the jurisdiction, noting which ones are or were signed according to Authority specifications.

Measure J GMP Compliance Checklist

Reporting Jurisdiction: _____

For Fiscal Years 2023-24 and 2024-25

Reporting Period: Calendar Years 2022 & 2023

11. Maintenance of Effort (MoE)

Please indicate the jurisdiction's MoE requirement and MoE expenditures for the past two fiscal years (FY 2021-22 and FY 2022-23). See the Instructions to identify the MoE requirements.

12. Submittal of LSM Reporting Form and Audit Reporting Form

Please attach LSM (Summary) Reporting and LSM Audit (Detail) Forms for FY 2021-22 and FY 2022-23.

[Add Attachments](#)

13. Other Considerations

Please specify any alternative methods of achieving compliance for any components for the Measure J Growth Management Program

GMP Checklist Attachment 1 – West County Action Plan Implementation

City of El Cerrito Measure J Growth Management Program Checklist Reporting Period CY 2022 and 2023

The City of El Cerrito has taken the actions summarized in the table below to implement the 2017 West County Action Plan for Routes of Regional Significance. The actions listed are the responsibility of local agencies on a region-wide basis as well as those related to Routes of Regional Significance in El Cerrito, which include San Pablo Avenue, Central Avenue and Carlson Boulevard.

Action #	Action	City Implementation
1	Work with local transit providers and regional funding agencies to identify funding for and provide bus-oriented improvements and better bus stop amenities along local routes, and to improve headways and expand bus service along important corridors in West County.	During this reporting period, City staff provided input on key planning efforts related to bus-oriented improvements as follows: • San Pablo Avenue Multimodal Corridor Study Phase 2, led by WCCTAC consists of the advancement of design concepts to incorporate Bus Rapid Transit (BRT) along the entire length of San Pablo Avenue, as well as transit and traffic analysis and design to better suit West County's needs; and the next phase of the San Pablo Avenue Multimodal Corridor Study, led by CCTA to focus on public outreach and engagement around potential BRT and/or other transit priority features. • West County Action Plan Update that included various actions to funding and provide bus-oriented improvements for operations, maintenance, and infrastructure. • Berkeley El Cerrito Corridor Access Plan a collaborative effort between BART and the cities along its R-line to identify station access strategies, including bus-oriented improvements, for communities served by the El Cerrito Plaza, North Berkeley, Downtown Berkeley, and Ashby BART stations before 2500 mixed-income apartments are built on the three parking lots. • AC Transit's Realign, a systemwide evaluation and restructuring of the agency's existing bus service network prompted by the pandemic's effect on travel patterns.

GMP Checklist Attachment 1 – West County Action Plan Implementation

		Additionally, in February 2023, the City executed a Cooperative Agreement between the City of El Cerrito (City) and the Alameda-Contra Costa Transit District (AC Transit) for Design, Construction, Operations and Maintenance of the Rapid Corridors Project. The project improved the transit signal priority (TSP) system along San Pablo Avenue as well as Telegraph Avenue and West Grand/Grand Avenues in the cities of Albany, Berkeley, El Cerrito, Emeryville, Oakland, Richmond, and San Pablo.
2	Implement transit-oriented development in the designated Pedestrian-Bicycle-Transit (PBT) zones using design principles that support local bus services and pedestrian/bicycle access.	During the reporting period, the City actively continued to implement the San Pablo Avenue Specific Plan (adopted in 2014), which promotes high-quality transit-oriented development (TOD) and complete streets improvements along San Pablo Avenue. This corridor is a PBT Zone. The Form-Based Code is one of the essential elements of the Specific Plan. The Code regulates development to achieve a specific urban form, including a form that supports walking, biking, and taking transit on both AC Transit buses and BART trains. The other essential element of the Specific Plan is the Complete Streets Plan, which works with the Form-Based Code to provide direction for the redesign and development of the street right-of-way (ROW) in the Plan Area. In 2022, the Design Review Board approved one new residential development project within the San Pablo Avenue Specific Plan area. This project at 6115 Potrero Ave represents an entitlement of a total 63 new residential units and 6,220 square feet of ground floor commercial space. This project will provide important amenities for the community. In December 2022, an update to the San Pablo Avenue Specific Plan and a Supplemental Environmental Impact Report were adopted to allow for additional development capacity. The City also used a Local Early Action Planning (LEAP) grant from the California Department of Housing and Community Development to help fund the City's Housing Element update. This update will allow for continued development pursuant to the Specific Plan, building on the plan's success, to date. During the reporting period, the City processed development applications for the El Cerrito Plaza Transit Oriented Development (TOD) project located on the existing surface parking lots of the El Cerrito Plaza BART station. More specifically, in 2023, the Design Review Board

GMP Checklist Attachment 1 – West County Action Plan Implementation

		provided advisory comments on one proposed building within the project. This proposed 70-unit multifamily residential building at 515 Richmond Street was given ministerial approval on April 3, 2023, pursuant to the streamlined ministerial process created by Senate Bill 35. Additionally, the City continued to process the application for the master plan for the remainder of the site. The El Cerrito Plaza TOD project proposes a total of 743 new residential units, 47% of which will be below market rate units, approximately 2,100 square-feet of commercial ground-floor retail, 446 automobile parking spaces, an approximately 0.5-acre community open space plaza along Fairmount Avenue, and connectivity improvements to the existing Ohlone Greenway for pedestrians and bicyclists of all ability levels. This project includes the potential for a new City Library which would help enhance the sense of place of the downtown node. In addition, the vision of the master plan is to create a mixed-income, mixed-use transit-oriented community that serves as a central downtown node for existing and future residents, patrons, businesses, customers, commuters, and visitors. Finally, the City began reviewing the building permit application for a 67-unit BRIDGE Affordable Housing at Mayfair.
3	Encourage development of plans, programs and projects that support transit-oriented development (TOD) within all Priority Development Areas.	As noted under Action No. 2, the City continued to implement the San Pablo Avenue Specific Plan (adopted in 2014 and updated in 2022), which is intended to promote high-quality transit-oriented development and complete streets improvements along San Pablo Avenue. This corridor is a Priority Development Area (PDA). Additionally, in 2022, the City created a new position and hired a Sustainable Transportation Program Manager to support programs such as this. The City continued the development of a significant capital project - the Del Norte TOD Complete Streets Improvement Project with the design completion and bidding in 2023. This project is a showcase project for El Cerrito and will implement multimodal transportation improvements identified in the San Pablo Avenue Specific Plan and Active Transportation Plan to support transit-oriented development in the San Pablo Avenue del Norte Area (also known as Uptown Area). Improvements include new and enhanced bicycle

GMP Checklist Attachment 1 – West County Action Plan Implementation

		and pedestrian facilities connecting to the El Cerrito del Norte BART Station and TOD, bus and automobile circulation improvements, and streetscape elements including bus stop enhancements. The City began the Richmond Street Complete Streets Project – securing \$8 million in federal funding to improve safety, connectivity, and accessibility along the entire length of Richmond Street to connect El Cerrito’s residential neighborhoods, schools, civic and recreational destinations, and commercial districts to two BART Station and the PDA. In 2023, City staff began collaborating with Caltrans staff to include new and upgraded pedestrian crosswalks and safety features as part of the project Caltrans is planning to repave State Route 123 (San Pablo Avenue between Cutting Blvd and the Alameda County line and Cutting Boulevard between San Pablo Ave and I-80) within El Cerrito. Although principally a pavement maintenance and rehabilitation project, Caltrans’ policy, consistent with the State’s Complete Street Act, identifies routine maintenance projects as an opportunity to better accommodate the needs of all road users. The project was in the development and design stage in 2023 and Caltrans staff anticipated construction would start in 2026. Finally, the City executed a grant pass-through agreement with BART to receive up to \$10 million from the State’s Transit and Intercity Rail Capital Program (TIRCP) to plan, develop, and implement on-street parking management and complete street upgrades that support the El Cerrito Plaza TOD project. In 2022, BART applied for and received approximately \$49 million in TIRCP funding for transportation infrastructure that supports station access and transit-oriented development on BART and around East Bay BART stations. Approximately \$24 million is allocated to the El Cerrito Plaza station with \$10 million supporting the above-mentioned access strategies, and the remaining \$14 million supporting infrastructure on BART property such as the BART rider parking garage and bus transit center. Since parking management and complete street upgrades are primarily within City right-of-way, the City is best suited to lead implementation of these projects, in the manner of a typical street improvement project.
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GMP Checklist Attachment 1 – West County Action Plan Implementation

8	Support projects and programs that improve the passenger experience, upgrade systems, and expand the capacity of BART stations in West County.	During this reporting period, as part of BART's planned Transit-Oriented Development (TOD) project at the El Cerrito Plaza BART Station, City staff participated in the completion of the Berkeley-El Cerrito Corridor Access Plan (BECCAP) in 2023. Development of the BECCAP, was a collaborative effort between BART and the cities along its R-line to identify station access strategies for communities served by the El Cerrito Plaza, North Berkeley, Downtown Berkeley, and Ashby BART stations before 2,500 mixed-income apartments are built on the three parking lots. The proposed development will change how BART riders in the surrounding communities get to and from the stations. The goal of the plan was to develop strategies that equitably distribute investments in walking, rolling, biking, riding transit, driving, and parking. Because the TOD development will not replace all existing rider parking spaces, the BECCAP identified multimodal access strategies at the El Cerrito Plaza BART station, which include new bicycle and pedestrian linkages; new and enhanced existing bus service; and a new on-street parking management program around the El Cerrito Plaza BART station to maintain station access for those who don't have alternatives to driving and parking.
9	Continue to update and implement local and regional bicycle and pedestrian plans, and support the preparation of bicycle and pedestrian plans in those communities where they do not currently exist.	During the reporting period, the City worked to advance recommendations in the El Cerrito Active Transportation Plan (ATP), adopted by the City Council in 2016. The ATP includes nine detailed projects, revised bicycle and pedestrian networks, a policy toolkit and program framework to make walking and biking easier in El Cerrito. The nine detailed projects are: 1. BART to Bay Trail Access Improvements at Central Avenue, Carlson Boulevard, and Cerrito Creek Connections between Plaza BART and the Bay Trail 2. Ohlone Greenway Crossing Improvements - Citywide 3. Citywide Wayfinding at Key Walking and Biking Routes 4. Arlington Boulevard Pedestrian Improvements 5. East Side Bicycle Boulevard – Blake Street, Norvell Street, Schmidt Lane, Richmond Street, Moeser Lane, Norvell Street, Lincoln Avenue, Albemarle Street, Behrens Street 6. East Side Bicycle Boulevard Wayfinding 7. Key Boulevard Improvements – between Humboldt Street and Hill Street 8. Fairmount Avenue Improvements – between Carlson Boulevard and Colusa Avenue 9. Potrero Avenue Improvements – between western City limit and Ohlone Greenway

GMP Checklist Attachment 1 – West County Action Plan Implementation

		The City evaluated concepts and sought grant funding for components of these projects.
10	Support the WCCTAC TDM program in promoting commute methods and modes that reduce single-occupant vehicle travel at peak times.	During the reporting period, City staff continued to work with WCCTAC staff to support TDM in West County. The City participated in two Bike to Wherever Days, rebranded from Bike to Work during the COVID-19 pandemic, promoting it through our outreach efforts. In 2022 and 2023, 260 and 278 cyclists were counted, respectively, either passing through or stopping to check out the City's "Energizer Station" at El Cerrito Plaza BART Station. In 2022, the City created a new position and hired a Sustainable Transportation Program Manager to support programs such as this.
13	Consider bicycle and pedestrian needs in all neighborhood and roadway planning and design efforts, particularly within Priority Development Areas (PDA).	See implementation under Action Item Nos. 2, 3, and 9. As noted, during the reporting period, the City continued implementation of the San Pablo Avenue Specific Plan, the City's PDA, and Active Transportation Plan, which includes several projects in and directly serving the PDA; and developed concepts and completed design on various projects that included pedestrian and bicycle improvements within or near the PDA.
14	Require new development projects to provide bike racks, lockers, and other secure bike parking options at appropriate locations, and seek funding to provide bike parking at key activity centers throughout West County.	Bicycle parking facilities are located at all parks and schools in the City in addition to each bus stop on San Pablo Avenue. The San Pablo Avenue Specific Plan, adopted in 2014, requires short- and long-term bicycle parking for all projects within the Specific Plan area. The Plan includes design guidelines and siting requirements to maximize access and ease of use. The City has installed bike parking at each bus stop on San Pablo Avenue. The City participates with WCCTAC to install additional bike racks through their program. In 2016, the Active Transportation Plan was adopted and includes the following recommended actions: • Update the bicycle parking requirements of the City's Municipal Code to reflect national best practice in the form of the Association of Bicycle and Pedestrian Professional's (APBP's) Bicycle Parking Guidelines, 2nd Edition. • Outreach to and coordinate with businesses, business districts, and residents to create an on-street bicycle corral program. • Place bicycle parking in bulb outs or bus bulbs.

GMP Checklist Attachment 1 – West County Action Plan Implementation

		The plan also includes proposed bicycle parking locations throughout the city. The City will use this document to seek additional funding. The Del Norte TOD Complete Streets Improvement Project will install additional bike racks.
15	Support and fund programs, such as the Street Smarts Program, to increase the level of public education about bicycle safety and to reduce injuries due to pedestrian or bicycle collisions.	The City is working with CCTA on developing a Local Roadway Safety Plan (LRSP). The LRSP will provide a data-driven approach to identify, analyze, and prioritize roadway safety improvements on local roads. In El Cerrito, the LRSP will build off the Active Transportation Plan adopted by City Council in 2016 and be coordinated with Contra Costa Transportation Authority's Vision Zero Action Plan.
17	Improve pedestrian and bicycle access through freeway interchange areas.	One of the goals of the City's Active Transportation Plan is to enhance access through and across key barriers, such as freeway interchanges and to achieve goals such as improved Bay Trail access, pursue multi-jurisdictional funding applications with neighboring cities and other potential partners, including BART, East Bay Regional Park District, City of Richmond, City of Albany, Contra Costa County, AC Transit, and Caltrans. The plan's recommended actions are the following: • Establish a policy for pedestrian crossings at barrier locations, such as safe crossing every ¼ or ½ mile • Implement the San Pablo Avenue Specific Plan to addresses San Pablo Avenue as a barrier • Collaborate with the City of Richmond and Caltrans to address I-80 barriers Under the Active Transportation Plan, one of the detail project concepts developed was a connection to the Bay Trail via Central Avenue as well as several other streets and paths. The project concept includes various improvements including a Class I path underneath the freeway overpass. A few years ago, the City successfully collaborated with Caltrans, WCCTAC and City of Richmond to submit a grant application for design and construction in the 2024-2025 timeframe. In addition, the El Cerrito del Norte TOD Complete Streets Improvements Project described

GMP Checklist Attachment 1 – West County Action Plan Implementation

		under Action Item No. 3 includes pedestrian and bicycle improvements on Cutting Boulevard approaching and under the I-80 Overcrossing.
21	Support implementation, operations, and maintenance of the I-80 Integrated Corridor Mobility project.	During the reporting period, the City continued participation in the operations of the I-80 Integrated Corridor Mobility (ICM). The ICM was activated in 2016 representing the most comprehensive Intelligent Transportation Systems in the State. The City previously entered into the I-80 Integrated Corridor Mobility Project, Memorandum of Understanding (MOU) between all project stakeholders to support the implementation of active traffic management measures including ramp metering and lane use control on the freeway and trailblazer signs, signal coordination and intersection operational improvements along and near San Pablo Avenue and Central Avenue to improve overall corridor mobility and minimize impacts on local streets. The City has also previously entered into I-80 Integrated Corridor Mobility Project Operations and Maintenance Cooperative Agreement No. 07W.04 between the CCTA and local jurisdictions along the corridor for funding the operations and maintenance (O&M) of project components.
26	Complete the improvements associated with the I-80/Central Avenue interchange.	CCTA initiated work on a Project Study Report in late 2006 to analyze access improvements from/to I-80 at Central Avenue. Sixteen alternatives were examined but were later dropped due to public input, limited benefits, significant community impacts and high cost. Instead, two smaller projects were recommended that would provide near-term congestion relief and improved traffic operations: A near-term "Operational Improvements Project" and a longer-term "Local Roads Realignment Project". The "Operational Improvements Project" (also known as Phase 1), which was aimed at eliminating the blockage of through traffic along westbound Central Avenue caused by vehicles turning left onto I-80 westbound (toward SF) during weekend peak hours), was completed in 2018. At that time, City staff also began working with City of Richmond and CCTA on the development of the Phase 2 project and public outreach efforts. During 2022 and 2023, City staff met with City of Richmond to review design development documents for the project.
27	Close gaps in the regional trail and bicycle route systems, and develop	During this reporting period, the City continued development of one of the detail project concepts developed in the Active Transportation Plan, a connection to the Bay Trail via

GMP Checklist Attachment 1 – West County Action Plan Implementation

	local bike route links to the Bay Trail and Richmond and Ohlone Greenways to facilitate longer-distance bicycle travel through West County and to neighboring regions.	Central Avenue as described under Action No. 17.
28	Maintain pavement management systems and schedules, and continue to seek additional funding for local roadway maintenance.	During this reporting period, the City continued to provide on-going street maintenance and rehabilitation program to ensure the streets remain in good pavement condition and to address a handful of streets that remain in the poor category. While the City's average Pavement Condition Index has decreased, the City is committed to using its Measure A Sales Tax revenue in combination with additional funding, such as from SB 1, to keep the average PCI in good condition. In 2022, the City completed construction of the Gladys-El Dorado-B Street Improvements Project. The project rehabilitated the roadway pavement; reconstructed sections of sidewalk, curb, and gutter; installed new and modified curb ramps; reconstructed valley gutters; and installed enhanced traffic signing and pavement markings. The pavement on these roadways was in poor condition. In 2023, the City completed the 2022-2023 Slurry Seal Project by resurfacing 16 street segments throughout the City that had minor distressed pavement as listed below.
30	Comply with the CCTA Growth Management Program through monitoring of new development proposals and General Plan amendments, and allowing for collaboration and comment from other jurisdictions.	The City Public Works and Community Development Departments work closely together to review and process development proposals and General Plan amendments, and to ensure compliance with the CCTA Growth Management Program.
32	Investigate and support opportunities for using new technologies to reduce single-occupant vehicle travel and to use	As noted under Action Item No. 21, the City continued participation in the operations for the I-80 Integrated Corridor Mobility (ICM). The ICM was activated in 2016 representing the Intelligent Transportation Systems in the State. The ICM includes technologies such as transit priority at ramp meters that assist bus transit and technologies such as lane use

GMP Checklist Attachment 1 – West County Action Plan Implementation

	existing system capacity more efficiently; examples may include real-time ridesharing programs, online traveler information systems, smart highways, connected vehicles, and other technologies.	control on the freeway and trailblazer signs to use existing transportation system capacity more efficiently. Additionally, in 2023, the City began collaborating with the CCTA in a Countywide Smart Signals Project to upgrade traffic signal and communication systems at 328 intersections within Contra Costa County, 7 of which are in El Cerrito. Implementation of the planned Intelligent Transportation System (ITS) elements will unify Contra Costa County's signal technology and communication systems to optimize traffic flow. It will provide an interconnected Advanced Traffic Management System (ATMS) with the ability to monitor traffic conditions in real-time, safely, and efficiently manage incidents, and share information between agencies and the public.
33	Support and implement the West County Subregional Transportation Mitigation Program (STMP), which generates funds to support specific capital improvements throughout West County.	The City adopted an updated STMP Ordinance in April 2019 and new fees went into effect in July 2019. During this reporting period, the City annually adopted the STMP fees as part of its Master Fee Schedule and collected STMP fees from development projects for transmittal to WCCTAC.
34	Improve the reliability and efficiency of bus service along San Pablo Avenue.	See implementation under Action Nos. 1 and 54.
35	Implement the recommendations of the Complete Streets plans that affect San Pablo Avenue.	Since the San Pablo Avenue Specific Plan including the Complete Streets Plan was under development, City staff has been seeking out opportunities to implement the anticipated San Pablo Avenue Complete Streets improvements including applying for, securing funding, and developing designs for projects in several segments of the Plan area. In addition, as noted under Action Item No. 3, the City completed the design and bid the Del Norte TOD Complete Streets Improvements Project during the reporting period. 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 protected crossings for pedestrians, new context-sensitive bikeways, conversion of one-way to two-way streets and corresponding reduction in turning lanes to provide for multimodal transportation.

GMP Checklist Attachment 1 – West County Action Plan Implementation

43	Implement the recommended actions in the I-80 Corridor System Management Plan (CSMP).	During this reporting period, City staff continued participating on the I-80 Design Alternatives Analysis (DAA). The Metropolitan Transportation Commission (MTC) collaborated with its partners to deliver a suite of near-term and low-cost operational efficiency projects to improve transit and carpool operations by reducing delay and serving more people in fewer vehicles. In August 2023, MTC completed the I-80 DAA recommending four operational strategies for advancement.
45	Continue to evaluate long-term solutions to congestion around the El Cerrito del Norte BART station, with particular attention to methods that could improve local and regional transit and auto access to the station, along with improving multimodal access and circulation for transit-oriented development and businesses in the area.	See response to Action Items Nos. 3 and 35, specifically related to the Del Norte TOD Complete Streets Improvement Project.
49	Support the investigation and development of innovative transportation-related technologies that could improve air quality and public health; examples include fueling/charging stations for alternative-fuel vehicles, new cleaner bus technology, software applications to facilitate ride-sharing, and many other opportunities.	The City regularly participates in WCCTAC and CCTA discussions regarding innovative transportation-related technologies that could improve air quality and public health. The City has an EV charging station at City Hall and, in 2021, installed one at the Recycling + Environmental Resources Center. The City annually participates in and promotes National Drive Electric Week and similar Electric Vehicles workshops. In addition, the City continues to be a member of several JPAs that provide Property Assessed Clean Energy (PACE) Financing Programs to El Cerrito property owners. These programs help with financing or refinancing of the acquisition, installation, and improvement of energy efficiency, water conservation, renewable energy and electric vehicle charging infrastructure improvements permanently affixed to private or publicly-owned real property. The City is also working regionally to introduce programs and technologies that support

GMP Checklist Attachment 1 – West County Action Plan Implementation

		density and reduce the reliance on and need for car ownership. In 2022, the City began a pilot program with GIG carshare to launch a dockless car sharing program, providing an additional transportation option for individuals that do not own a car and supporting first-mile, last-mile, solutions to increase use of public transportation.
50	Implement the Express Bus recommendations from the West County High-Capacity Transit Study	In prior years, City staff participated in the development of the West Contra Costa County Express Bus Implementation Plan, led by WCCTAC, to identify the opportunities for expanded express bus service from Hercules, Pinole, San Pablo, Richmond, and unincorporated West Contra Costa County communities to destinations in west Berkeley, Emeryville, Oakland, and San Francisco. More recently, the City has supported WCCTAC in efforts to prioritize funding for additional development of the recommendations in the study.
54	Participate in San Pablo Avenue Multimodal Corridor Project	As described under Action No. 1, during this reporting period, the City and other West Contra Costa agencies continued to participate in the San Pablo Avenue Multimodal Corridor Project, specifically Phase 2 and the next phase for public outreach. This is a multi-agency effort to improve transit performance, implement complete streets, accommodate anticipated growth, and address competing demands along this critical regional corridor.

Jurisdiction	El Cerrito	
Reporting Year	2022	(Jan. 1 - Dec. 31)
Planning Period	5th Cycle	01/31/2015 - 01/31/2023

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation

Note: "+" indicates an optional field
Cells in grey contain auto-calculation formulas

Table A
Housing Development Applications Submitted

Project Identifier					Unit Types		Date Application Submitted	Proposed Units - Affordability by Household Incomes							Total Approved Units by Project	Total Disapproved Units by Project	Streamlining	Density Bonus Law Applications	Application Status	Notes		
1					2	3	4	5							6	7	8	9	10	11	12	
Prior APN*	Current APN	Street Address	Project Name*	Local Jurisdiction Tracking ID*	Unit Category (SFA,SFD,2 to 4,5+,ADU,MH)	Tenure R=Renter O=Owner	Date Application Submitted- (see instructions)	Very Low-Income Deed Restricted	Very Low-Income Non Deed Restricted	Low-Income Deed Restricted	Low-Income Non Deed Restricted	Moderate-Income Deed Restricted	Moderate-Income Non Deed Restricted	Above Moderate-Income	Total PROPOSED Units by Project	Total APPROVED Units by project	Total DISAPPROVED Units by Project	Was APPLICATION SUBMITTED Pursuant to GC 65913.4(b)? (SB 35 Streamlining)	Did the housing development application seek incentives or concessions pursuant to Government Code section 65915?	Were incentives or concessions requested pursuant to Government Code section 65915 approved?	Please indicate the status of the application.	Notes*
Summary Row: Start Data Entry Below								0	0	69	0	5	0	247	321	6	0					
	513371002	1711-1755 Eastshore Blvd			5+	R	12/16/2022			69		5		247	315			No	Yes	N/A	Pending	
	502280006	1531 Richmond st			ADU	R	2/14/2022							1	1	1		No	No	No	Approved	
	506221040	966 Sea View Dr			SFD	O	4/12/2022							1	1	1		No	No	No	Approved	
	573111008	LENEVE PL			SFD	O	7/6/2022							1	1	1		No	No	No	Approved	
	504192005	317 Behrens St			SFD	R	12/21/2022							1	1	1		No	No	No	Approved	
	504192005	317 Behrens St			ADU	R	12/21/2022							1	1	1		No	No	No	Approved	
	502472027	104 Janie Ct			ADU	R	12/8/2022							1	1	1		No	No	No	Approved	
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Attachment 3a

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Jurisdiction	El Cerrito
Reporting Year	2022 (Jan. 1 - Dec. 31)
Planning Period	5th Cycle 01/31/2015 - 01/31/2023

ANNUAL ELEMENT PROGRESS REPORT Housing Element Implementation

This table is auto-populated once you enter your jurisdiction name and current year data. Past year information comes from previous APRs.
Please contact HCD if your data is different than the material supplied here

Table B														
Regional Housing Needs Allocation Progress														
Permitted Units Issued by Affordability														
		1		2									3	4
Income Level		RHNA Allocation by Income Level		2015	2016	2017	2018	2019	2020	2021	2022	2023	Total Units to Date (all years)	Total Remaining RHNA by Income Level
Very Low	Deed Restricted	100	-	-	-	62	-	-	-	-	-	-		
	Non-Deed Restricted		-	-	-	-	-	-	-	-	-	-	62	38
Low	Deed Restricted	63	-	6	-	-	-	-	-	-	-	-		
	Non-Deed Restricted		-	-	-	-	-	-	-	-	-	-	6	57
Moderate	Deed Restricted	69	-	13	-	-	-	-	-	-	-	-		
	Non-Deed Restricted		-	-	-	-	-	-	-	-	-	-	13	56
Above Moderate		166	-	120	9	12	18	136	171	56	48	-	570	-
Total RHNA		398												
Total Units			-	139	9	74	18	136	171	56	48	-	651	151
Progress toward extremely low-income housing need, as determined pursuant to Government Code 65583(a)(1).														
		5											6	7
		Extremely low-income Need		2015	2016	2017	2018	2019	2020	2021	2022	2023	Total Units to Date	Total Units Remaining
Extremely Low-Income Units*		50	-	-	-	-	-	-	-	-	-	-	-	50

*Extremely low-income housing need determined pursuant to Government Code 65583(a)(1). Value in Section 5 is default value, assumed to be half of the very low-income RHNA. May be overwritten.

Note: units serving extremely low-income households are included in the very low-income RHNA progress and must be reported as very low-income units in section 7 of Table A2. They must also be reported in the extremely low-income category (section 13) in Table A2 to be counted as progress toward meeting the extremely low-income housing need determined pursuant to Government Code 65583(a)(1).

Please note: For the last year of the 5th cycle, Table B will only include units that were permitted during the portion of the year that was in the 5th cycle. For the first year of the 6th cycle, Table B will only include units that were permitted since the start of the planning period. Projection Period units are in a separate column.

Please note: The APR form can only display data for one planning period. To view progress for a different planning period, you may login to HCD's online APR system, or contact HCD staff at apr@hcd.ca.gov.

Jurisdiction	El Cerrito	
Reporting Year	2022	(Jan. 1 - Dec. 31)
Planning Period	5th Cycle	01/31/2015 - 01/31/2023

ANNUAL ELEMENT PROGRESS REPORT

Housing Element Implementation

Note: "+" indicates an optional field

Cells in grey contain auto-calculation formulas

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Jurisdiction	El Cerrito	
Reporting Year	2023	(Jan. 1 - Dec. 31)
Planning Period	6th Cycle	01/01/2023 - 03/31/2031

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation

Note: "*" indicates an optional field
Cells in grey contain auto-calculation formulas

Table A
Housing Development Applications Submitted

Project Identifier					Unit Types		Date Application Submitted	Proposed Units - Affordability by Household Incomes								Total Approved Units by Project	Total Disapproved Units by Project	Streamlining	Density Bonus Law Applications		Application Status	Project Type	Notes	
1					2	3	4	5							6		7	8	9	10		11	12	13
Prior APN*	Current APN	Street Address	Project Name*	Local Jurisdiction Tracking ID	Unit Category (SFA,SFD, 2 to 4.5+ ADU,MH)	Tenure R=Renter O=Owner	Date Application Submitted- (see instructions)	Very Low-Income Deed Restricted	Very Low-Income Non Deed Restricted	Low-Income Deed Restricted	Low-Income Non Deed Restricted	Moderate-Income Deed Restricted	Moderate-Income Non Deed Restricted	Above Moderate-Income	Total PROPOSED Units by Project	Total APPROVED Units by project	Total DISAPPROVED Units by Project	Please select streamlining provision/s the application was submitted pursuant to.	Did the housing development application seek incentives or concessions pursuant to Government Code section 65915?	Were incentives or concessions requested pursuant to Government Code section 65915 approved?	Please indicate the status of the application.	Is the project considered a ministerial project or discretionary project?	Notes*	
Summary Row: Start Data Entry Below								35	0	34	0	0	0	25	94	85	0							
	502-202-005	1601 Norvell Ave		PL23-0015	ADU	R	2/8/2023							1	1	1		NONE	No	No	Approved	Ministerial		
	503-260-021	834 Ashbury		PL23-0031	2 to 4	R	11/21/2023							1	1	1		SB 9 (2021) - Duplex in SF Zone	No	No	Approved	Ministerial		
	500460020	2545 Arlington		PL23-0089	ADU	R	9/1/2023							1	1	1		NONE	No	No	Approved	Ministerial		
	502360021	1420 Richmond st		PL23-0172	ADU	R	11/27/2023							1	1	1		NONE	No	No	Approved	Ministerial		
	504050012	RICHMOND ST		PL22-0150	5+	R	3/2/2023	35		34				1	70	70		SB 35 (2017)	Yes	Yes	Approved	Ministerial		
	505303017	800 ARLINGTON BLVD		BD23-0012	ADU	R	1/9/2023							1	1	1		NONE	No	No	Approved	Ministerial		
	505230029	804 SEA VIEW DR		BD23-0172	ADU	R	3/1/2023							1	1	1		NONE	No	No	Approved	Ministerial		
	503201001	6742 PORTOLA DR		BD23-0206	ADU	R	3/8/2023							1	1	1		NONE	No	No	Approved	Ministerial		
	503421005	615 NORVELL ST		BD23-0263	ADU	R	3/22/2023							1	1			NONE	No	No	Pending	Ministerial		
	501201009	2210 HUMBOLDT ST		BD23-0314	ADU	R	3/29/2023							1	1			NONE	No	No	Pending	Ministerial		
	504226014	19 POMONA AVE		BD23-0423	ADU	R	4/13/2023							1	1	1		NONE	No	No	Approved	Ministerial		
	503311013	851 GALVIN DR		BD23-0429	ADU	R	4/14/2023							1	1	1		NONE	No	No	Approved	Ministerial		
	573120024	1115 IVY CT		BD23-0453	ADU	R	4/24/2023							1	1	1		NONE	No	No	Approved	Ministerial		
	504151023	430 KEARNEY ST A		BD23-0491	ADU	R	4/28/2023							1	1	1		NONE	No	No	Approved	Ministerial		
	505273009	868 GELSTON PL		BD23-0736	ADU	R	6/16/2023							1	1	1		NONE	No	No	Approved	Ministerial		
	503253023	930 RICHMOND ST		BD23-0848	ADU	R	7/14/2023							1	1	1		NONE	No	No	Approved	Ministerial		
	502440003	1341 RICHMOND ST		BD23-0944	ADU	R	8/4/2023							1	1	1		NONE	No	No	Approved	Ministerial		
	500291003	5416 BARRETT AVE		BD23-0953	ADU	R	8/7/2023							1	1	1		NONE	No	No	Approved	Ministerial		
	502113010	1736 LEXINGTON AVE		BD23-0621	ADU	R	5/24/2023							1	1			NONE	No	No	Pending	Ministerial		
	509080005	6250 CYPRESS AVE		BD23-0757	ADU	R	6/20/2023							1	1			NONE	No	No	Pending	Ministerial		
	503384003	647 ELM ST		BD23-0891	ADU	R	7/24/2023							1	1			NONE	No	No	Pending	Ministerial		
	500302008	5337 ROSALIND AVE		BD23-0973	ADU	R	8/11/2023							1	1			NONE	No	No	Pending	Ministerial		
	503241026	925 RICHMOND ST		BD23-0986	SFD	O	8/16/2023							1	1			NONE	No	No	Pending	Ministerial		
	503330004	751 BALRA DR		BD23-1065	ADU	R	9/5/2023							1	1			NONE	No	No	Pending	Ministerial		
	504011026	528 KEARNEY ST		BD23-1547	ADU	R	12/27/2023							1	1			NONE	No	No	Pending	Ministerial		
															0									
															0									
															0									

Notes: "r" indicators are optional field
Cells in parentheses are optional field

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Jurisdiction	El Cerrito	
Reporting Year	2023	(Jan. 1 - Dec. 31)
Planning Period	6th Cycle	01/31/2023 - 01/31/2031

ANNUAL ELEMENT PROGRESS REPORT Housing Element Implementation

This table is auto-populated once you enter your jurisdiction name and current year data. Past year information comes from previous APRs.
Please contact HCD if your data is different than the material supplied here

Table B														
Regional Housing Needs Allocation Progress														
Permitted Units Issued by Affordability														
		1		2									3	4
Income Level		RHNA Allocation by Income Level	Projection Period - 06/30/2022-01/30/2023	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total Units to Date (all years)	Total Remaining RHNA by Income Level
Very Low	Deed Restricted	334	-	-	-	-	-	-	-	-	-	-	-	334
	Non-Deed Restricted		-	-	-	-	-	-	-	-	-	-	-	
Low	Deed Restricted	192	-	-	-	-	-	-	-	-	-	-	-	192
	Non-Deed Restricted		-	-	-	-	-	-	-	-	-	-	-	
Moderate	Deed Restricted	241	-	-	-	-	-	-	-	-	-	-	-	241
	Non-Deed Restricted		-	-	-	-	-	-	-	-	-	-	-	
Above Moderate		624	13	50	-	-	-	-	-	-	-	-	63	561
Total RHNA		1,391												
Total Units			13	50	-	-	-	-	-	-	-	-	63	1,328
Progress toward extremely low-income housing need, as determined pursuant to Government Code 65583(a)(1).														
		5											6	7
		Extremely low-income Need		2023	2024	2025	2026	2027	2028	2029	2030	2031	Total Units to Date	Total Units Remaining
Extremely Low-Income Units*		167	-	-	-	-	-	-	-	-	-	-	-	167

*Extremely low-income housing need determined pursuant to Government Code 65583(a)(1). Value in Section 5 is default value, assumed to be half of the very low-income RHNA. May be overwritten.

Note: units serving extremely low-income households are included in the very low-income RHNA progress and must be reported as very low-income units in section 7 of Table A2. They must also be reported in the extremely low-income category (section 13) in Table A2 to be counted as progress toward meeting the extremely low-income housing need determined pursuant to Government Code 65583(a)(1).

Please note: For the last year of the 5th cycle, Table B will only include units that were permitted during the portion of the year that was in the 5th cycle. For the first year of the 6th cycle, Table B will only include units that were permitted since the start of the planning period. Projection Period units are in a separate column.

Please note: The APR form can only display data for one planning period. To view progress for a different planning period, you may login to HCD's online APR system, or contact HCD staff at apr@hcd.ca.gov.

Jurisdiction	El Cerrito	
Reporting Year	2023	(Jan. 1 - Dec. 31)
Planning Period	6th Cycle	01/31/2023 - 01/31/2031

ANNUAL ELEMENT PROGRESS REPORT

Housing Element Implementation

Note: "+" indicates an optional field

Cells in grey contain auto-calculation formulas

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Annual Progress Report on the General Plan 2022

March 2023

City of El Cerrito
Community Development Department
10890 San Pablo Avenue
El Cerrito, CA 94530

INTRODUCTION

As required by Government Code Section 65400(b), every city must submit an annual progress report to their legislative body, the Governor's Office of Planning and Research (OPR), and the Department of Housing and Community Development (HCD) on the implementation status of their General Plan. The annual report must also include discussion on the City's progress in providing its required share of affordable housing pursuant to Government Code Section 65584 and its efforts to remove governmental constraints for the maintenance, improvement and development of affordable housing per Section 65583.c(3) of the California Government Code.

This General Plan Annual Progress Report covers the period from January 1, 2022 to December 31, 2022.

The purpose for the Annual Progress Report is to assess how the General Plan is being implemented in accordance with adopted goals, policies and implementation measures; identify any necessary adjustments or modifications to the General Plan as a means to improve local implementation; provide a clear correlation between land use decisions that have been made during the 12-month reporting period and the goals, policies and implementation measures contained in the General Plan; and, to provide information regarding local agency progress in meeting its share of regional housing needs.

BACKGROUND

On August 30, 1999, the El Cerrito City Council adopted the City's current General Plan for implementation. The General Plan has nine elements contained within four separate chapters: Community Development and Design, Transportation and Circulation, Public Facilities and Services, Resources and Hazards. The General Plan contains the seven state-required elements which are land use, circulation, housing, conservation, open space, safety and noise. The State allows the combining of elements or the addition of new elements as long as the required seven elements are present in some fashion.

The General Plan is the City's vision for achieving more balanced residential, commercial, and civic uses within the city. The process of preparing the General Plan took place in 1998 and 1999 as the City embarked on a program to bring its 1975 General Plan up to date so that it could better meet future challenges. The process resulted in the following ten key principles designed to improve the quality of development and the long-term fiscal health of the City so that it can remain an attractive place to live and work:

1. No major changes in land-use patterns are expected to occur.
2. Emphasis will be on quality of development.
3. Incentives, if used, will have clear criteria and limits.
4. Emphasis will be on impacts of development, not on the type of development itself.
5. Increased residential development, where allowed, must be done with care in order to enhance neighborhoods.
6. New development in the San Pablo Avenue Corridor will be encouraged to take place in mixed-use activity centers that may extend up selected perpendicular streets in order to allow a more pedestrian friendly environment.

Attachment 3b

7. The preservation and enhancement of natural features – trees, creeks, natural open space areas – and historical features will be a high priority for the City.
8. The City should have distinct destination areas, including commercial areas, a civic center and community meeting places.
9. Development should contribute to the fiscal health of the City while minimizing adverse impacts.
10. Access should be improved by balancing automobile use with improved transit, bicycle, and pedestrian opportunities.

The General Plan sets forth the City's policies regarding the types and locations of future land uses and activities. It describes the desired character and quality of development as well as the process for how development should proceed.

While this General Plan can address many City issues, factors beyond El Cerrito's control have significant influence over its future land use and development patterns:

- Market forces play an important role in determining what types of uses are economically feasible and, therefore, built.
- Land use and transportation decisions in other cities and counties, and by state and regional agencies, affect El Cerrito.
- Our system of property rights places certain limitations on what cities can do in prescribing future land uses.
- California environmental law requires that we designate land uses in accordance with available infrastructure capacity (streets, sewer, water, natural resources, etc.).

Thus, in creating the current General Plan, El Cerrito went through a process that ascertained the community's values for future land uses and activities, and balanced these values with market factors, city revenues, environmental constraints, and private property rights.

The El Cerrito General Plan reflects the aspirations and values of El Cerrito's residents and their elected representatives. The City Council, Planning Commission and staff use the Plan in considering land use and planning-related decisions. City staff uses the Plan on a day-to-day basis to administer and regulate land use and development activity. Citizens can use the Plan to understand the City's approach to regulating development, protecting resources, and upholding community values.

GENERAL PLAN ADOPTION AND AMENDMENTS

1. Adoption Dates of Mandatory General Plan Elements

General Plan Element	Latest Adoption
Land Use	1999
Circulation	1999
Housing	2015
Open Space	1999
Conservation	1999

Safety	1999
Noise	1999

2. List of General Plan Amendments

- The 2013 Growth Management Element Update.
- 2014 amendments to enable adoption of the San Pablo Avenue Specific Plan, including amendments to Chapter 2: Strategic Approach, Chapter 4: Community Development and Design, and Chapter 5: Transportation and Circulation and amendments to the General Plan land use map.
- The 2015-2023 Housing Element.

GENERAL PLAN UPDATES

Safety Element

City staff plans to issue a Request for Proposals for an update to the City's Safety Element in 2023. Staff will return to the City Council with a budget authorization for this effort.

Overall General Plan Update

At this time, funding for a complete General Plan update must be identified.

GENERAL PLAN IMPLEMENTATION

Chapter 4: Community Development and Design

Land Use

Goal LU1: A high-quality residential character within El Cerrito.

The City continued to implement the 2008 Zoning Ordinance and the San Pablo Avenue Specific Plan, which promote a high-quality of development. In 2022, the City issued 1,377 building permits, took in 1,506 building permit applications, conducted 7,398 building inspections, and 170 rental housing inspections. It also reviewed 160 planning entitlements.

Goal LU2: A land use pattern and mix of uses that contribute to the financial health and stability of the community.

The City continued to implement the San Pablo Avenue Specific Plan and processed several land use applications in the Specific Plan area that represented a range of land uses, including a preschool and mixed use project. This included six Tier I Design Review applications that improved the façades, added signs and generally improved storefronts of many new and existing businesses. In 2022, two new applications were submitted to the City for new multifamily development projects, which propose 322 new dwelling units.

An update to the San Pablo Avenue Specific Plan and a Supplemental Environmental Impact Report were adopted in December 2022 to allow for additional development capacity.

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New developments often entail a transfer of property and are reassessed both at transfer and upon development and contribute substantially higher property taxes to the City than the previous uses, as well as providing both opportunities for new businesses (for properties containing commercial and/or live-work space) and new customers and pedestrian-traffic for existing commercial properties and businesses.

In 2022, the City continued to use grant funding to assist in the preparation of program Supplemental Environmental Impact Report (SEIR) for the San Pablo Avenue Specific Plan update, which was certified in December 2022. In 2022, the City also used a Local Early Action Planning (LEAP) from the California Department of Housing and Community Development grant to help fund the City's Housing Element update. These updates will allow for continued development pursuant to the Specific Plan, building on the plan's success, to date.

Goal LU3: A development pattern that enhances a strong sense of community.

Implementation of the San Pablo Avenue Specific Plan continued to move forward. In 2022, the Design Review Board approved one new residential development project within the Specific Plan area. This project represents an entitlement of a total 63 new residential units and 6,220 square feet of ground floor commercial space. This project at 6115 Potrero Ave was approved by the Design Review Board on May 4, 2022.

The project at 6115 Potrero Ave is expected to add activity to the City's Uptown area with a proposed brewery and restaurant and a 1,000 square foot outdoor patio along San Pablo Avenue. This project will enhance the sense of place along Potrero and San Pablo Avenue and add activity to the City's major corridor. These new spaces will serve as important amenities for the community.

Goal LU4: A safe, attractive, and interesting community

The City continued to implement community policing to promote public safety.

The City's building projects, both large and small were subject to a vigorous review and inspection process.

The City's Arts and Culture Commission continued to promote efforts to support public art in the community.

In 2022, the Design Review Board approved two projects (1755 Eastshore & 6115 Potrero) which will either provide public art as part of the project or make an in-lieu contribution equal to one percent of development cost (up to a maximum of \$150,000).

Goal LU5: A land use pattern and types of development that support alternatives for the movement of people, goods, and ideas.

The City continued implementation of San Pablo Avenue Specific Plan including identifying sources of funding for the Complete Streets component of the Plan which addresses the safety and usability of streets in the plan area. The City's Transportation Impact Fee (TIF), which was adopted in 2019 (see discussion under Goal GM4) will

Attachment 3b

provide funding for improvements in the Complete Streets chapter of the Specific Plan. The City also continues to seek funding and develop projects for improvements identified Active Transportation Plan, which promotes transportation modes that are alternatives to the automobile. The City also continues to seek funding and develop projects for improvements identified Active Transportation Plan, which promotes transportation modes that are alternatives to the automobile. Notably, in 2022 the design of the El Cerrito del Norte TOD Complete Streets Improvement Project, which implements key elements of both the Specific Plan and Active Transportation Plan, was substantially completed and construction as anticipated to begin in fall 2023. This project is intended to support and catalyze Transit Oriented Development (TOD) by creating a safe and comfortable environment that balances the needs of all street users, to improve pedestrian and bicyclist safety and access to housing and the del Norte BART Station, to encourage mode-shift to walking, biking and taking transit, and to support economic development in Uptown El Cerrito by creating a “sense of place”.

In addition, the City continued to implement the Active Transportation Plan, which promotes transportation modes that are alternatives to the automobile.

Goal LU6: Development patterns that promote energy efficiency, conservation of natural resources, and use of renewable rather than nonrenewable resources.

The City continued to implement the Zoning Ordinance, adopted in 2008, and the San Pablo Avenue Specific Plan, adopted in 2014, and updated in 2022. The Specific Plan puts a focus on more intense development within the Plan area and specifically near the City’s two BART stations. By focusing development near existing public transportation infrastructure, the San Pablo Avenue Specific Plan aims to achieve mode shift, reduce dependence on automobile trips and increasing public transportation, bicycle and pedestrian trips. Additionally, in updating the San Pablo Avenue Specific Plan in 2022, the City is now requiring residential projects of 5 units or more located in the Specific Plan Area to only use electricity, with limited exceptions for natural gas use, which will help transition buildings to run on 100% renewable energy as the energy grid transitions to a higher levels of renewable energy.

The City continued to implement the Climate Action Plan which identifies encouraging higher-density, transit-oriented development and improving pedestrian and bicycle infrastructure to reduce overall vehicle miles traveled and resource conservation measures to achieve greater energy and water efficiency as methods to achieve the City’s greenhouse gas reduction targets. The City also continued to monitor and evaluate energy use in the organization’s operations to identify opportunities to reduce usage, greenhouse gas emissions, and costs. In 2022, the City issued an RFP for the preparation of an update to the City’s Climate Action Plan. In 2023, the City will begin the Climate Action Plan update to achieve more ambitious targets, likely with the goal of achieving net zero emissions citywide.

The City continued to implement the California Green Building Standards Code, which requires high levels of energy efficiency in new construction.

In 2022, the City continued to implement a property transfer tax and offered a rebate program for qualifying energy and water conservation measures and for seismic upgrades. In 2022, 29 properties utilized this rebate.

Community Design

Goal CD1: A city organized and designed with an overall attractive, positive image and “sense of place.”

The City continued to implement the San Pablo Avenue Specific Plan which promotes high-quality development along San Pablo Avenue in order to promote vibrant public spaces and enhance the sense of place. The Specific Plan also requires the provision of publicly accessible open space in larger projects, or payment of an in-lieu fee for the City to invest in open space. Development of new open spaces along San Pablo Avenue will further enhance the attractiveness and sense of place along the City’s primary mixed use corridor.

Goal CD2: A city with attractive, safe, and functional streets, parking areas, and pedestrian walkways.

In 2022, the City continued to implement the El Cerrito Active Transportation Plan. The plan provides a blueprint for continuing the City’s investment in improving safety and providing facilities and infrastructure for bicyclists and pedestrians, based on the changing demands and standards as well as the current goals of the City.

The City has also continued implementation of the Green Infrastructure Plan, approved by the El Cerrito City Council in 2019, to add stormwater facilities to public spaces while making streets more attractive for pedestrians and cyclists. In 2021, construction was completed on the San Pablo Avenue Green Stormwater Spine Project, which was included in the Urban Greening Plan.

As noted above, in 2022, the design of the El Cerrito del Norte TOD Complete Streets Improvement Project, which implements key elements of both the Specific Plan and Active Transportation Plan, was substantially completed and construction as anticipated to begin in fall 2023. Improvements to be constructed as part of the project consist of enhanced and new protected crosswalks, new context-sensitive bikeways, bus boarding islands, circulation improvements, and various streetscape enhancements.

Projects within the Specific Plan area are also required to improve their sidewalk frontages. The Mayfair development, near the del Norte BART station, which is nearly complete also adds a public pedestrian “mew” or walkway which cuts through the block from San Pablo Avenue to Kearney Street.

Goal CD3: A city with attractive landscaping of public and private properties, open space, and public gathering spaces.

The Design Review Board continued to review new landscaping plans on private properties within the Specific Plan area. The Specific Plan continued to require the provision of publicly accessible, privately maintained open space or the payment of an in-lieu fee to create new open spaces and enhance existing open spaces.

Goal CD4: Well designed buildings that are compatible with their surroundings.

Attachment 3b

The City continued to implement the design review process pursuant to the Zoning Ordinance and the San Pablo Avenue Specific Plan to ensure that new development is well-designed.

Goal CD5: A design process that achieves design objectives while being efficient and allowing for flexibility.

The City continued to utilize the design review process to achieve the General Plan goals above. Design review in the City of El Cerrito is intended to encourage high-quality design, well-crafted and maintained buildings and landscaping, the use of higher-quality building materials, and attention to the design and execution of building details and amenities in both public and private projects. The San Pablo Avenue Specific Plan's Tier IV Design Review process is intended to provide flexibility for projects that do not comply with all development standards in the Specific Plan. Additionally, the Specific Plan also allows administrative approval waivers to specified development standards. The San Pablo Avenue Specific Plan update, adopted in December 2022 revised and clarified the Tier IV Design Review and waivers processes to improve flexibility.

Goal CD6: An urban form that sustains a vital commercial community to meet the diverse needs of the local and regional population.

The City continued to implement the San Pablo Avenue Specific Plan. It encourages mixed use development including commercial uses in addition to intensified residential uses along San Pablo Avenue. The plan strives to create a range of residential unit types which will provide diverse housing types along the Avenue. The new residents of these units will help support successful commercial businesses along San Pablo Avenue and contribute to more vitality in the commercial nodes along San Pablo Avenue.

Housing

See attachment for Housing Element annual report.

Growth Management

Goal GM1: A coordinated regional and sub-regional planning system that provides better service and less congestion for residents of El Cerrito.

The City continued to serve on the West Contra Costa Transportation Advisory Committee (WCCTAC), Technical Advisory Committee and Contra Costa Transportation Authority (CCTA), Technical Coordinating Committee on planning and funding efforts for regional transportation improvements in Contra Costa County. City staff provided input on various planning studies for the region including WCCTAC's San Pablo Avenue Multimodal Corridor Study Phase 2 Study and the CCTA's update to the West County Action Plan.

City staff is participating in the I-80 Design Assessment Alternative Study focusing on improving conditions for public transit and HOVs.

The City is also working regionally to introduce programs and technologies that support density and reduce the reliance on and need for car ownership. In 2022, the City began a

Attachment 3b

pilot program with GIG carshare to launch a dockless car sharing program, providing an additional transportation option for individuals that do not own a car and supporting first-mile, last-mile, solutions to increase use of public transportation.

Finally, City staff continued participating in BART's Berkeley El Cerrito Corridor Access Plan a collaborative effort between BART and the cities along its R-line to identify station access strategies for communities served by the El Cerrito Plaza, North Berkeley, Downtown Berkeley, and Ashby BART stations before 2500 mixed-income apartments are built on the three parking lots. The proposed development will change how BART customers in the surrounding communities get to and from the stations. The goal of the plan is to develop strategies that equitably distribute investments in walking, rolling, biking, riding transit, driving, and parking. The public draft plan was review for public comment in late 2022 and the plan is already helping City staff and BART seek funding for transportation improvements.

Goal GM2: Compliance with applicable level of service standards.

The City, through the CEQA review process, continued to ensure that new development meets the level of service standards in the General Plan and San Pablo Avenue Specific Plan.

The City continued to implement the San Pablo Avenue Specific Plan. The Plan adopted new service standards for streets within the plan area. These service standards are in greater compliance with the City's complete streets goals.

City staff collaborated with other public agencies in Contra Costa County on the update to the CCTA Growth Management Program to implement SB743. This state legislation changed CEQA evaluation methods for transportation from level of service (LOS) to vehicle miles traveled (VMT). The CCTA, with input from local and sub-regional agencies, developed a countywide evaluation method and recommended VMT significance criteria, and is now working on a mitigation framework. In November 2021 consistent with this guidance, the City adopted VMT thresholds of significance and local criteria for purposes of analyzing transportation impacts under CEQA.

Goal GM3: Timely review of projects that are heavy traffic generators.

All development projects processed by the City are evaluated against and comply with applicable service standards. All applications, regardless of traffic generation, are processed in a timely fashion.

Goal GM4: Effective community-wide programs to reduce traffic impacts of new projects.

City staff developed and the City Council adopted the El Cerrito Transportation Impact Fee (TIF) Program in 2019 to ensure new development pays its fair share of the transportation improvements needed to accommodate growth in El Cerrito. In Fiscal Year 2021-22, the City collected approximately \$117,387 in fees for the TIF Program. The list of potential capital improvements eligible for funding with the TIF is based on prior planning studies completed to support the City's growth and the impact of that growth on the transportation system, as well as to support the City's Climate Action and Active

Transportation goals. The focus of these improvements is to connect El Cerrito residents to employment and activity centers and major transit facilities within the City and in neighboring jurisdictions. These improvements focus on San Pablo Avenue, the City's primary transportation corridor serving all modes. More specifically, the TIF project list is a selection of projects from the following City-Council adopted plans: San Pablo Avenue Specific Plan, Active Transportation Plan and Ohlone Greenway Master Plan.

Goal GM5: An effective system of providing urban services.

The City continued to offer a high-level of services to residents and the City continued to work with other agencies (such as the Stege Sanitary District) to ensure that services are provided effectively.

Chapter 5: Transportation and Circulation

Goal T1: A transportation system that allows safe and efficient travel by a variety of modes and promotes the use of alternatives to the single-occupant vehicle.

In 2022, the City continued implementation of the El Cerrito Active Transportation Plan. The Plan provides a blueprint for continuing the City's investment in improving safety and providing facilities and infrastructure for bicyclists and pedestrians, based on the changing demands and standards as well as the current goals of the City.

The City also continued to implement the San Pablo Avenue Specific Plan, specifically the Complete Streets component to encourage all modes of transportation and creates opportunities to maximize mode shift away from auto use and towards transit use, walking and biking.

These efforts included developing concept and detailed designs for projects in several areas of town as described below.

- El Cerrito del Norte TOD Complete Streets Improvements - substantially completing design of the El Cerrito del Norte TOD Complete Streets Improvements Project, which consists of access, safety and circulation improvements for bicyclists, pedestrians, transit riders, and motorists to support the El Cerrito del Norte BART Station and transit-oriented development in the San Pablo Avenue Uptown district. 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. The project is expected to begin construction in fall 2023.
- Access Modification/ Sidewalk Repair Program – completed construction of sidewalk repairs, focusing on San Pablo Avenue.

In May 2022, the City continued its support of the regional “Bike to Work Day” initiative, a regional effort to increase bicycling. In 2022, 260 cyclists were counted, either passing through or stopping to check out the City's “Energizer Station” at El Cerrito Plaza BART Station.

Attachment 3b

The City continues to monitor opportunities to add bike-sharing and other “micro-mobility” infrastructure and programs to support alternatives to the single-occupant vehicle.

Goal T2: A land use pattern that encourages walking, bicycling, and public transit use.

The City continued to implement the San Pablo Avenue Specific Plan which includes a Complete Streets Plan. It serves to implement contemporary land use planning strategies near transit and amenities and thereby encourages walking, biking and public transit use. Those strategies include increased heights, lower parking minimums, a flexible approach to mixed-use development, and complete streets guidelines to accommodate all modes of transportation on San Pablo Avenue specifically prioritizing pedestrians and public transit along this corridor.

Goal T3: A transportation system that maintains and improves the livability of the City.

The City continued to implement the San Pablo Avenue Specific Plan which includes a Complete Streets Plan. The Complete Streets Plan includes facilities along San Pablo Avenue that will enhance the usability for pedestrians, transit riders and bicyclists. In 2022, the City approved one project along Potrero Avenue which will be required to pay for a Transportation Impact Fee (TIF) that will fund improvements planned in the Complete Streets Plan. Other projects previously approved were either under construction or are still in the pipeline to be approved and will contribute to the TIF.

The City continued to implement the Urban Greening Plan, which identifies strategies for creating a greener, more environmentally sustainable and livable city. Key objectives and strategies include Greener Gateways to reinforce community identity and sense of place that improve and highlight natural elements and Green Streets to continue to invest in making the public right-of-way more sustainable by reducing impervious surfaces, accommodating additional modes of transportation, adding landscaping and creating streets that are safe, comfortable and attractive for everyone. In 2021, construction was completed on the San Pablo Avenue Green Stormwater Spine Project, which was included in the Urban Greening Plan.

Goal T4: A minimum amount of land used for parking and minimal parking intrusion in neighborhoods.

The City continued to implement the San Pablo Avenue Specific Plan. The Plan adopted new parking standards for both commercial and residential development. It generally reduced parking requirements within the plan area, while ensuring that adequate parking is provided. Further reductions of parking require preparation of a parking study and may require enhanced transportation demand management, e.g. measures beyond those which are already required in the Specific Plan.

Additionally, in 2022, the City continued to implement the revised development standards for Accessory Dwelling Units (ADUs) which do not require off-street parking for ADUs. These standards allow for the development of additional housing units without requiring further land in residential areas be used for parking. In 2022, the City’s Planning Division reviewed 32 applications for ADUs.

As part of BART's planned Transit-Oriented Development (TOD) project at the El Cerrito Plaza BART Station, BART staff, in collaboration with City staff, continued developing the Berkeley-El Cerrito Corridor Access Plan and evaluating mobility and on-street parking management strategies. While pursuing TOD at the BART station helps to fulfill numerous local, regional, and state goals regarding housing, climate, and economic development, a key issue to be analyzed and addressed has to do with how to provide adequate access to BART stations as the current surface parking lots are converted to mixed-use, transit-oriented development. BART staff evaluated and refined strategies to more equitably distribute BART's investments in walking, biking, riding transit, driving drop off, and parking for existing and future BART patrons using the stations along the corridor (including Ashby, North Berkeley, and El Cerrito Plaza). The Corridor Access Plan considers the tradeoffs between providing homes and community amenities versus building structured parking spaces for BART riders who drive to the station(s). The Corridor Access Plan will help identify multimodal strategies and investments needed to facilitate getting to and from BART. One key near-term strategy is working with the City to develop on-street parking management strategies that will balance parking needs of many user groups. These strategies include charging BART riders (e.g. full day users) to park on city streets as well as updating residential permit parking (RPP) programs.

In 2022, the City created a new position and hired a Sustainable Transportation Program Manager who, among other things, will be tasked with developing a new Residential Parking Permit program to efficiently manage parking around the BART TOD project.

Chapter 6: Public Facilities and Services

Parks, Recreations and Open Space

Goal PR1: Adequate, diverse, and accessible recreational opportunities for all residents – including children, youth, seniors, and others with special needs – in parks, school yards, and open space.

In 2022 the City was able to use proceeds from Measure H to fix several deficiencies in recreational facilities.

The City raised funds for the City's David Hunter Memorial Scholarship Fund which helps families pay for classes and services for their children through the Recreation Department which they would otherwise not be able to afford.

In 2022, the City was able to return to sponsoring special events including the popular world One 4th of July Festival at Cerrito Vista Park. The City also hosted, supported, and participated in a number of environmental events and programs in 2022. These included: Bike to Work Day, the "Bringing Back the Natives" Garden Tour, and hosting a number of volunteer work parties.

The City continued to offer a range of programs for seniors at the El Cerrito Community Center as well as a range of programs for youth at various City facilities. The City also has a Joint Facilities Use Agreement with the West Contra Unified School District to increase program offerings especially on the Fairmont, Harding and Madera Elementary schools' campuses.

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Goal PR2: High quality open space protected for the benefit of present and future generations, reflecting a variety of important values: ecological, educational, aesthetic, economic and recreational. These values are interwoven throughout the community in numerous ways so that the preservation of open space is very important to the well being of the City.

The City has completed plans for additional new wayfinding signage in the Hillside Natural Area that will be installed in the next year.

The Parks and Recreation Facilities Master Plan's (mentioned in Goal PR1) Goal E is to Improve Natural Areas and identifies a series of policies and actions based on previous City planning efforts and community engagement.

Over the last few years, the City also rehabilitated pathways at Arlington Park, Castro Park, and Cerrito Vista, painted all the clubhouses, resurfaced multiple tennis courts, and completed a major roof repair at Harding Clubhouse. Utilizing Measure H, Proposition 68 funds and developer related fees, the City plans to continue improving City Parks including picnic areas at Arlington and Cerrito Vista Parks, Arlington Park Clubhouse renovation, Phase II of Centennial Park. Additionally Measure H continues to fund "immediate work priority" projects identified in the Parks and Recreation Facilities Master Plan, and a number of small Immediate Work Priorities were completed in 2022.

The City continued to implement the Urban Greening Plan. The Hillside Natural Area (HNA) Pilot Project was identified in the Urban Greening Plan and included acquiring the 8-acre Madera property that became part of the HNA open space in 2015, as well as, improving vegetation management, trail rehabilitation, and development throughout. As described in the Urban Greening Plan, the project provides multiple opportunities to increase service levels including "connectivity" to improve trail connections between natural areas, schools and other community assets using best practice trail building techniques; "Park Expansion Integration" by integrating the Madera property, investigating opportunities to acquire additional property, and exploring other opportunities for access, recreation and/or conservation easements on adjacent properties; "natural amenities" by celebrating and preserving creek corridors, diverse plant and animal communities, forests, and grasslands; "green gateways/trailheads" by creating more welcoming park gateways and trailheads; and "active recreation" by enhancing opportunities for active recreation through construction of bicycle trails, parks and other amenities.

The City continued to implement the San Pablo Avenue Specific Plan which requires that new projects greater than 25,000 square feet either provide public open space or contribute funds toward the creation or enhancement of open space. 6111 Potrero Avenue, approved in 2022, contributed open space plus contributions towards Centennial Park.

In 2022, the City continued to implement the expanded Public Tree and Shrub Ordinance, adopted by the City Council in 2019, providing greater protections for public trees throughout the community to support the long-term health of the urban forest.

In 2022, the City received a \$145,000 grant from the California Coastal Conservancy to develop a Fire Resilience and Forest Conservation Management Plan for the El Cerrito

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Hillside Natural Area (HNA), which will begin development in 2023. The Plan will include a public process that ultimately identifies fire hazard mitigation projects, recommends forest conservation activities, and includes a CEQA analysis. The resulting Plan will also address emergency access and public recreation elements in the HNA.

Goal PR3: Public access to open space areas while protecting important habitats.

In 2022, the City continued design on wayfinding signage for trails within the Hillside Natural Area with installation planned in the next year. The overall goal of the project is to continue to enhance the City's largest open space, which is 102.5 acres in size and a home to small creeks, grasslands and forests. The Hillside Natural Area provides a very large active recreation space for hikers, bikers, and dog walkers who have easy access through several neighborhood entry points and enjoy the quiet oak groves, open fields, and expansive views of the San Francisco Bay. The project will increase visibility, access, and use of the city's existing network of trails, pathways, and stairs within the open space and improve connectivity between identified citywide bicycle and pedestrian routes, key community destinations, and existing trails. In 2020, several fire trails in the Hillside Natural Area were repaired using grants funds from FEMA and the final and sixth site was completed in 2021. Utilizing Measure H funds, the City was able to almost double funding for fire mitigation projects in the HNA in 2020 and that level of funding continued in 2022.

The City also continued to organize and support volunteer work parties, led by the El Cerrito Green Teams, El Cerrito Trail Trekkers, and Friends of Five Creeks, throughout the year, to support and enhance habitats and wildlife throughout the City's owned and controlled open spaces.. The City continued to support several annual events that increase public awareness and access to the Hillside Natural Area, including Earth Day and an Annual Hillside Festival each Spring.

Non-Recreational Facilities

Goal CF1: Safe and adequate community facilities that allow the City to offer better services and inspire a sense of community pride.

The City continued to enhance operations at the Recycling and Environmental Resources Center which was completed in 2012.

The City continued to serve the community from the City Hall facility which was completed in 2009.

Public Services and Infrastructure

Goal PS1: An adequate, comprehensive, coordinated law enforcement system consistent with the needs of the community.

The City continued its deployment of both patrol and specialty police units to address crime trends. These units coordinated their efforts internally, by sharing and collaborating on projects and investigations, and externally, with residents and community groups, to continue to meet the safety needs of the community.

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Goal PS2: A community that has minimized the risks to lives and property due to fire hazards.

The City continues to minimize fire hazards by enforcing its comprehensive fire hazard reduction program that focuses upon reducing fire hazards in four areas: (1) on City property, (2) on property owned by other agencies (3) large landowners, and (4) on residential property.

In 2022, the Fire Department continued to implement the Vegetation Management Policy which was rewritten in 2020 to make it easier to understand and align it with the State guidelines. The policy creates zones centered around structures on the property with goals to avoid home ignition from ember assault, and to reduce the heat and movement of the fire.

The history of the fire hazard abatement program was designed to reduce fire hazards on a large number of private properties with efforts concentrating during the spring and early summer months, prior to the State entering the annual "Fire Season". However, with climate change, continued below average rainfall and increasing northeast wind events leading to more Red Flag Warnings, the City faces fire season almost year-round.

A process of advance notice and hearings for property owners is coupled with a public education program involving the promulgation of standards for vegetation management in residents' yards and vacant lots. These notices and public education are aimed at increasing the resident's knowledge and awareness of proper management of combustible materials on their property, especially within the first five feet of the structure.

This program seeks to remove weeds, rubbish, litter or other flammable material from private properties where such flammable material endangers the public safety by creating a public nuisance and a fire hazard. Most property owners voluntarily abate these hazards without Fire Department involvement. For the small number of property owners that do not abate the hazards, the City completes the necessary abatement and places the costs on the property owner's tax bill.

Based on lessons learned over the last five years of record fires in the State, improved efforts have been made for the incorporation of fire and ember resistant construction materials and careful selection of landscape material, proper placement and maintenance of residents landscaping. Further amendments will need to be incorporated into the vegetation management program to comply with AB3074, a state bill passed in 2020 addressing fire prevention, wildfire risk, defensible space, and ember-resistant zones requiring enforcement of more intense fuel reductions to create an ember resistant zone within five feet of any structure.

Over the past 25 years, the City's public education efforts and annual fire hazard abatement program has been very successful in reducing fire hazards throughout the hills which are designated Very High Fire Hazard Severity Zones.

Additionally, the Public Works Department completes vegetation management activities and projects each year to reduce the risk of fire hazards in the El Cerrito community.

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Goal PS3: Safe and adequate public infrastructure to serve El Cerrito's residents, now and in the future.

In addition to the projects noted under Goal T1, the City continued implementation of the Annual Street Improvement Program funded by Measure A and the Access Modifications (Streets) Program funded by SB 1. Also, as a result of new transportation funding provided by SB 1, the City has continued funding a new Sidewalk Repair Program to repair tripping hazards throughout the City with a robust project completed in 2022.

In 2021, the City completed construction of the Carlson Boulevard and Central Avenue Pavement Rehabilitation Project. The project rehabilitated the roadway pavement, replaced traffic signal loop detectors, and enhanced traffic striping. The project location is on Central Avenue from Santa Clara Avenue to San Pablo Avenue and Carlson Boulevard from the north City Limits to Central Avenue. The project was the second component of the Central Avenue and Carlson Boulevard Street Improvements Project in the Capital Improvement Program. The first component consisting of curb ramp and sidewalk work was completed as part of the 2018 Curb Ramp and Sidewalk Repair Project in 2019. The project was largely funded by a federal One Bay Area Grant (OBAG) Program grant with additional funding from the State's SB 1 Local Partnership Program (LPP) grant and the City's Measure A Street Improvement funds. Both roadways carry a significant volume of traffic and are classified as arterial streets. The pavement on these roadways currently has several areas with cracking and potholes due to the amount and type of traffic, including trucks and buses, as well as prior heavy rainy seasons. The project will benefit the many commuters, transit services and bicyclists who utilize these roadways on a daily basis.

In 2022, the City contained construction of the Gladys-El Dorado-B Street Improvements Project. The project will rehabilitate the roadway pavement; reconstruct sections of sidewalk, curb, and gutter; install new and modified curb ramps; reconstruct valley gutters; and install enhanced traffic signing and pavement markings. The project is located on Gladys Avenue from Lexington Avenue to Richmond Street, on El Dorado Street from Carlson Boulevard to San Pablo Avenue, and on B Street from Behrens Street to Ashbury Avenue. The pavement on these roadways is currently in poor condition, three of the lowest in the City. In addition, street trees have severely displaced sections of pavement, sidewalk, curb and gutter, and a valley gutter facility within the roadway is damaged and needs repairs to facilitate stormwater drainage across B Street. The project will benefit residents and the community in general by providing safe and accessible walking, biking, and driving routes to important destinations in this area. The project is funded by the City's Measure A Street Improvement funds with additional funding from the SB 1 LPP.

Implementation of the Complete Streets component of the San Pablo Avenue Specific Plan and implementation of the Active Transportation Plan will enhance pedestrian and bicycle safety throughout the City and provide infrastructure which accommodate all modes of transportation. Implementation of these plans will continue to occur as new development occurs and as funding is secured. The San Pablo Avenue Green Stormwater Spine Project was completed in June 2021, implementing the City's vision for Complete Streets by adding green infrastructure and a separated bike-lane alongside a small portion of the corridor.

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Goal PS4: An adequate storm drainage system to serve existing and future planned development

In March 1993, the voters of the City of El Cerrito approved the issuance of \$6.3 million in revenue bonds for the reconstruction of the City's storm drain system. In June 1993, the City Council adopted Ordinance 93-4, providing for the imposition and collection of Storm Drain Fees to pay the debt service on the revenue bonds. Ordinance 93-4 set the Storm Drain Fee and provided that the fees are collected through the property tax based on amounts specified in an annual Engineer's report. This Engineer's report contains the description of each parcel of real property receiving storm drain services and the amount of the annual fee for each parcel.

The San Pablo Avenue Green Stormwater Spine Project in El Cerrito was completed in June 2021, retrofitting portions of the public right-of-way to install green infrastructure. Green infrastructure is a landscape-based stormwater treatment approach that uses natural processes to infiltrate, retain, re-use, and filter stormwater runoff to reduce the amount of pollutants that reach local waterways and ultimately the San Francisco Bay.

The City actively participated in the Contra Costa Clean Water Program to implement the National Pollution Discharge Elimination System (NPDES), Municipal Regional Permit Order No. R2-2015-0049 (MRP 2.0) which became effective January 1, 2016. In 2022, City Staff also began to prepare for and implement the newly issued Municipal Regional Permit Order No. R2-2022-0018 (MRP 3.0), which became effective July 1, 2022. This included taking specific stormwater management actions to control trash litter, 303(d) listed pollutants, and other pollutants of concern (POCs). In compliance with the MRP, the City developed a Green Infrastructure Plan, adopted by the City Council in 2019.

The City will be updating the City's Storm Drain Master Plan, which was last updated in 1999. The scope considers the green infrastructure requirements and is expected to be adopted in 2023. Moreover, it will identify opportunities to improve the City's Storm Drain system by improving the condition and capacity of the storm sewer network.

Goal PS5: A system that minimizes the City's generation and disposal of solid waste materials by providing an adequate and integrated waste management program and related facilities to serve existing and future planned development.

In 2012, the City completed construction of a new state-of-the-art Recycling + Environmental Resource Center. In addition to the City's continued curb-side collection program, the Recycling + Environmental Resource Center (RERC) provides convenient drop-off facilities for a wide array of items. The Center allows the City to expand the range of items accepted for disposal, improving collection options for all constituents and for many residents of surrounding communities. The Center has expanded the items that the City is able to accept, including compact fluorescent light bulbs, books, sharps, expired medications, and scrap textiles. The Center has been designed as a facility that will provide maximum flexibility to meet future, changing waste disposal needs. In 2018, the City began to collect household hazardous waste at the Recycling + Environmental Resources Center with a popular once per week collection event. Notably, in 2020, the RERC was one of the first City facilities to reopen to the public after the first COVID-19-related shelter at home order, with safety protocols in place.

Additionally, in 2021, the City Council adopted two ordinances moving related goals forward. The City Council adopted an updated Foodware Ordinance that requires all foodware (e.g., cups, plates, utensils, etc.) served by food providers in El Cerrito to be either reusable or compostable, starting July 1, 2022. This Ordinance will serve to significantly reduce the amount of single-use plastic waste in El Cerrito and increase waste diversion. In 2021, the City Council also adopted a “Mandatory Organics Recycling” Ordinance, implementing the requirements of California Senate Bill (SB) 1383 and requiring participation in the City’s recycling and composting programs with limited exceptions.

In 2022, City Staff entered into a new franchise agreement with the City’s garbage and green waste hauler, East Bay Sanitary, which adds a number of integrated waste management services to the community, including new programs targeting waste diversion in multi-family apartment complexes. Staff is also continuing to move forward with other programs to implement SB 1383 and to increase composting and recycling in El Cerrito.

Chapter 7: Resources and Hazards

Natural and Historic Resources

Goal R1: Protected natural resources (important habitat, ecological resources, key visual resources, ridges and ridgelines, creeks and streambanks, steeper slopes, vista points, and major features), and clean air and water.

The City continued to implement the Zoning Ordinance, which contains specific standards aimed at protecting creeks and hillside areas.

In 2022, the City continued to implement Chapter 13.28 of the El Cerrito Municipal Code, the Public Tree and Shrub Ordinance, the primary purpose of which is to preserve and protect public trees.

City Staff also actively participated in the Contra Costa Clean Water Program to implement the City’s National Pollution Discharge Elimination System (NPDES), Municipal Regional Permit to protect stormwater.

For additional Clean Water activities, see Goal PS4.

Goal R2: Protected and rehabilitated architectural, historical, cultural, and archaeological resources that are of local, state, or federal significance.

In 2014, the City Council approved the 1715 Elm Street project. As part of the project, the existing house will be relocated on the property and rehabilitated to the Department of the Interior’s standards. In 2021, the City issued the building permit application which will allow the construction of the project and the relocation and rehabilitation of the existing house. Construction of the project began in 2022.

Hazards

Goal H1: Minimal potential for loss of life, injury, damage to property, economic and social dislocation and unusual public expense due to natural and man-made hazards, including protection from the risk of flood damage, hazards of soil erosion, fire hazards, weak and expansive soils, potentially hazardous soils materials, other hazardous materials, geologic instability, seismic activity, and release of hazardous materials from refineries and chemical plants in West County.

The City continued to oversee the residential rental inspection program.

The City continued implementation of the Unreinforced Masonry (URM) building hazard mitigation ordinance. The last URM building was demolished in 2021 to prepare for development of a new mixed use project at 10919 San Pablo Avenue.

In 2021, City staff issued a Request for Qualifications for seeking qualified engineers/consultants to complete an inventory and analysis of soft story residential buildings in El Cerrito and develop program recommendations. In 2022, the City finished work on the Soft-Story Inventory through a Soft-Story Retrofit Planning Grant from Cal OES. This grant is funded an analysis of potential at-risk residential buildings and provided the City with data to inform future policy direction in consideration with the needs of the residents and property owners. This program aims to reduce risks to human life, structures and infrastructure in the event of a powerful earthquake. The program will be completed in 2023.

Goal H2: Government agencies, citizens and businesses are prepared for an effective response and recovery in the event of emergencies or disasters.

The City Council declared a local state of emergency on March 13, 2020 due to the global COVID-19 pandemic. Due to Contra Costa County public health orders, many City facilities, including City Hall, were closed to the public for part of 2021 to prevent transmission of COVID-19. Throughout 2022, the City has adapted and provided new ways of delivering service to be able to continue providing excellent emergency services to the community while adapting to public health rules and guidelines. In September 2022, the City Council passed a resolution that would end the local state of emergency as of December 31, 2022.

Due to the COVID-19 pandemic, the City was not able to continue the very popular Community Emergency Response Team (CERT) program. The program teaches neighbors to help themselves and help each other. Through CERT, citizens receive hands-on training in Disaster First Aid, Disaster Preparedness, Basic Firefighting, Light Search and Rescue, Damage Assessment, and How to Turn Off Utilities. The City hopes to offer this program again in 2023.

Due to the COVID-19 pandemic, the City was also not able to continue internal National Incident Management System (NIMS) and the Incident Command System (ICS) training for City staff. Through the training, staff members directly involved in managing an emergency would understand command reporting structures, common terminology, and

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roles and responsibilities inherent in a response operation. The City hopes to offer this program once it is safe again to do so.

On March 25, 2020, the City Council adopted an Urgency Ordinance enacting a temporary moratorium to halt evictions for residential and commercial tenants financially impacted by COVID-19, which expired on February 28, 2023. The Ordinance did not establish rent forgiveness but provided temporary rent forbearance to those who qualify by providing 180 days, from the Ordinance expiration date, to catch up on unpaid rent and suspends late fees from being charged for qualified residential and commercial tenants who can demonstrate loss of income or revenue due to COVID-19.

Goal H3: New development complies with the noise standards established in the General Plan, all new noise sources are within acceptable standards, and existing objectionable noise sources are reduced or eliminated.

All new development is evaluated under CEQA using the noise standards currently in the General Plan. These noise standards were incorporated into updated Zoning Ordinance in 2008 as performance standards required of all development.

CONCLUSION

To date, staff believes the City has continued to faithfully implement the City's 1999 General Plan as the actions, plans, programs and projects documented in this report represent the City's commitment to achieve the goals and objectives set forth in the elements of the El Cerrito General Plan.

ATTACHMENTS:

1. HCD - Housing Element Annual Report



Annual Progress Report on the General Plan 2023

March 2024

City of El Cerrito
Community Development Department
10890 San Pablo Avenue
El Cerrito, CA 94530

INTRODUCTION

As required by Government Code Section 65400, each local jurisdiction (city council or board of supervisors) must submit an annual progress report to the Governor's Office of Planning and Research (OPR), and the Department of Housing and Community Development (HCD) on the implementation status of the jurisdiction's *General Plan*. The annual report must also include discussion on the City's progress in providing its required share of affordable housing pursuant to Government Code Section 65584 and its efforts to remove governmental constraints for the maintenance, improvement and development of affordable housing per Section 65583.c(3) of the California Government Code.

Each jurisdiction's Annual Progress Report (APR) must be submitted to HCD and OPR by April 1 of each year, covering the previous calendar year. This General Plan Annual Progress Report covers the period from January 1, 2023 to December 31, 2023.

The purpose for the Annual Progress Report is to assess how the *General Plan* is being implemented in accordance with adopted goals, policies and implementation measures; identify any necessary adjustments or modifications to the *General Plan* as a means to improve local implementation; provide a clear correlation between land use decisions that have been made during the 12-month reporting period and the goals, policies and implementation measures contained in the *General Plan*; and, to provide information regarding local agency progress in meeting its share of regional housing needs.

The City's *Strategic Plan* identifies updating the *General Plan* to reflect and address current community needs as strategy within the goal of *Livability and Belonging*. The current *General Plan* was adopted in 1999. The prior *General Plan* was adopted in 1975.

BACKGROUND

On August 30, 1999, the El Cerrito City Council adopted the City's current *General Plan*. The *General Plan* contains four chapters: Community Development and Design, Transportation and Circulation, Public Facilities and Services, and Resources and Hazards. The state-required elements (land use, circulation, housing, conservation, open space, safety, and noise) as well as one county-required element (growth management) are contained within these chapters. The State allows the combining of elements or the addition of new elements as long as the required elements are present.

The *General Plan* is intended to be the City's vision for achieving balanced residential, commercial, and civic uses within the city. The process of preparing the *General Plan* took place in 1998 and 1999 as the City embarked on a program to bring its 1975 General Plan up to date so that it could better meet future challenges. The process resulted in the following ten key principles designed to improve the quality of development and the long-term fiscal health of the City so that it can remain an attractive place to live and work:

1. No major changes in land-use patterns are expected to occur.
2. Emphasis will be on quality of development.
3. Incentives, if used, will have clear criteria and limits.
4. Emphasis will be on impacts of development, not on the type of development itself.

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5. Increased residential development, where allowed, must be done with care in order to enhance neighborhoods.
6. New development in the San Pablo Avenue Corridor will be encouraged to take place in mixed-use activity centers that may extend up selected perpendicular streets in order to allow a more pedestrian friendly environment.
7. The preservation and enhancement of natural features – trees, creeks, natural open space areas – and historical features will be a high priority for the City.
8. The City should have distinct destination areas, including commercial areas, a civic center and community meeting places.
9. Development should contribute to the fiscal health of the City while minimizing adverse impacts.
10. Access should be improved by balancing automobile use with improved transit, bicycle, and pedestrian opportunities.

The *General Plan* sets forth the City's policies regarding the types and locations of future land uses and activities. It describes the desired character and quality of development as well as the process for how development should proceed.

While the *General Plan* can address many City issues, factors beyond El Cerrito's control have significant influence over its land use and development patterns, including the following:

- Market forces play an important role in determining what types of uses are economically feasible and, therefore, built.
- Land use and transportation decisions in other cities and counties, and by state and regional agencies, affect El Cerrito.
- Our system of property rights places certain limitations on what cities can do in prescribing future land uses.
- California environmental law requires that we designate land uses in accordance with available infrastructure capacity (streets, sewer, water, natural resources, etc.).
- State laws that require housing development and limit the ability to restrict development or impose certain requirements.

Thus, in creating the current *General Plan*, El Cerrito went through a process that ascertained the community's values for future land uses and activities, and balanced these values with market factors, city revenues, environmental constraints, and private property rights. An updated *General Plan* will respond to how these factors have changed over time.

The El Cerrito General Plan reflects the aspirations and values of El Cerrito's residents and their elected representatives. The City Council, Planning Commission and staff use the Plan in considering land use and planning-related decisions. City staff uses the Plan on a day-to-day basis to administer and regulate land use and development activity. Citizens can use the Plan to understand the City's approach to regulating development, protecting resources, and upholding community values.

In order to continue to make progress on the principles listed above regarding the San Pablo Avenue Corridor and improved access, the City Council adopted the *San Pablo Avenue Specific Plan, Complete Streets Plan, and a General Plan amendment* in 2014 and updated the *San Pablo Avenue Specific Plan* in 2022. The Specific Plan required an amendment to the *General Plan*. Consistent with the policies of the *General Plan*, the *San Pablo Avenue Specific Plan* articulates a vision for the future of San Pablo Avenue, identified improvements, and adopted context-sensitive regulations for the San Pablo corridor. The Plan created a framework for transforming the Avenue into a multimodal corridor that functions, not just as a thoroughfare, but as a place that provides a multitude of opportunities for living, working and community life.

GENERAL PLAN ADOPTION AND AMENDMENTS

1. Adoption Dates of Mandatory General Plan Elements

General Plan Element	Latest Adoption
Land Use	1999
Circulation	1999
Housing	2023
Open Space	1999
Conservation	1999
Safety	1999
Noise	1999

2. List of General Plan Amendments

- 2013 Growth Management Element Update.
- 2014 amendments to enable adoption of the *San Pablo Avenue Specific Plan*, including amendments to *Chapter 2: Strategic Approach, Chapter 4: Community Development and Design, Chapter 5: Transportation and Circulation* and amendments to the General Plan land use map.
- 2023-2031 Housing Element.

GENERAL PLAN UPDATES

Safety Element

In accordance with various state laws, including SB 1035 and SB 379, which require that the *Safety Element* be updated every eight years, the City is currently updating its *Safety Element*. In fall of 2023 the City commenced a process to update the *Safety Element*. Adoption of updated *Safety Element* is expected in the spring of 2025.

Overall General Plan Update

The City's Strategic Plan states that updating the *General Plan* to reflect and address current community values is a priority. Funding for a *General Plan* update has not yet been identified or secured.

GENERAL PLAN IMPLEMENTATION

Chapter 4: Community Development and Design

Land Use

Goal LU1: A high-quality residential character within El Cerrito.

The City continued to implement the 2008 Zoning Ordinance and *the San Pablo Avenue Specific Plan*, which promote a high-quality of development. In 2023, the City issued 1,562 building permits, took in 2,215 building permit applications, conducted 7,398 building inspections, and 227 rental housing inspections. It also reviewed 169 planning entitlements.

Goal LU2: A land use pattern and mix of uses that contribute to the financial health and stability of the community.

The City continued to implement the *San Pablo Avenue Specific Plan* and processed several land use applications in the Specific Plan area that represented a range of land uses, including a preschool and mixed use project. This included six Tier I Design Review applications that improved the façades, added signs and generally improved storefronts of many new and existing businesses. In 2023, three new applications (EL Cerrito Plaza TOD master plan, 921 Kearney, and 10167 San Pablo Ave.) were submitted to the City for new multifamily development projects, which propose 816 new dwelling units.

An update to the *San Pablo Avenue Specific Plan* and a *Supplemental Environmental Impact Report* were adopted in December 2022 to allow for additional development capacity.

New developments often entail a transfer of property and are reassessed both at transfer and upon development and contribute substantially higher property taxes to the City than the previous uses, as well as providing both opportunities for new businesses (for properties containing commercial and/or live-work space) and new customers and pedestrian-traffic for existing commercial properties and businesses.

In 2022, the City used grant funding, including SB2 funds, to assist in the preparation of program *Supplemental Environmental Impact Report (SEIR)* for the *San Pablo Avenue Specific Plan* update, which was certified in December 2022. In 2023, the City also used a *Local Early Action Planning (LEAP)* from the California Department of Housing and Community Development grant to help fund the City's Housing Element update. The City's Housing Element update was adopted by the City Council and certified by the State in the summer of 2023. These updates will allow for continued development pursuant to the Specific Plan, building on the plan's success, to date.

Goal LU3: A development pattern that enhances a strong sense of community.

Implementation of the *San Pablo Avenue Specific Plan* continued to move forward. In 2023, the City continued to process development applications for the El Cerrito Plaza Transit Oriented Development (TOD) project located on the existing surface parking lots of the El Cerrito Plaza BART station. In 2023, the Design Review Board provided advisory

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comments on one proposed building within the project. This proposed 70-unit multifamily residential building at 515 Richmond Street was given ministerial approval on April 3, 2023, pursuant to the streamlined ministerial process created by Senate Bill 35.

The City continued to process the application for the master plan for the remainder of the site. The El Cerrito Plaza TOD project proposes a total of 743 new residential units, 47% of which will be below market rate units, approximately 2,100 square-feet of commercial ground-floor retail, 446 automobile parking spaces, an approximately 0.5-acre community open space plaza along Fairmount Avenue, and connectivity improvements to the existing Ohlone Greenway for pedestrians and bicyclists of all ability levels. This project includes the potential for a new City Library which would help enhance the sense of place of the downtown node. In addition, the vision of the master plan is to create a mixed-income, mixed-use transit-oriented community that serves as a central downtown node for existing and future residents, patrons, businesses, customers, commuters, and visitors.

The City is also currently reviewing the building permit application for BRIDGE Affordable Housing at Mayfair and the 67 unit building is expected to break ground in Summer.

Goal LU4: A safe, attractive, and interesting community

The City continued to implement community policing to promote public safety.

The City's building projects, both large and small were subject to a vigorous review and inspection process.

The City's Arts and Culture Commission continued to promote efforts to support public art in the community, including considering the incorporation of public art into new public bike parking areas.

New development participates in the City's 1% for Art program with new art installations recently completed at the Mayfair project adjacent to del Norte BART and a mural being installed on the facade of a freeway facing self storage facility currently under construction.

Goal LU5: A land use pattern and types of development that support alternatives for the movement of people, goods, and ideas.

The City continued implementation of *San Pablo Avenue Specific Plan* which aims for development that contributes to walkability and is located in transit rich areas. The City's Transportation Impact Fee (TIF), which was adopted in 2019 (see discussion under Goal GM4) applies to new development and contributes funding and leverages outside funding toward building and improving the City's bicycle and pedestrian network.

The City continuously seeks funding and develops projects for improvements identified in the Active Transportation Plan, which promotes transportation modes that are alternatives to the automobile. Numerous Active Transportation Plan projects are being pursued in conjunction with the El Cerrito Plaza TOD discussed above. Notably, the El Cerrito del Norte TOD Complete Streets Improvement Project, which implements key elements of both the *Specific Plan* and *Active Transportation Plan*, is slated to begin construction in spring 2024. This project is intended to support and catalyze Transit Oriented Development (TOD) and create a safe and comfortable environment that balances the

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needs of all street users, to improve pedestrian and bicyclist safety and access to housing and the del Norte BART Station, to encourage mode-shift to walking, biking and taking transit, and to support economic development in Uptown El Cerrito by creating a “sense of place”.

As mentioned previously, in 2023, the City continued to process development applications for the El Cerrito Plaza TOD project located on the existing surface parking lots of the El Cerrito Plaza BART station. This project incorporates connectivity improvements to the existing Ohlone Greenway for pedestrians and bicyclists of all ability levels. This project will encourage existing and future residents to consider and use alternative modes of transportation.

Goal LU6: Development patterns that promote energy efficiency, conservation of natural resources, and use of renewable rather than nonrenewable resources.

The City continued to implement the Zoning Ordinance, adopted in 2008, and the *San Pablo Avenue Specific Plan*, adopted in 2014, and updated in 2022. The Specific Plan puts a focus on more intense development within the Plan area and specifically near the City’s two BART stations. By focusing development near existing public transportation infrastructure, the *San Pablo Avenue Specific Plan* aims to achieve mode shift, reduce dependence on automobile trips and increasing public transportation, bicycle and pedestrian trips. Additionally, in updating the *San Pablo Avenue Specific Plan* in 2022, the City now requires residential projects of 5 units or more located in the Specific Plan Area to only use electricity, with limited exceptions for natural gas use, which will help transition buildings to run on 100% renewable energy as the energy grid transitions to a higher levels of renewable energy.

The City continued to implement the *Climate Action Plan* which identifies encouraging higher-density, transit-oriented development and improving pedestrian and bicycle infrastructure to reduce overall vehicle miles traveled and resource conservation measures to achieve greater energy and water efficiency as methods to achieve the City’s greenhouse gas reduction targets. The City also continued to monitor and evaluate energy use in the organization’s operations to identify opportunities to reduce usage, greenhouse gas emissions, and costs. In 2022, the City issued an RFP for the preparation of an update to the City’s *Climate Action Plan*. In 2023, the City began developing the *Climate Action and Adaptation Plan (CAAP)* to achieve more ambitious targets, with the citywide goal of achieving carbon neutrality by 2045. The *CAAP* will include strategies and actions to reduce greenhouse gas emissions, increase resilience and prepare for climate impacts. In late 2023, the City entered into a contract to procure renewable diesel fuel for City vehicles, which estimates a 65-75% reduction in CO2 emissions in addition to reductions in fine particles, nitrogen oxides, hydrocarbons, carbon monoxide, and polyaromatic hydrocarbons as compared to petroleum-based diesel.

The City continued to implement the *California Green Building Standards Code*, which requires high levels of energy efficiency in new construction.

In 2023, the City continued to implement a property transfer tax and offered a rebate program for qualifying energy and water conservation measures and for seismic upgrades. In 2023, 28 properties utilized this rebate.

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As discussed above, the City continued to process development applications for the El Cerrito Plaza TOD project, which proposes to add 743 total units (including 53% market rate & 47% below market rate units) adjacent to a major transit station, providing sustainable transportation options for new residents consistent with the City's climate action goals.

Community Design

Goal CD1: A city organized and designed with an overall attractive, positive image and "sense of place."

The City continued to implement the *San Pablo Avenue Specific Plan* which promotes high-quality development along San Pablo Avenue in order to promote vibrant public spaces and enhance the sense of place. The *Specific Plan* also requires the provision of publicly accessible open space in larger projects, or payment of an in-lieu fee for the City to invest in open space. Development of new open spaces along San Pablo Avenue will further enhance the attractiveness and sense of place along the City's primary mixed use corridor.

The El Cerrito Plaza TOD project proposes approximately 22,000 square feet of new public open space area which primarily consists of a proposed new 20,700 square foot public plaza immediately south of a potential 20,000 square foot public library. The proposed plaza and potential library present an opportunity to have a 21st century library with a full complement of contemporary services that would serve as a destination and anchor El Cerrito's downtown, in proximity to other amenities and services. The City's *Strategic Plan* identifies creating a downtown community hub anchored by the Plaza Transit Oriented Development and a new library as a key strategy supporting the *Strategic Plan* goal of Livability and Belonging.

Goal CD2: A city with attractive, safe, and functional streets, parking areas, and pedestrian walkways.

In 2023, the City continued to implement the *El Cerrito Active Transportation Plan*. The plan provides a blueprint for continuing the City's investment in improving safety and providing facilities and infrastructure for bicyclists and pedestrians, based on the changing demands and standards as well as the current goals of the City.

The City has also continued implementation of the *Green Infrastructure Plan*, approved by the El Cerrito City Council in 2019, to add stormwater facilities to public spaces while making streets more attractive for pedestrians and cyclists. In 2021, construction was completed on the San Pablo Avenue Green Stormwater Spine Project, which was included in the *Urban Greening Plan*.

As noted above, in 2022, the design of the El Cerrito del Norte TOD Complete Streets Improvement Project, which implements key elements of both the *Specific Plan* and *Active Transportation Plan*, was substantially completed, and construction is anticipated to begin in March 2024. Improvements to be constructed as part of the project consist of enhanced and new protected crosswalks, new context-sensitive bikeways, bus boarding islands, circulation improvements, and various streetscape enhancements.

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Projects within the Specific Plan area are also required to improve their sidewalk frontages. The Mayfair development, near the del Norte BART station, which is nearly complete also adds a public pedestrian “mew” or walkway which cuts through the block from San Pablo Avenue to Kearney Street.

Goal CD3: A city with attractive landscaping of public and private properties, open space, and public gathering spaces.

The Design Review Board continued to review new landscaping plans on private properties within the Specific Plan area. The *Specific Plan* continued to require the provision of publicly accessible, privately maintained open space or the payment of an in-lieu fee to create new open spaces and enhance existing open spaces.

As mentioned previously the El Cerrito Plaza TOD project proposes approximately 22,000 square feet of new public open space area which primarily consists of a proposed new 20,700 square foot public plaza. The plaza would function as a park and include paved gathering space, possible play areas, and stormwater treatment planters, along with a variety of benches, pathways, trees and landscaping. The potential public library also presents the opportunity to offer both expanded and new programs including adult, teen and children’s areas, multipurpose rooms, community meeting spaces, enhanced services and technologies, and emergency response capabilities such as providing clean air, warming, cooling, and electronics charging in the event of extreme weather and other emergencies.

Goal CD4: Well designed buildings that are compatible with their surroundings.

The City continued to implement the design review process pursuant to the Zoning Ordinance and the *San Pablo Avenue Specific Plan* to ensure that new development is well-designed.

Through advisory reviews for the El Cerrito Plaza TOD project, the Planning Commission and the Design Review Board continued to ensure that the El Cerrito Plaza TOD project would be a well-designed asset for the community.

Goal CD5: A design process that achieves design objectives while being efficient and allowing for flexibility.

The City continued to utilize the design review process to achieve the *General Plan* goals above. Design review in the City of El Cerrito is intended to encourage high-quality design, well-crafted and maintained buildings and landscaping, the use of higher-quality building materials, and attention to the design and execution of building details and amenities in both public and private projects. The *San Pablo Avenue Specific Plan’s* Tier IV Design Review process is intended to provide flexibility for projects that do not comply with all development standards in the *Specific Plan*. Additionally, the *Specific Plan* also allows administrative approval waivers to specified development standards. The *San Pablo Avenue Specific Plan* update, adopted in December 2022 revised and clarified the Tier IV Design Review and waivers processes to improve flexibility.

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Goal CD6: An urban form that sustains a vital commercial community to meet the diverse needs of the local and regional population.

The City continued to implement the *San Pablo Avenue Specific Plan*. It encourages mixed use development including commercial uses in addition to intensified residential uses along San Pablo Avenue. The plan strives to create a range of residential unit types which will provide diverse housing types along the Avenue. The new residents of these units will help support successful commercial businesses along San Pablo Avenue and contribute to more vitality in the commercial nodes along San Pablo Avenue.

Housing

See attachment for Housing Element annual report.

Growth Management

Goal GM1: A coordinated regional and sub-regional planning system that provides better service and less congestion for residents of El Cerrito.

City staff continued to serve on the West Contra Costa Transportation Advisory Committee (WCCTAC), Technical Advisory Committee and Contra Costa Transportation Authority (CCTA), Technical Coordinating Committee on planning and funding efforts for regional transportation improvements in Contra Costa County. City staff provided input on various planning studies for the region including: AC Transit's *Realign*, a systemwide evaluation and restructuring of the agency's existing bus service network prompted by the pandemic's effect on travel patterns; and, the next phase of the San Pablo Avenue Multimodal Corridor Study, which will be led by CCTA and focus on public outreach and engagement around potential Bus Rapid Transit (BRT) and/or other transit priority features on San Pablo Avenue.

The City is collaborating with the CCTA in a Countywide Smart Signals Project to upgrade traffic signal and communication systems at 328 intersections within Contra Costa County, 7 of which are in El Cerrito. Implementation of the planned Intelligent Transportation System (ITS) elements will unify Contra Costa County's signal technology and communication systems to optimize traffic flow. It will provide an interconnected Advanced Traffic Management System (ATMS) with the ability to monitor traffic conditions in real-time, safely and efficiently manage incidents, and share information between agencies and the public.

City staff concluded their involvement in BART's *Berkeley El Cerrito Corridor Access Plan (BECCAP)*, upon its completion in 2023. Development of the *BECCAP*, was a collaborative effort between BART and the cities along its R-line to identify station access strategies for communities served by the El Cerrito Plaza, North Berkeley, Downtown Berkeley, and Ashby BART stations before 2,500 mixed-income apartments are built on the three parking lots. The proposed development will change how BART riders in the surrounding communities get to and from the stations. The goal of the plan is to develop strategies that equitably distribute investments in walking, rolling, biking, riding transit, driving, and parking.

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Caltrans is planning to repave State Route 123 (San Pablo Avenue between Cutting Blvd and the Alameda County line and Cutting Boulevard between San Pablo Ave and I-80) within El Cerrito and City staff are currently collaborating with Caltrans staff to include new and upgraded pedestrian crosswalks and safety features as part of the project, which is principally a pavement maintenance and rehabilitation project. However, Caltrans' policy, consistent with the state's Complete Street Act, identifies routine maintenance projects as an opportunity to better accommodate the needs of all road users. The project is in the development and design stage now and Caltrans staff anticipates construction will start in 2026 and conclude in 2027.

Finally, the City executed a grant pass-through agreement with BART to receive up to \$10 million from the State's Transit and Intercity Rail Capital Program (TIRCP) to plan, develop, and implement on-street parking management and complete street upgrades that support the El Cerrito Plaza TOD project. In 2022, BART applied for and received approximately \$49 million in TIRCP funding for transportation infrastructure that supports station access and transit-oriented development on BART land around East Bay BART stations. Approximately \$24 million is allocated to the El Cerrito Plaza station with \$10 million supporting the above-mentioned access strategies, and the remaining \$14 million supporting infrastructure on BART property such as the BART rider parking garage and bus transit center. Since parking management and complete street upgrades are primarily within City right-of-way, the City is best suited to lead implementation of these projects, in the manner of a typical street improvement project.

Goal GM2: Compliance with applicable level of service standards.

The City, through the CEQA review process, continued to ensure that new development meets the level of service standards in the *General Plan* and *San Pablo Avenue Specific Plan*.

The City continued to implement the *San Pablo Avenue Specific Plan*. The Plan adopted new service standards for streets within the plan area. These service standards are in greater compliance with the City's complete streets goals.

City staff collaborated with other public agencies in Contra Costa County on the update to the CCTA Growth Management Program to implement SB743. This state legislation changed CEQA evaluation methods for transportation from level of service (LOS) to vehicle miles traveled (VMT). The CCTA, with input from local and sub-regional agencies, developed a countywide evaluation method and recommended VMT significance criteria, and is now working on a mitigation framework. In November 2021 consistent with this guidance, the City adopted VMT thresholds of significance and local criteria for purposes of analyzing transportation impacts under CEQA.

Goal GM3: Timely review of projects that are heavy traffic generators.

All development projects processed by the City are evaluated against and comply with applicable service standards. All applications, regardless of traffic generation, are processed in a timely fashion.

Goal GM4: Effective community-wide programs to reduce traffic impacts of new projects.

City staff developed and the City Council adopted the El Cerrito Transportation Impact Fee (TIF) Program in 2019 to ensure new development pays its fair share of the transportation improvements needed to accommodate growth in El Cerrito. In Fiscal Year 2022-23, the City collected approximately \$91,148 in fees for the TIF Program. The list of potential capital improvements eligible for funding with the TIF is based on prior planning studies completed to support the City's growth and the impact of that growth on the transportation system, as well as to support the City's Climate Action and Active Transportation goals. The focus of these improvements is to connect El Cerrito residents to employment and activity centers and major transit facilities within the City and in neighboring jurisdictions. These improvements focus on San Pablo Avenue, the City's primary transportation corridor serving all modes. More specifically, the TIF project list is a selection of projects from the following City-Council adopted plans: *San Pablo Avenue Specific Plan*, *Active Transportation Plan*, and *Ohlone Greenway Master Plan*.

Goal GM5: An effective system of providing urban services.

The City continued to offer a high-level of services to residents and the City continued to work with other agencies (such as the Stege Sanitary District) to ensure that services are provided effectively.

Chapter 5: Transportation and Circulation

Goal T1: A transportation system that allows safe and efficient travel by a variety of modes and promotes the use of alternatives to the single-occupant vehicle.

In 2023, the City continued implementation of the El Cerrito *Active Transportation Plan (ATP)*. The *ATP* provides a blueprint for continuing the City's investment in improving traffic safety and providing facilities and infrastructure for bicyclists and pedestrians, based on the changing demands and standards as well as the current goals of the City.

The City also continued to implement the *San Pablo Avenue Specific Plan*, specifically the Complete Streets component to encourage all modes of transportation and creates opportunities to maximize mode shift away from auto use and towards transit use, walking and biking.

These efforts included developing multi-modal projects in several areas of town as described below.

- El Cerrito del Norte TOD Complete Streets Improvements - completing design and bidding of the El Cerrito del Norte TOD Complete Streets Improvements Project, which consists of access, safety and circulation improvements for bicyclists, pedestrians, transit riders, and motorists to support the El Cerrito del Norte BART Station and transit-oriented development in the San Pablo Avenue Uptown district. 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. The project is expected to begin construction in early 2024.

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- Richmond Street Complete Streets Project – securing \$8 million in federal funding to improve pedestrian safety and accessibility along the entire length of Richmond Street to connect El Cerrito’s residential neighborhoods, schools, civic and recreational destinations, and commercial districts to the El Cerrito Plaza BART Station. Project elements include high-visibility crosswalk markings, rectangular rapid flashing beacons (RRFBs), safety lighting, and red curb daylighting at intersections to enhance visibility and safety of pedestrians; teardrop median striping, a raised intersection, and more street trees to further calm speed of vehicles and beautify the area; and installing curb ramps, replacing non-conforming sidewalks, and rehabilitating the pavement to meet current standards for ADA compliance.
- In February 2023, the City executed a Cooperative Agreement between the City of El Cerrito (City) and the Alameda-Contra Costa Transit District (AC Transit) for Design, Construction, Operations and Maintenance of the Rapid Corridors Project. The project will improve the transit signal priority (TSP) system along San Pablo Avenue as well as Telegraph Avenue and West Grand/Grand Avenues in the cities of Albany, Berkeley, El Cerrito, Emeryville, Oakland, Richmond, and San Pablo. In addition, the project will update signal timing coordination and, together with the TSP system, will provide more efficient transit operations.

In May 2023, the City continued its support of the regional “Bike to Work Day” initiative, a regional effort to increase bicycling. In 2023, 278 cyclists were counted, either passing through or stopping to check out the City’s “Energizer Station” at El Cerrito Plaza BART Station.

The El Cerrito Plaza TOD project will feature a variety of transportation system improvements in the area surrounding the El Cerrito Plaza station which will help to make alternative modes of travel more efficient and safer for the users of this system. These improvements include a Class IV separated bikeway along the project’s Central Avenue frontage. The project also proposes to narrow Fairmount Ave. by removing the existing center median and converting the existing angled parking along the north side of the street to parallel parking, this will provide additional space to be allocated to the Project’s public open space. The existing one-way busway on the east side of the station is proposed to be removed and the west side busway is proposed to be reconfigured from one-way to two-way travel. This reconfiguration will allow for Eight bus bays to be provided along the new busway and three pedestrian crosswalks, and it allows for additional capacity for future bus service increases.

The City continues to monitor opportunities to add bike-sharing and other “micro-mobility” infrastructure and programs to support alternatives to the single-occupant vehicle.

Goal T2: A land use pattern that encourages walking, bicycling, and public transit use.

The City continued to implement the *San Pablo Avenue Specific Plan* which includes a *Complete Streets Plan*. It serves to implement contemporary land use planning strategies near transit and amenities and thereby encourages walking, biking and public transit use. Those strategies include increased heights, lower parking minimums, a flexible approach to mixed-use development, and complete streets guidelines to accommodate all modes of transportation on San Pablo Avenue specifically prioritizing pedestrians and public transit along this corridor.

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In 2023, the City continued to process development applications for the El Cerrito Plaza TOD project located on the existing surface parking lots of the El Cerrito Plaza BART station. This project will feature connectivity improvements to the existing Ohlone Greenway for pedestrians and bicyclists of all ability levels. This project will encourage existing and future residents to consider and use alternative modes of transportation. The El Cerrito Plaza TOD project will total of 743 new residential units directly adjacent to the El Cerrito Plaza BART Station which will encourage the future residents to consider using Public Transit.

Goal T3: A transportation system that maintains and improves the livability of the City.

The City continued to implement the *San Pablo Avenue Specific Plan* which includes a *Complete Streets Plan*. The *Complete Streets Plan* includes facilities along San Pablo Avenue that will enhance the usability for pedestrians, transit riders and bicyclists.

The City continued to implement the *Urban Greening Plan*, which identifies strategies for creating a greener, more environmentally sustainable and livable city. Key objectives and strategies include Greener Gateways to reinforce community identity and sense of place that improve and highlight natural elements and Green Streets to continue to invest in making the public right-of-way more sustainable by reducing impervious surfaces, accommodating additional modes of transportation, adding landscaping, and creating streets that are safe, comfortable and attractive for everyone. In 2021, construction was completed on the San Pablo Avenue Green Stormwater Spine Project, which was included in the *Urban Greening Plan*.

Goal T4: A minimum amount of land used for parking and minimal parking intrusion in neighborhoods.

The City continued to implement the *San Pablo Avenue Specific Plan*. The Plan adopted new parking standards for both commercial and residential development. It generally reduced parking requirements within the plan area, while ensuring that adequate parking is provided. Further reductions of parking require preparation of a parking study and may require enhanced transportation demand management, e.g. measures beyond those which are already required in the *Specific Plan*. In addition, *Assembly Bill 2097* was signed into law in 2023, it now prohibits a public agency from imposing any minimum parking requirement on any residential, commercial, or other development project that is located within 1/2 mile of a major transit stop.

Additionally, in 2023, the City continued to implement the revised development standards for Accessory Dwelling Units (ADUs) which do not require off-street parking. These standards allow for the development of additional housing units without requiring further land in residential areas to be used for parking. In 2023, the City's Planning Division reviewed 48 applications for ADUs.

As part of BART's planned Transit-Oriented Development (TOD) project at the El Cerrito Plaza BART Station, BART staff, in collaboration with City staff, finalized the *Berkeley-El Cerrito Corridor Access Plan (BECCAP)*. Enabled by state law, the TOD project addresses city, state, and regional goals to provide new housing near transit, build new public spaces, and encourage alternatives to driving alone. Because the TOD development will not

replace all existing rider parking spaces, the *BECCAP* identified multimodal access strategies at the El Cerrito Plaza BART station, which include new bicycle and pedestrian linkages; new and enhanced existing bus service; and a new on-street parking management program around the El Cerrito Plaza BART station to maintain station access for those who don't have alternatives to driving and parking.

The *BECCAP*'s on-street parking management concept study proposed several key features, including the use of pricing and a modern permit management system to make it easy for anyone to find a space around the station and, at a minimum, sufficient revenue generation to cover all costs of operation. Due to the timing of the TOD project's first phase breaking ground in approximately 2025, and the remaining surface lots being built on over the subsequent 2-4 years, City staff are developing the parking program and anticipate presenting parking regulation concepts with the public and City Council for discussion and feedback starting in Summer-Fall 2024. This program will maximize the efficient use of the available parking supply for various user groups.

Chapter 6: Public Facilities and Services

Parks, Recreations and Open Space

Goal PR1: Adequate, diverse, and accessible recreational opportunities for all residents – including children, youth, seniors, and others with special needs – in parks, school yards, and open space.

In 2023, the City was able to use proceeds from Measure H to improve several recreational facilities and resurface the activity pool at the El Cerrito Swim Center. Utilizing funds from Measure H, California Proposition 68 (Parks & Water Bonds), and the City's General Fund, renovations to the Arlington Clubhouse and four picnic sites began and are expected to be completed in the spring of 2024.

The City raised funds for the City's David Hunter Memorial Scholarship Fund which helps families pay for classes and services for their children through the Recreation Department which they would otherwise not be able to afford.

In 2023, the City was able to return to sponsoring and increasing the number of special events including the popular world One 4th of July Festival at Cerrito Vista Park, Holiday Pancake Breakfast, Senior Resources Fair, Blood Drivers, and new events such as Adult Line Dances and Play Like a Girl+. The City also hosted, supported, and participated in a number of environmental events and programs in 2023. These included: Bike to Work Day t and hosting a number of volunteer work parties.

The City continued to offer a range of programs for seniors at the El Cerrito Community Center as well as a range of programs for youth at various City facilities. The City also has a Joint Facilities Use Agreement with the West Contra Unified School District to increase program offerings especially on the Fairmont, Harding and Madera Elementary schools' and Korematsu Middle school's (Castro Park) campuses.

Goal PR2: High quality open space protected for the benefit of present and future generations, reflecting a variety of important values: ecological, educational, aesthetic,

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economic and recreational. These values are interwoven throughout the community in numerous ways so that the preservation of open space is very important to the well being of the City.

The City has completed plans for additional new wayfinding signage in the Hillside Natural Area that will be installed in the next year.

The *Parks and Recreation Facilities Master Plan's* (mentioned in Goal PR1) Goal E is to Improve Natural Areas and identifies a series of policies and actions based on previous City planning efforts and community engagement.

Over the last few years, the City also rehabilitated pathways at Arlington Park, Castro Park, and Cerrito Vista, painted all the clubhouses, resurfaced multiple tennis courts, and completed a major roof repair at Harding Clubhouse. Utilizing Measure H, Proposition 68 funds and developer related fees, the City plans to continue improving City Parks including picnic areas at Arlington and Cerrito Vista Parks, Arlington Park Clubhouse renovation, Phase II of Centennial Park. Additionally Measure H continues to fund “immediate work priority” projects identified in the Parks and Recreation Facilities Master Plan, and a number of small Immediate Work Priorities were completed in 2022.

The City continued to implement the *Urban Greening Plan*. The Hillside Natural Area (HNA) Pilot Project was identified in the *Urban Greening Plan* and included acquiring the 8-acre Madera property that became part of the HNA open space in 2015, as well as, improving vegetation management, trail rehabilitation, and development throughout. As described in the *Urban Greening Plan*, the project provides multiple opportunities to increase service levels including “connectivity” to improve trail connections between natural areas, schools and other community assets using best practice trail building techniques; “Park Expansion Integration” by integrating the Madera property, investigating opportunities to acquire additional property, and exploring other opportunities for access, recreation and/or conservation easements on adjacent properties; “natural amenities” by celebrating and preserving creek corridors, diverse plant and animal communities, forests, and grasslands; “green gateways/trailheads” by creating more welcoming park gateways and trailheads; and “active recreation” by enhancing opportunities for active recreation through construction of bicycle trails, parks and other amenities.

The City continued to implement the *San Pablo Avenue Specific Plan* which requires that new projects greater than 25,000 square feet either provide public open space or contribute funds toward the creation or enhancement of open space.

In 2023, the City continued to implement the expanded Public Tree and Shrub Ordinance, adopted by the City Council in 2019, providing greater protections for public trees throughout the community to support the long-term health of the urban forest.

In 2022, the City received a \$145,000 grant from the California Coastal Conservancy to develop a *Fire Resilience and Forest Conservation Management Plan* for the El Cerrito Hillside Natural Area (HNA), which began development in 2023. The Plan will include a public process that ultimately identifies fire hazard mitigation projects, recommends forest conservation activities, and includes a CEQA analysis. The resulting Plan will also address emergency access and public recreation elements in the HNA.

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Goal PR3: Public access to open space areas while protecting important habitats.

In 2023, the City continued to design wayfinding signage for trails within the Hillside Natural Area with installation planned by Summer 2024. The overall goal of the project is to continue to enhance the City's largest open space, which is 102.5 acres in size and a home to small creeks, grasslands and forests. The Hillside Natural Area provides a very large active recreation space for hikers, bikers, and dog walkers who have easy access through several neighborhood entry points and enjoy the quiet oak groves, open fields, and expansive views of the San Francisco Bay. The project will increase visibility, access, and use of the city's existing network of trails, pathways, and stairs within the open space and improve connectivity between identified citywide bicycle and pedestrian routes, key community destinations, and existing trails. In 2020, several fire trails in the Hillside Natural Area were repaired using grants funds from FEMA and the final and sixth site was completed in 2021. Utilizing Measure H funds, the City was able to almost double funding for fire mitigation projects in the HNA in 2020 and that level of funding continued in 2023.

The City also continued to organize and support volunteer work parties, led by the El Cerrito Green Teams, El Cerrito Trail Trekkers, and Friends of Five Creeks, throughout the year, to support and enhance habitats and wildlife throughout the City's owned and controlled open spaces. The City continued to support several annual events that increase public awareness and access to the Hillside Natural Area, including Earth Day and an Annual Hillside Festival each Spring.

Non-Recreational Facilities

Goal CF1: Safe and adequate community facilities that allow the City to offer better services and inspire a sense of community pride.

The City continued to provide high-quality services to the community at the Recycling and Environmental Resources Center which was completed in 2012.

The City continued to serve the community from the City Hall facility which was completed in 2009.

In 2023, the City continued to collaborate with BART and the developer of the El Cerrito Plaza TOD project to explore the potential to include a new public library as part of the project. The need for a new library was identified in numerous needs assessments and would provide 20,000 square feet in a contemporary building allowing both the Contra Costa County Library system and the City to expand programs and services to better serve the public, including the provision of a cooling-heating, clean air and charging center in the event of an emergency.

Public Services and Infrastructure

Goal PS1: An adequate, comprehensive, coordinated law enforcement system consistent with the needs of the community.

The City continued its deployment of both patrol and specialty police units to address crime trends. These units coordinated their efforts internally, by sharing and collaborating

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on projects and investigations, and externally, with residents and community groups, to continue to meet the safety needs of the community.

Goal PS2: A community that has minimized the risks to lives and property due to fire hazards.

The City continues to minimize fire hazards by enforcing its comprehensive fire hazard reduction program that focuses upon reducing fire hazards in four areas: (1) on City property, (2) on property owned by other public agencies (3) large landowners, and (4) on residential property.

In 2023, the Fire Department continued to implement the Vegetation Management Policy which was rewritten in 2020 to make it easier to understand and align it with the State guidelines. The policy creates zones centered around structures on the property with goals to avoid home ignition from ember assault, and to reduce the heat and movement of the fire.

The history of the fire hazard abatement program was designed to reduce fire hazards on a large number of private properties with efforts concentrating during the spring and early summer months, prior to the State entering the annual "Fire Season". However, with climate change, continued below average rainfall and increasing northeast wind events leading to more Red Flag Warnings, the City faces fire season almost year-round.

A process of advance notice and hearings for property owners is coupled with a public education program involving the promulgation of standards for vegetation management in residents' yards and vacant lots. These notices and public education are aimed at increasing the resident's knowledge and awareness of proper management of combustible materials on their property, especially within the first five feet of the structure.

This program seeks to remove weeds, rubbish, litter or other flammable material from private properties where such flammable material endangers the public safety by creating a public nuisance and a fire hazard. Most property owners voluntarily abate these hazards without Fire Department involvement. For the small number of property owners that do not abate the hazards, the City completes the necessary abatement and places the costs on the property owner's tax bill.

Based on lessons learned over the last five years of record fires in the State, improved efforts have been made for the incorporation of fire and ember resistant construction materials and careful selection of landscape material, proper placement and maintenance of residents landscaping. Further amendments will need to be incorporated into the vegetation management program to comply with AB3074, a state bill passed in 2020 addressing fire prevention, wildfire risk, defensible space, and ember-resistant zones requiring enforcement of more intense fuel reductions to create an ember resistant zone within five feet of any structure.

Over the past 25 years, the City's public education efforts and annual fire hazard abatement program has been very successful in reducing fire hazards throughout the hills which are designated Very High Fire Hazard Severity Zones.

Additionally, the Public Works Department completes vegetation management activities and projects each year to reduce the risk of fire hazards in the El Cerrito community.

Attachment 3b

Goal PS3: Safe and adequate public infrastructure to serve El Cerrito's residents, now and in the future.

In addition to the projects noted under Goal T1, the City continued implementation of the Annual Street Improvement Program funded by Measure A and the Access Modifications (Streets) Program funded by SB 1. Also, as a result of new transportation funding provided by SB 1, the City has continued funding annual sidewalk projects to repair tripping hazards throughout the City.

Implementation of the Complete Streets component of the *San Pablo Avenue Specific Plan* and implementation of the *Active Transportation Plan* will enhance pedestrian and bicycle safety throughout the City and provide infrastructure which accommodate all modes of transportation. Implementation of these plans will continue to occur as new development occurs and as funding is secured.

Goal PS4: An adequate storm drainage system to serve existing and future planned development

In March 1993, the voters of the City of El Cerrito approved the issuance of \$6.3 million in revenue bonds for the reconstruction of the City's storm drain system. In June 1993, the City Council adopted Ordinance 93-4, providing for the imposition and collection of Storm Drain Fees to pay the debt service on the revenue bonds. Ordinance 93-4 set the Storm Drain Fee and provided that the fees are collected through the property tax based on amounts specified in an annual Engineer's report. This Engineer's report contains the description of each parcel of real property receiving storm drain services and the amount of the annual fee for each parcel.

The San Pablo Avenue Green Stormwater Spine Project in El Cerrito was completed in June 2021, retrofitting portions of the public right-of-way to install green infrastructure. Green infrastructure is a landscape-based stormwater treatment approach that uses natural processes to infiltrate, retain, re-use, and filter stormwater runoff to reduce the amount of pollutants that reach local waterways and ultimately the San Francisco Bay.

The City actively participated in the Contra Costa Clean Water Program to implement the National Pollution Discharge Elimination System (NPDES), Municipal Regional Permit Order No. R2-2015-0049 (MRP 2.0) which became effective January 1, 2016. In 2022, City Staff also began to prepare for and implement the newly issued Municipal Regional Permit Order No. R2-2022-0018 (MRP 3.0), which became effective July 1, 2022. This included taking specific stormwater management actions to control trash litter, 303(d) listed pollutants, and other pollutants of concern (POCs). In compliance with the MRP, the City developed a *Green Infrastructure Plan*, adopted by the City Council in 2019.

The City will be updating the City's *Storm Drain Master Plan*, which was last updated in 1999. The scope considers the green infrastructure requirements and is expected to be finalized in 2024. Moreover, it will identify opportunities to improve the City's Storm Drain system by improving the condition and capacity of the storm sewer network.

Attachment 3b

Goal PS5: A system that minimizes the City's generation and disposal of solid waste materials by providing an adequate and integrated waste management program and related facilities to serve existing and future planned development.

In 2012, the City completed construction of a new state-of-the-art Recycling + Environmental Resource Center. In addition to the City's continued curb-side collection program, the Recycling + Environmental Resource Center (RERC) provides convenient drop-off facilities for a wide array of items. The Center allows the City to expand the range of items accepted for disposal, improving collection options for all constituents and for many residents of surrounding communities. The Center has expanded the items that the City is able to accept, including compact fluorescent light bulbs, books, sharps, expired medications, and scrap textiles. The Center has been designed as a facility that will provide maximum flexibility to meet future, changing waste disposal needs. In 2018, the City began to collect household hazardous waste at the Recycling + Environmental Resource Center with a popular once per week collection event. Notably, in 2020, the RERC was one of the first City facilities to reopen to the public after the first COVID-19-related shelter at home order, with safety protocols in place.

Additionally, in 2021, the City Council adopted two ordinances moving related goals forward. The City Council adopted an updated *Foodware Ordinance* that requires all foodware (e.g., cups, plates, utensils, etc.) served by food providers in El Cerrito to be either reusable or compostable, starting July 1, 2022. This Ordinance will serve to significantly reduce the amount of single-use plastic waste in El Cerrito and increase waste diversion. In 2021, the City Council also adopted a "Mandatory Organics Recycling" Ordinance, implementing the requirements of California *Senate Bill (SB) 1383* and requiring participation in the City's recycling and composting programs with limited exceptions.

In 2022, City Staff entered into a new franchise agreement with the City's garbage and green waste hauler, East Bay Sanitary, which adds a number of integrated waste management services to the community, including new programs targeting waste diversion in multi-family apartment complexes. A new brochure was developed outlining all the services available and mailed to all solid waste accounts. Staff is also continuing to move forward with other programs to implement *SB 1383* and to increase composting and recycling in El Cerrito.

In July 2023, the City completed a citywide curbside cart swap project in order to comply with State Law, *Senate Bill 1383*. Over the course of three weeks, the City successfully collected approximately 8,500 old grey recycling and blue garbage carts, swapping them for new blue recycling and black garbage carts. This standardizing of cart colors will take place throughout California for ease of separating materials and recycling statewide.

Chapter 7: Resources and Hazards

Natural and Historic Resources

Goal R1: Protected natural resources (important habitat, ecological resources, key visual resources, ridges and ridgelines, creeks and streambanks, steeper slopes, vista points, and major features), and clean air and water.

Attachment 3b

The City continued to implement the Zoning Ordinance, which contains specific standards aimed at protecting creeks and hillside areas.

In 2023, the City continued to implement Chapter 13.28 of the El Cerrito Municipal Code, the Public Tree and Shrub Ordinance, the primary purpose of which is to preserve and protect public trees.

City Staff also actively participated in the Contra Costa Clean Water Program to implement the City's National Pollution Discharge Elimination System (NPDES), Municipal Regional Permit to protect stormwater.

For additional Clean Water activities, see Goal PS4.

Goal R2: Protected and rehabilitated architectural, historical, cultural, and archaeological resources that are of local, state, or federal significance.

In 2014, the City Council approved the 1715 Elm Street project. As part of the project, the existing house will be relocated on the property and rehabilitated to the Department of the Interior's standards. In 2021, the City issued the building permit application which will allow the construction of the project and the relocation and rehabilitation of the existing house. Construction of the project began in 2022. The project is expected to be completed in 2024.

Hazards

Goal H1: Minimal potential for loss of life, injury, damage to property, economic and social dislocation and unusual public expense due to natural and man-made hazards, including protection from the risk of flood damage, hazards of soil erosion, fire hazards, weak and expansive soils, potentially hazardous soils materials, other hazardous materials, geologic instability, seismic activity, and release of hazardous materials from refineries and chemical plants in West County.

The City continued to oversee the residential rental inspection program.

The City continued implementation of the Unreinforced Masonry (URM) building hazard mitigation ordinance. The last URM building was demolished in 2021.

In 2021, City staff issued a Request for Qualifications for seeking qualified engineers/consultants to complete an inventory and analysis of soft story residential buildings in El Cerrito and develop program recommendations. In 2022, the City completed the soft-story inventory for multi-unit buildings with three or more units through at Planning Grant from Cal OES. This grant funded an analysis of potential at-risk residential buildings and provided the City with data to inform future policy direction in consideration with the needs of the residents and property owners. This program aims to reduce risks to human life, structures and infrastructure in the event of a powerful earthquake. The program was completed in 2023. The City will continue to monitor the availability of funding through State/Federal programs to develop/implement further risk reduction policies.

Attachment 3b

Goal H2: Government agencies, citizens and businesses are prepared for an effective response and recovery in the event of emergencies or disasters.

Due to the COVID-19 pandemic, the City was not able to continue the very popular Community Emergency Response Team (CERT) program. The program teaches neighbors to help themselves and help each other. Through CERT, citizens receive hands-on training in Disaster First Aid, Disaster Preparedness, Basic Firefighting, Light Search and Rescue, Damage Assessment, and How to Turn Off Utilities.

During the COVID-19 pandemic, the City was also not able to continue internal National Incident Management System (NIMS) and the Incident Command System (ICS) training for City staff. Through the training, staff members directly involved in managing an emergency would understand command reporting structures, common terminology, and roles and responsibilities inherent in a response operation. In 2023 City began to offer this program once again.

On March 25, 2020, the City Council adopted an Urgency Ordinance enacting a temporary moratorium to halt evictions for residential and commercial tenants financially impacted by COVID-19, which expired on February 28, 2023. The Ordinance did not establish rent forgiveness but provided temporary rent forbearance to those who qualify by providing 180 days, from the Ordinance expiration date, to catch up on unpaid rent and suspends late fees from being charged for qualified residential and commercial tenants who can demonstrate loss of income or revenue due to COVID-19.

Goal H3: New development complies with the noise standards established in the General Plan, all new noise sources are within acceptable standards, and existing objectionable noise sources are reduced or eliminated.

All new development is evaluated under CEQA using the noise standards currently in the *General Plan*. These noise standards were incorporated into updated Zoning Ordinance in 2008 as performance standards required of all development.

CONCLUSION

The City has continued to faithfully implement the City's *1999 General Plan* as the actions, plans, programs and projects documented in this report represent the City's commitment to achieve the goals and objectives set forth in the elements of the El Cerrito General Plan.

ATTACHMENTS:

1. HCD - Housing Element Annual Report



CONTRA COSTA
transportation
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ANNUAL REPORTING FORM
for MEASURE J LOCAL STREET MAINTENANCE AND IMPROVEMENTS (LSM) FUNDS
(18% LSM FUNDS & 2.09% ADDITIONAL FUNDS)
FOR ELIGIBLE EXPENDITURES DURING FISCAL YEAR 2021-22

Jurisdiction: City of El Cerrito

If you have any questions regarding this form, please contact Matt Kelly at CCTA, mkelly@ccta.net.
Please return the form to CCTA, along with the LSM Audit Reporting Form spreadsheet, Attn: Jackie Reyes (at address listed below or jreyes@ccta.net)

	Total for FY 2021-22
Starting Balance as of July 1, 2021	58,586.76
18% + 2.09% Funds Received during FY 2021-22 (actual, not accrued)	554,790.00
LSM Eligible Expenditures (Please describe all expenditures in excess of \$10,000 on the LSM Audit Reporting spreadsheet)	
Local Street and Roads	340,397.26
Growth Management Planning and Compliance	49,664.00
Transit Capital and Operations	
Trails	
Parking Facilities	
Transportation Demand Management/Transportation Systems Management	
Total LSM Expenditures during FY 2021-22	390,061.26
Funds Remaining	223,315.50
Interest Earned	
Ending Balance as of June 30, 2022	223,315.50

Form prepared by: Sandra Dalida

Phone: 510-215-4312

Email: sdalida@ci.el-cerrito.ca.us

Title: Finance Director/City Treasurer

Date: March 17, 2023

Attachment 12

Jurisdiction: City of El Cerrito Reporting Period: FY 2021-2022		CCTA Measure J Local Streets & Roads Maintenance Audit Reporting Form (for expenditures of \$10,000 or more)		
Project Type	Project Name	Project Description (Location, Limits)	Measure J Funds Expended (\$)	Reporting Metric (see instructions)
Local Streets and Roads	On-going Street Engineering and Maintenance	Engineering and Maintenance Personnel	\$ 123,275	Staff time
Local Streets and Roads	Traffic Safety Evaluation	Key/Elm/Hill Intersection	\$ 9,399	NA
Local Streets and Roads	I-80 Integrated Corridor Mobility	Communications to field equipment on San Pablo Avenue & Central Avenue	\$ 1,535	NA
Other	Growth Management	WCCTAC Dues	\$ 49,664	Citywide
Local Streets and Roads	On-going Street Administration	City Administration Transfer	\$ 64,300	Citywide
Local Streets and Roads	On-going Street Utility	Street Lighting Energy Costs	\$ 90,891	Street Lighting Energy Costs
Local Streets and Roads	On-going Street Maintenance	Sign & Signal Maintenance	\$ 9,608	NA
Local Streets and Roads	On-going Street Maintenance	Infrastructure Supplies	\$ 1,389	signs, paint, pavement makers, and traffic signal
Local Streets and Roads	CIP- various street improvements	Engineering Personnel	\$ 40,000	Citywide
		TOTAL	\$ 390,061	



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ANNUAL REPORTING FORM
for LOCAL STREET MAINTENANCE AND IMPROVEMENTS (LSM) FUNDS
(18% LSM FUNDS & 2.09% ADDITIONAL FUNDS)
FOR ELIGIBLE EXPENDITURES DURING FISCAL YEAR 2022-23

Jurisdiction: City of El Cerrito

*If you have any questions regarding this form, please contact Matt Kelly at CCTA, mkelly@ccta.net
Please return the form to CCTA, along with the LSM Audit Reporting Form spreadsheet, Attn: Jackie Reyes (at address
listed below or jreyes@ccta.net)*

	Total for FY 2022-23
Starting Balance as of July 1, 2022	223,315.50
18% + 2.09% Funds Received during FY 2022-23 (actual, not accrued)	622,130.00
LSM Eligible Expenditures (Please describe all expenditures in excess of \$10,000 on the LSM Audit Reporting spreadsheet)	
Local Street and Roads	361,267.53
Growth Management Planning and Compliance	51,899.00
Transit Capital and Operations	
Trails	
Parking Facilities	
Transportation Demand Management/Transportation Systems Management	
Total LSM Expenditures during FY 2022-23	413,166.53
Funds Remaining	432,278.97
Interest Earned	4,139.00
Ending Balance as of June 30, 2023	432,278.97

Form prepared by: Crystal Reams

Phone: 510-215-4312

Email: creams@ci.el-cerrito.ca.us

Title: Finance Director

Date: 2/16/24

Jurisdiction: City of El Cerrito	CCTA Measure J Local Streets & Roads Maintenance Audit Reporting Form (for expenditures of \$10,000 or more)			
Reporting Period: FY 2022-2023				
Project Type	Project Name	Project Description (Location, Limits)	Measure J Funds Expended (\$)	Reporting Metric (see instructions)
Local Streets and Roads	On-going Street Engineering and Maintenance	Engineering and Maintenance Personnel	102,036	Staff time
Local Streets and Roads	On-going Street Engineering and Maintenance	Staff Augmentation Services	\$ 37,329	NA
Other	Growth Management	WCCTAC Dues	51,899	Citywide
Local Streets and Roads	On-going Street Administration	City Administration Transfer	66,872	Citywide
Local Streets and Roads	On-going Street Utility	Street Lighting Energy Costs	113,312	Street Lighting Energy Costs
Local Streets and Roads	CIP- various street improvements	Engineering Personnel	40,000	Citywide
Local Streets and Roads	CIP	C3081.3 - Arlington Blvd - Guardrail Replacement Project	1,719	Guardrail Replacement Project
		Total	413,167	



AGENDA BILL

Agenda Item No. 7.E.

Date: March 18, 2025
To: El Cerrito City Council
From: Yvetteh Ortiz, Public Works Director/City Engineer, Public Works Department
Subject: El Cerrito del Norte Transit-Oriented Development (TOD) Complete Streets Project, City Project No. C4014, Federal Project No. CML 5239(029) – Increase in Contract Change Order Approval Authority

ACTION PROPOSED

Adopt a resolution authorizing the City Manager to approve contract change orders in an additional amount of \$400,000 for the construction of the El Cerrito del Norte TOD Complete Streets Project, bringing the total change order approval amount to \$1,340,000.

BACKGROUND

The El Cerrito Del Norte TOD Complete Streets Project is implementing multimodal transportation improvements identified in the City's San Pablo Avenue Specific Plan and Active Transportation Plan. Planned improvements consist of enhanced and new protected crosswalks, new context-sensitive bikeways, bus boarding islands, circulation improvements, and various streetscape enhancements. The project location is around the El Cerrito Del Norte BART Station and spans 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. A significant portion of the Project is on State Route 123, requiring extensive oversight by the California Department of Transportation (Caltrans).

The construction contract was awarded to Ghilotti Bros Inc. in December 2023 ([Resolution 2023-89](#)). At that time, the City Council authorized the City Manager to execute a construction contract in the amount of \$9,398,889 and to approve change orders for an amount not to exceed \$940,000. Construction started in March 2024.

ANALYSIS

The project site is within an older urban area, where challenges related to unforeseen underground conditions and aging infrastructure are common for roadway projects. Variables like as-built conditions differing from record plans, unknown utilities and other buried obstructions, and infrastructure deficiencies can surface during construction, leading to delays and increased costs. The initial construction timeframe for the project was one year, with planned project completion in Spring 2025. However, we now estimate substantial completion in Fall 2025, weather permitting.

Encountering these types of conditions has necessitated adaptability, quick decision-making, and sometimes redesigns to keep making progress on the project. The construction team—consisting of the designer, construction manager, contractor, and City staff—have been working together to adapt and redesign as necessary, aiming to minimize cost. Despite the construction team's efforts, City staff have determined that a contract change order amount beyond that previously approved by the City Council will be necessary.

The majority of the change orders issued to date were due to unforeseen existing conditions. Additionally, some funds were expended to enhance accessibility and final improvements, such as replacing a larger area of the frequently traveled sidewalk along Safeway. As of the end of February 2025, approximately \$575,000 in change orders has already been executed, representing 61% of the \$940,000 City Manager's approval authority for contract change orders. Additionally, another \$550,000 in change order requests are currently being evaluated, which would exceed the City Manager's authority. At the current rate, the previously approved City Manager's approval limit for change orders is projected to be exhausted before the project is completed. The change order amounts as of the end of February 2025 are summarized below.

Approved City Manager Change Order Authority	\$940,000.00
Executed Change Order Amount	\$574,327.91
<u>Current Change Order Requests</u>	<u>\$550,000.00</u>
Projected Contract Change Order Amount	\$1,124,327.91
Projected Balance	\$ (184,327.91)

City staff recommends that the City Council authorize the City Manager to approve change orders for an additional amount of \$400,000, bringing the total change order approval amount to \$1,340,000. Funding for contingencies like these is available in the Adopted Biennial Budget for Fiscal Year 2024-25 and 2025-26 as detailed below.

This contract authority increase will provide additional capacity for change orders beyond those summarized above to maintain recent momentum on the project. Concurrently, City staff have asked the construction team to begin value engineering efforts to reduce costs while ensuring the major project components are built. City staff anticipate returning to the City Council within the next few months to provide an update on the project components and request additional contract change order authority within the available project budget to address additional issues that arise, as well as, projected time-related costs for such items as traffic control maintenance, stormwater protection measures, and project administration.

STRATEGIC PLAN CONSIDERATIONS

This action supports the [City's Strategic Plan Goal\(s\)](#) of:

- *Infrastructure and Amenities; and*
- *Environmental Sustainability.*

ENVIRONMENTAL CONSIDERATIONS

The El Cerrito Del Norte TOD Complete Streets Improvement Project is a combination of projects identified in the San Pablo Avenue Specific Plan and Active Transportation Plan. The City Council approved a programmatic Environmental Impact Report and associated Mitigation Monitoring and Reporting Program for the San Pablo Avenue Specific Plan in September 2014, and an Initial Study/Mitigated Negative Declaration and associated Mitigation Monitoring and Reporting Program for the Active Transportation Plan in April 2016. Both documents were prepared per California Environmental Quality Act (CEQA) Guidelines.

As part of the Caltrans project development process, City staff and consultants prepared a project checklist to confirm that all impacts of the project were sufficiently evaluated in these documents. The mitigation measures identified in both Mitigation Monitoring and Reporting Programs are being implemented as appropriate in order to mitigate any identified environmental impacts of the project under CEQA.

As part of the federal funding requirements, the project was evaluated for compliance with the National Environmental Policy Act (NEPA), which included conducting several environmental studies. City staff and consultants prepared a Categorical Exclusion with Technical Studies. Caltrans is responsible for determining NEPA compliance and approved the NEPA document in March 2022 and revalidation in August 2023.

FINANCIAL CONSIDERATIONS

The Adopted Biennial Budget for Fiscal Years 2024-25 and 2025-26, specifically Fiscal Year 2024-25, includes additional funding in the amount of \$1,000,000 for this project in the current fiscal year. This includes \$600,000 from Measure A Street Improvements, \$200,000 for SB1 – Road Maintenance and Rehabilitation Account, and \$200,000 from Transportation Impact Fee (TIF). Increasing the City Manager's approval limit for change orders by \$400,000 will mean there is still \$600,000 remaining that can be allocated to additional construction management support during construction, while preserving funds for project contingencies.

LEGAL CONSIDERATIONS

The City Attorney has reviewed the proposed action and found that legal considerations have been addressed.

Reviewed by:

A handwritten signature in blue ink, appearing to read 'Karen Pinkos', is written over a faint, light blue circular stamp.

Karen Pinkos, City Manager

Attachments:

1. Resolution

RESOLUTION 2025-XX

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EL CERRITO AUTHORIZING THE CITY MANAGER TO APPROVE CHANGE ORDERS FOR AN ADDITIONAL AMOUNT OF \$400,000, BRINGING THE TOTAL CHANGE ORDER APPROVAL AMOUNT TO \$1,340,000 FOR THE CONSTRUCTION OF THE EL CERRITO DEL NORTE TRANSIT-ORIENTED DEVELOPMENT COMPLETE STREETS PROJECT, CITY PROJECT NO. C4014, FEDERAL PROJECT NO. CML 5239(029)

WHEREAS, the El Cerrito Del Norte TOD Complete Streets Project will implement multimodal transportation improvements including enhanced and new protected crosswalks, new context-sensitive bikeways, bus boarding islands, circulation improvements, and various streetscape enhancements as identified in the San Pablo Avenue Specific Plan and Active Transportation Plan, adopted by City Council in September 2014 and April 2016, respectively; and

WHEREAS, the funding plan for the project has been developed over many years beginning in 2016 when the City successfully applied for two grants: One Bay Area Grant Program, Cycle 2 (OBAG 2) federal funds and Contra Costa Transportation Authority (CCTA) Measure J Transportation for Livable Communities Program county sales tax funds; and

WHEREAS, subsequently, the City secured funding for the project from the West Contra Costa Transportation Authority Subregional Transportation Mitigation Program (WCCTAC STMP), State Affordable Housing Sustainable Communities Grant (Mayfair), SB1 Local Partnership Program-Formulaic, Transportation Fund for Clear Air, Safe Routes to BART (SR2B), and City Transportation Impact Fee Program; and

WHEREAS, in December 2023, the City Council awarded the construction contract to Ghilotti Bros. Inc. whose total Base Bid plus three Additive Alternates in the amount of \$9,398,889, was approximately 11% below the Engineer's Estimate (Resolution 2023-89); and

WHEREAS, at that time, the City Council authorized the City Manager to execute a construction contract in the amount of \$9,398,889 and to approve contract change orders in an amount not to exceed \$940,000; and

WHEREAS, during construction, unforeseen underground conditions and aging infrastructure have been encountered and other project elements have been enhanced to address accessibility and final improvements; and

WHEREAS, as of the end of February 2025, approximately \$575,000 in change orders has already been executed, representing 61% of the City Manager's approval authority for change orders and an additional \$550,000 in change order requests are being evaluated, which would exceed the City Manager's approval limit of \$940,000; and

WHEREAS, an increase in the City Manager's approval authority is needed to maintain recent momentum on the project and funding for this purpose is available in the Adopted Biennial Budget for Fiscal Years 2024-25 and 2025-26, specifically in Fiscal Year 2024-25; and

WHEREAS, the City Council approved a programmatic Environmental Impact Report and associated Mitigation Monitoring and Reporting Program for the San Pablo Avenue Specific Plan in September 2014, and an Initial Study/Mitigated Negative Declaration and associated Mitigation Monitoring and Reporting Program for the Active Transportation Plan in April 2016. Both documents were prepared per CEQA Guidelines. As part of the Caltrans project development process, City staff and consultants prepared a project checklist to confirm that all impacts of the Project were sufficiently evaluated in these documents. The mitigation measures identified in both Mitigation Monitoring and Reporting Programs will be implemented as appropriate in order to mitigate any identified environmental impacts of the Project under CEQA. As part of the federal funding requirements, the Project was evaluated for compliance with the National Environmental Policy Act (NEPA), which included conducting several environmental studies. City staff and consultants prepared a Categorical Exclusion with Technical Studies. Caltrans is responsible for determining NEPA compliance and approved the NEPA document in March 2022 and revalidation in August 2023.

NOW THEREFORE, BE IT RESOLVED by the City Council of the City of El Cerrito that it hereby authorizes the City Manager to approve change orders for an additional amount of \$400,000 for the construction of the El Cerrito del Norte TOD Complete Streets Project, bringing the total change order approval amount to \$1,340,000.

BE IT FURTHER RESOLVED that this Resolution shall become effective immediately upon passage and adoption.

I CERTIFY that at a regular meeting on March 18, 2025 the City Council of the City of El Cerrito passed this Resolution by the following vote:

AYES:	COUNCILMEMBERS:
NOES:	COUNCILMEMBERS:
ABSTAIN:	COUNCILMEMBERS:
ABSENT:	COUNCILMEMBERS:

IN WITNESS of this action, I sign this document and affix the corporate seal of the City of El Cerrito on _____.

Holly M. Charléty, City Clerk

APPROVED:

Carolyn Wysinger, Mayor



AGENDA BILL

Agenda Item No. 9.A.

Date: March 18, 2025
To: El Cerrito City Council
From: Sky Woodruff, City Attorney; Holly M. Charlety, City Clerk, City Management
Subject: Dissolution of the El Cerrito Pension Board

ACTION PROPOSED

Introduce by title and waive any further reading of an ordinance to amend and restate El Cerrito Municipal Code Chapter 3.20 to dissolve the pension board due to inactive status of the El Cerrito Pension Fund.

BACKGROUND

On June 16, 1947, the City created a pension fund for Civil Service Employees ("Pension Plan"), providing retirement benefits for City employees. As part of this action, the El Cerrito Employees' Pension Board was established to oversee the Pension Plan, with City Council members appointed to serve as members of the Pension Board.

In 1958, the City began the process of implementing the provision of retirement benefits to employees through the California Public Employees' Retirement System (CalPERS). On February 6, 1959, certain eligible employees chose not to be covered by Social Security or by the California Public Employees' Retirement System and to continue receiving pension benefits through the El Cerrito Pension Plan. These employees, once retired, remained in the Pension Plan through the rest of their lifetimes, and the City budgeted for these retired employees accordingly.

On July 1, 1959, the City formally executed a contract with CalPERS to establish retirement benefits for all other employees as well as all future City employees. At that point, the Pension Plan was no longer available to City employees, and the Pension Plan would only exist to service the included employees/retirees throughout their lifetimes. As of May 1, 2023, there are no retirees remaining to receive benefits under the Pension Plan.

As no new members may join this plan and there are no longer any retirees in the Pension Plan, there are no revenues and expenditures of the Pension Plan to be approved by the Employees' Pension Board. All funds within the Pension Plan have been distributed. While the Pension Plan continues to exist, it is inactive as it has no remaining assets, liabilities, or other obligations.

ANALYSIS

Despite the inactive status of the Pension Plan, under Municipal Code Sections 3.20.30 and 3.20.060, the Employees' Pension Board is still required to hire an actuary once every four years to report on the cost of maintaining the Pension Plan upon a reserve basis and annually report by August 5 on the prior fiscal year regarding receipts, disbursements, pension roll members, amounts paid, and remaining balance.

Government Code Section 45306 states that any ordinance establishing a Pension Plan may only be repealed by a vote of the City's voters. There is no similar statute requiring City voter approval to dissolve the body that provides oversight when a Pension Plan is inactive. As the Pension Plan is in an inactive state, the City is seeking to dissolve the Employees' Pension Board, not repeal the Pension Plan itself. By amending the existing ordinance as proposed to add language allowing for the dissolution of the Pension Board only and not the Plan, the City can amend the ordinance without requiring City voter approval.

City staff proposes that the City Council adopt an ordinance to amend and restate Municipal Code Chapter 3.20 to dissolve the Pension Board due to the inactive status of the Pension Plan. By dissolving the Pension Board, the ordinance would also eliminate the requirement to perform any of the obligations of the Pension Board that are set forth in Chapter 3.20.

STRATEGIC PLAN CONSIDERATIONS

This action supports the [City's Strategic Plan Goal\(s\)](#) of:

- *High Performing Organization* by conserving city resources to achieve long-term sustainability, which includes ensuring policies, procedures, and systems represent best practices in financial management.

ENVIRONMENTAL CONSIDERATIONS

This section is not applicable to this agenda item.

FINANCIAL CONSIDERATIONS

The requested action will reduce City resources that would have otherwise been spent on reporting on the continued inactive status of the Pension Plan.

LEGAL CONSIDERATIONS

The City Attorney has reviewed the proposed action and ordinance and found that legal considerations have been addressed. Notification of the proposed ordinance was publicly posted and published in the West County Times (an adjudicated subsidiary of the East Bay Times) on March 8, 2025.

Reviewed by:

A handwritten signature in blue ink, appearing to read "Karen Pinkos".

Karen Pinkos, City Manager

Attachments:

1. Ordinance

ORDINANCE NO. 2025-XX

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF EL CERRITO AMENDING AND RESTATING CHAPTER 3.20 OF THE EL CERRITO MUNICIPAL CODE TO DISSOLVE THE EL CERRITO PENSION BOARD

WHEREAS, the City created a pension plan for City employees on June 16, 1947 to provide contributions to and payment of benefits from said plan, and created a pension board to oversee the plan; and

WHEREAS, pursuant to El Cerrito Municipal Code, the City Council serves as the pension board and is required under Municipal Code Sections 3.20.30 and 3.20.060 to hire an actuary once every four years to report on the cost of maintaining the pension system upon a reserve basis and annually report by August 5 on the prior fiscal year regarding receipts, disbursements, pension roll members, amounts paid, and remaining balance; and

WHEREAS, all current City employees' are enrolled for pension benefits in the California Public Employees' Retirement System (CalPERS), not in the City pension fund; and

WHEREAS, all employees entitled to benefits from the City pension fund are deceased; and

WHEREAS, the pension plan continues to exist but is currently inactive as it has no funds in it and no assets, liabilities, or other obligations; and

WHEREAS, there is no need for the pension board to continue to perform any functions in relation to the pension plan since the pension plan has no funds and no beneficiaries; and

WHEREAS, Government Code Section 45306 states that an ordinance establishing a pension plan may only be repealed only by a vote of the people, and does not require a vote of the people to dissolve a pension board overseeing an inactive pension plan; and

WHEREAS, the City Council has concluded that dissolving the pension board conserves City resources and maintaining the inactive pension plan does not require a repeal of the pension plan by a vote of the people; and

WHEREAS, this ordinance amends and restates Chapter 3.20 to dissolve the pension board.

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF EL CERRITO DOES HEREBY ORDAIN AS FOLLOWS:

Section 1. Incorporation of Recitals. The City Council finds that the above Recitals are true and correct and are incorporated herein by reference.

Section 2. Amendment of Municipal Code. Chapter 3.20 of the El Cerrito Municipal Code is hereby amended and restated as set forth in Exhibit A to dissolve the pension board.

Section 3. Compliance with the California Environmental Quality Act. Approval of this ordinance is exempt from review under the California Environmental Quality Act (Public Resources Code §§ 21000 et seq. ("CEQA") and 14 Cal. Code Reg. §§ 15000 et seq. ("CEQA Guidelines")). Therefore, pursuant to CEQA Guidelines section 15060, CEQA analysis is not required.

Section 4. Severability. If any section, subsection, sentence, clause or phrase of this chapter is for any reason held to be invalid or unconstitutional by a decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this chapter. The City Council hereby declares that it would have passed the ordinance codified in this chapter, and each section, subsection, sentence, clause or phrase not declared invalid or unconstitutional without regard to whether any portion of this chapter would be subsequently declared invalid or unconstitutional.

Section 5. No Conflict with Federal or State Law. Nothing in this Ordinance is intended to create any requirement, power or duty that is in conflict with any federal or state law.

Section 6. Effective Date. This ordinance shall take effect and be enforced thirty days after the date of its adoption. Prior to the expiration of fifteen days from the passage thereof, the ordinance or a summary thereof shall be posted or published as may be required by law, and thereafter the same shall be in full force and effect.

THE FOREGOING ORDINANCE was introduced at a regular meeting of the City Council on March 18, 2025, and passed by the following vote:

AYES:	Councilmembers
NOES:	Councilmembers
ABSENT:	Councilmembers
ABSTAIN:	Councilmembers

ADOPTED AND ORDERED published at a regular meeting of the City Council held on April 1, 2025 and passed by the following vote:

AYES:	Councilmembers
NOES:	Councilmembers
ABSENT:	Councilmembers
ABSTAIN:	Councilmembers

APPROVED:

Carolyn Wysinger, Mayor

ATTEST:

Holly Charléty, City Clerk

ORDINANCE CERTIFICATION

I, Holly M. Charléty, City Clerk of the City of El Cerrito, do hereby certify that this Ordinance is the true and correct original Ordinance No. (2025-XX) of the City of El Cerrito; that said Ordinance was duly enacted and adopted by the City Council of the City of El Cerrito at a meeting of the City Council held on the 1st Day of April 2025; and that said Ordinance has been published and/or posted in the manner required by law.

WITNESS my hand and the Official Seal of the City of El Cerrito, California, on

_____.

Holly M. Charléty, City Clerk

EXHIBIT A

3.20.010 Membership.

The pension board shall consist of five members and two ex officio members.

3.20.020 Appointment.

The council shall act as the pension board. The city manager shall act as an ex officio member of said board, and shall appoint the second ex officio member. The mayor shall act as chair.

3.20.030 Powers and duties.

The pension board shall:

- A. Compel witnesses to attend and testify before it upon all matters connected with its duties in the same manner as or may be provided by law for the taking of testimony before notaries public. The chair, or any member of the board, may administer oaths to such witnesses;
- B. Make all needful rules and regulations for its organization and functioning in conformity with the provisions of this title;
- C. Provide for the payment from the pension fund of all necessary expenses; provided, that no compensation or emolument shall be paid to any member of the board for any duty required or performed;
- D. Employ an actuary to render a report, at least once during every four-year period, of the costs of maintaining upon a reserve basis the pension system;
- E. Accept for the benefit of the pension fund, all contributions, gifts, bequests and devises from any source whatsoever.

3.20.040 Quorum.

A quorum of the pension board shall be a simple majority of the members.

3.20.050 Records of proceedings.

The city clerk shall act as the clerk of the pension board and shall keep a record of its proceedings.

3.20.060 Financial control.

Except as provided in this chapter, the pension board shall have exclusive control of the administration and investment of the pension fund, and shall transmit to the director of finance an itemized list of the authority for all payments to be made from said fund for pensions currently payable and for all expenses of the pension board. The city shall pay all warrants therefore against said fund only when so authorized.

The director of finance and the trust officer for the pension fund may effect changes in the investment portfolio of the pension fund, and shall provide a written report documenting each such transaction to the pension board. The board shall ratify or otherwise direct changes in the investment portfolio at its next regular meeting.

3.20.070 Annual report.

The pension board shall render annually on or before the fifth day of August a report for the previous fiscal year, showing all receipts and disbursements, the names of all persons on the pension roll, the amounts paid to such persons, and the balance remaining in said fund.

3.20.080 Pension board dissolution.

In the event that the pension fund becomes inactive because there are no remaining beneficiaries of the pension fund, all moneys in the pension fund have been disbursed, there are no remaining reserves in the pension fund, and the pension fund has no further obligations, the pension board shall be dissolved and there shall be no requirement to perform any of the obligations of the pension board set forth in this chapter.



AGENDA BILL

Agenda Item No. 9.B.

Date: March 18, 2025
To: El Cerrito City Council
From: Christina Leard, Management Analyst III; Amelia Timbers, Operations & Environmental Services Division Manager; Yvetteh Ortiz, Public Works Director/City Engineer, Public Works Department
Subject: Annual Parcel Assessment for the National Pollutant Discharge Elimination System (NPDES) Program and Drainage Maintenance Activities for Fiscal Year 2025-26

ACTION PROPOSED

Adopt a resolution establishing the annual parcel assessment for the National Pollutant Discharge Elimination System (NPDES) program and Drainage Maintenance activities at the current rate of \$38.00 per Equivalent Runoff Unit (ERU) and authorizing the Contra Costa County Flood Control & Water Conservation District to adopt Stormwater Utility Area (SUA) levies based on said amount for Fiscal Year (FY) 2025-26.

BACKGROUND/ANALYSIS

Clean Water Program Update

Under the 1987 amendments to the Federal Water Pollution Control Act (Clean Water Act), all jurisdictions in the United States are responsible for ensuring compliance with the NPDES program. The State Water Resources Control Board grants regulatory responsibilities for water quality to the Regional Water Quality Control Boards in nine regions throughout California. In the Bay Area, the San Francisco Bay Regional Water Quality Control Board (Water Board) regulates the discharge of stormwater runoff from the municipal separate storm sewer systems (MS4) draining into San Francisco Bay through a Municipal Regional Permit (MRP). The MRP covers Alameda, Contra Costa, Santa Clara and San Mateo counties, as well as the cities of Fairfield, Suisun, and Vallejo. In Contra Costa County, the Contra Costa Clean Water Program (CWP) coordinates regional compliance and collaborates on programmatic components of the MRP. The CWP is comprised of Contra Costa County, its 19 incorporated cities and towns, and the County Flood Control and Water Conservation District. Working with the member jurisdictions, the CWP provides services designed to protect water quality by keeping trash and other pollutants from entering drainage systems that ultimately make their way into local creeks, reservoirs, lakes, and the Bay. Additionally, the CWP coordinates many compliance activities as a region that would otherwise be challenging for member jurisdictions to implement on their own.

Municipal Regional Permit

The City's Clean Water Program is currently governed by the Municipal Regional Permit Order No. R2-2022-0018 and Order No. R2-2023-0019, which became effective July 1, 2022, superseding the previous "MRP 2.0" (2015).

The current permit (“MRP 3.0”) expands upon previous permit requirements to conduct specific stormwater management actions regarding trash load reduction and pollutant monitoring and has an increased focus on reducing other Pollutants of Concern (POCs).

MRP 3.0 includes costly mandates relating to:

- Tracking encampments and addressing illegal dumping, illicit discharges, and other stormwater concerns stemming from unsheltered populations
- Developing and implementing the use of new expansive asset management programs and software for stormwater assets
- Constructing rain gardens and other green infrastructure at higher levels, including in roads and transportation projects
- Reducing trash reduction credits for existing source control policies (e.g., single-use bag ban and foodware ordinance) and creek cleanups, while maintaining the target to achieve a 100% trash load reduction, thereby making it more expensive and challenging to maintain compliance
- Implementation of an ordinance to require large privately-owned parking lots to install and maintain trash capture devices
- Including some new single-family homes as regulated development projects that require stormwater control plans and ongoing inspections
- Implementing new best management practices, standard operating procedures, and reporting for discharges of water and foam used in emergency firefighting applications
- Increased water quality monitoring region-wide
- Increased reporting requirements in almost all sections of the MRP.

Annual Report and Recent Highlights

At the end of September 2024, City Staff submitted the FY 2023-24 Annual Report for the City’s Clean Water Program to the Regional Water Quality Control Board covering the second year of MRP 3.0. The report highlighted El Cerrito’s continued efforts to meet and exceed the requirements of the MRP. Notable highlights included: Continuation of the City’s moratorium on the use of glyphosate in all City landscapes; City Staff’s successful review and monitoring of a growing number of stormwater projects built alongside new development; a calculated 94.5% trash load reduction through FY 2023-24 under the MRP 3.0 approved formula; and, a robust public outreach and education campaign. Every year, this report highlights the significant efforts undertaken by the City to meet the requirements of our permit. The City’s entire FY 2023-24 Annual Report, along with the Contra Costa County CWP Annual Report is available for viewing at www.el-cerrito.org/npdes.

The City actively complies with all existing MRP requirements, including those related to Municipal Operations and Integrated Pest Management, Illicit Discharge Detection and Elimination, New Development and Redevelopment, Green Infrastructure, Public Outreach and Education, Construction Site Controls, Industrial and Commercial Site Controls, and managing Pollutants of Concern (e.g., polychlorinated biphenyls or PCB’s).

Specific Clean Water Program activities are coordinated and carried out primarily by the Public Works Department, with assistance from the Community Development Department. Additionally, new requirements to monitor emergency discharges from firefighting water require coordination with the Fire Department.

Current Compliance and Anticipated Changes

The City has reached the compliance targets under the previous permit, MRP 2.0, and is progressively working to meet the requirements of MRP 3.0. The MRP 3.0 requirements are costly and challenging to meet in a variety of areas. Additional funding and staffing resources have been needed to deliver the newly required programs and reports. For example, while the City has been able to maintain strong compliance in meeting the trash load reduction requirements in recent years, the new permit eliminates the credit municipalities receive for source control policies (e.g., single-use plastic bag bans) and volunteer cleanups; which will cause the City to fall below the required trash load reduction goal in the current fiscal year (losing approximately 10% of credit through offsets). This one change will require the City to install a variety of expensive new infrastructure or implement other cleanup programs with diminishing returns. Moreover, to maintain compliance, the City is required to pursue new ordinances, which include a requirement for privately-owned parking lots, or Private Land Drainage Areas (PLDAs) that generate moderate, high, or very high trash levels and that drain to storm drain inlets, to install and maintain trash capture devices. There are many changes in MRP 3.0 that require similar or greater levels of effort from the City and county-level, above and beyond what was required in the previous permit term.

Stormwater Utility Area Assessment

Currently, El Cerrito's NPDES compliance activities are funded by a combination of countywide Stormwater Utility Area (SUA) assessment funds, the City's Measure J Storm Drain funds, and the General Fund. The SUA is levied by the County in most CWP jurisdictions and provides funds for clean water activities in the member jurisdictions, as well as activities at the countywide level. The total annual amount generated countywide by the SUA is approximately \$16.2 million (Attachment 2).

Each year the per parcel rate for the SUA must be re-established by the County Board of Supervisors, which acts as the governing body for the Flood Control and Water Conservation District and, thus, the CWP. Each local jurisdiction must first adopt a resolution determining the appropriate assessment for its jurisdiction and then forward that instructing resolution to the Contra Costa County Flood Control and Water Conservation District. The Flood Control and Water Conservation District has requested the resolution be adopted by the City and sent no later than March 31, 2025, so that the County has sufficient time to place the assessment on the property tax rolls for the upcoming fiscal year.

Specific SUA assessments are calculated through determining Equivalent Runoff Units (ERUs). An ERU is a value that reflects the amount of impervious (paved) surface of a given parcel. Impervious surfaces result in stormwater runoff to the storm drain system, which potentially carries pollutants to the Bay and into the groundwater. Parcels that contain large areas of paved surfaces are assigned a greater number of ERUs. Residential lots in El Cerrito between 5,000 to 20,000 square feet in size are assigned one (1) ERU. Industrial or commercial parcels with paved parking or other impervious surfaces are assigned two (2) or more ERUs depending on their size.

In 1993, when the County SUA was established, the City's assessment was \$14 per ERU (Attachment 4). The City's current rate of \$38 per ERU was approved by the City Council in Fiscal Year (FY) 2004-05. Per the County Ordinance which adopted the SUA, \$38 is the maximum rate that can be assessed in El Cerrito. All municipalities in Contra Costa County have reached their maximum rates allowed.

In FY 2025-26, the County estimates that El Cerrito's rate of \$38 will generate \$421,530 for NPDES compliance (Attachment 2), based on data from the current fiscal year, FY 2024-25. Of these revenues, an estimated \$89,654 (21.3%) is allocated for CWP regional compliance activities and \$331,876 (78.7%) is allocated to El Cerrito to fund local compliance activities. This year's allocation for regional efforts through the CWP is the similar to last year; last year the allocation was 21.4%. The City's share of the CWP's total program costs is 2.24% (Attachment 3).

The CWP uses its portion of the SUA funds to assist local jurisdictions with MRP compliance by performing work that is more cost-effective when done at the countywide level. Examples from prior years include regional public outreach campaigns, regional water quality and creeks monitoring, development of Geographical Information System tracking tools for reporting pollutant load reductions, development of the C.3 Guidebook for developers and City Staff, coordinating municipal staff training, support in development and submittal of the Annual Report. Due to MRP 3.0, these activities have increased and include applying for and administering regional grants, development of a Regional Alternative Compliance system to meet countywide green infrastructure goals, participation in regional workgroups to develop Best Management Practices (BMPs) for monitoring emergency discharges from firefighting water as well as BMPs for monitoring and reducing discharges from unsheltered populations, developing a framework for asset management and cost-reporting, and other activities that assist member agencies in complying with the MRP. The CWP also pays dues, on behalf of the local jurisdictions, to the San Francisco Bay Regional Monitoring Program for Trace Substances and to the California Stormwater Quality Association. These groups provide training, monitoring, and research activities that are mandated under the MRP.

The City's allocation for the CWP has remained level over the last four years but is expected to increase over the course of the current permit term. As noted above, costs of compliance are rising in the current permit term as the CWP has undertaken activities to meet the requirements that took effect July 1, 2022.

Due to the need for additional countywide efforts to meet permit requirements, including efforts that are more cost-effective on a regional scale, the CWP has focused on using the CWP's currently healthy reserve fund in order to maintain the amounts returned to cities as close to the past levels as possible. Moving forward, the CWP will likely have to either continue using reserves as long as possible or it may be in the best interest of the City and all Permittees to support decreasing the amount returned to local jurisdictions in future years.

STRATEGIC PLAN CONSIDERATIONS

This action supports the [City's Strategic Plan Goal\(s\)](#) of:

- *Infrastructure and Amenities; and*
- *Environmental Sustainability.*

ENVIRONMENTAL CONSIDERATIONS

Establishing the annual amount and authorizing the Contra Costa County Flood Control & Water Conservation District to adopt SUA levies does not constitute a "project" as defined in the California Environmental Quality Act (CEQA) and its Guidelines, under the general rule that CEQA applies only to actions that have the potential to cause a significant effect on the environment. In this case, the City of El Cerrito City Council is only authorizing the amount of the annual parcel assessment for the NPDES program. Additionally, pursuant to Section 15273 of the CEQA Guidelines, the establishment of charges for the purpose of meeting operating expenses is categorically exempt. Any potential project funded by the annual assessment will be reviewed under CEQA prior to approval.

FINANCIAL CONSIDERATIONS

Staff is requesting adoption of the maximum rate of \$38.00 per ERU for FY 2025-26, which would generate an estimated \$421,530, of which \$331,876 will be returned to the City and included in the FY 2025-26 budget under the NPDES Fund (202). If adopted by the City Council, the Contra Costa County Board of Supervisors will adopt the annual property assessments for the FY 2025-26 tax rolls. The City Council appropriates expenditures of these funds as part of its annual budget process. The funds are used to perform clean water activities as described above, which include Engineering and Maintenance personnel, professional and technical services for monitoring, testing and assessments, State permitting fees, specialized maintenance services, and City administration.

City Funding Efforts

Currently, the City's Clean Water Program activities are funded by a combination of countywide SUA levies, the City's Measure J Storm Drain funds, and the General Fund.

Given the escalation of MRP requirements, increasing costs to directly implement mandated programs as a City, the relatively flat SUA funding generated by the fixed ERU rate established in FY 2004-05, and potentially a reduced amount of SUA funds returned to the City, additional funding sources will need to be identified regionally or internally if the City is to stay in compliance during the current permit term. Various efforts have been made by the City, CWP, and others to increase funding for clean water activities of local governments.

In November 2022, the City opted-in to a settlement agreement regarding the City of Long Beach v. Monsanto lawsuit, a federal class action lawsuit related to damages caused by polychlorinated biphenyls (PCBs) in which the City was one of more than 2,500 plaintiff class members, and accepted \$310,316 from the settlement's "Total Maximum Daily Load" Fund. The case alleged claims against Monsanto for the costs that government entities have incurred or will incur for testing and monitoring water quality, removing PCBs from sediment areas, reducing PCB levels in stormwater, and complying with other applicable regulations. The City received the settlement payment in March 2024.

The revenues were accepted into the NPDES Fund and the expenditure appropriation was approved by the City Council as part of the Adopted Biennial Budget for Fiscal Year 2024-25 and 2025-26 for activities associated with the case and thereby supporting NPDES compliance over the next two years. In October 2024, the City received an additional \$69,440 from the Monsanto settlement after advocating for this funding because the settlement administrator made an error in their initial award. Additionally, the settlement agreement also allowed the City to apply for a portion of a \$50 million "Special Needs Fund" given the City was able to show that it is affected by special circumstances and deserves a larger award. Staff submitted an application for an additional award from that fund in April 2024, and that notification is still forthcoming.

Regional Funding Efforts

The CWP has completed research on available funding options to help lead and guide the cities in the region in identifying and pursuing additional funding streams. CWP Staff and Contra Costa County City Managers are exploring viable options for additional stormwater funding. City Staff will update the City Council as resource needs and longer-term funding options become clearer.

While City Staff continue to actively monitor and, in coordination with the CWP, contest increasing State mandates that require local government compliance without a dedicated funding source, the potential cost and fines associated with non-compliance are significant. For this reason, City Staff has kept program costs at the lowest possible level while still meeting MRP requirements to date.

LEGAL CONSIDERATIONS

The proposed action is consistent with established processes for City adoption of the annual ERU rate. The City Attorney has reviewed and approved the proposed action.

Reviewed by:

A handwritten signature in blue ink, appearing to read 'Karen Pinkos', is written over a faint, light blue rectangular stamp.

Karen Pinkos, City Manager

Attachments:

1. Resolution
2. Contra Costa Clean Water Program Return to Source Percentages
3. Contra Costa Clean Water Program Group Costs Methodology and Allocation
4. Stormwater Utility Area Formation County Engineer Report

RESOLUTION 2025-XX

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EL CERRITO ESTABLISHING THE ANNUAL PARCEL ASSESSMENT FOR THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PROGRAM AND DRAINAGE MAINTENANCE ACTIVITIES AT THE CURRENT RATE OF \$38.00 PER EQUIVALENT RUNOFF UNIT AND AUTHORIZING THE CONTRA COSTA COUNTY FLOOD CONTROL & WATER CONSERVATION DISTRICT TO ADOPT STORMWATER UTILITY AREA LEVIES BASED ON SAID AMOUNT IN FISCAL YEAR 2025-26.

WHEREAS, under the Federal Water Pollution Control Act, prescribed discharges of stormwater require a permit from the appropriate California Regional Water Quality Board under the National Pollutant Discharge Elimination System (NPDES) program; and

WHEREAS, Order No. R2-2022-0018 and Order No. R2-2023-0019, NPDES Permit No. CAS612008, issuing waste discharge requirements under the San Francisco Bay Municipal Regional Stormwater Permit (MRP) to the Cities, Flood Control Districts and County agencies located in Alameda, Contra Costa, Santa Clara, and San Mateo Counties, as well as the cities of Fairfield, Suisun and Vallejo, includes the implementation of selected Best Management Practices to minimize or eliminate pollutants from entering storm waters; and

WHEREAS, at the request of the City of El Cerrito, the Contra Costa County Flood Control and Water Conservation District (District) has completed the process for formation of a Stormwater Utility Area (SUA), including the adoption of the Stormwater Utility Assessment Drainage Ordinance No. 93-47; and

WHEREAS, it is the intent of the City of El Cerrito to utilize funds received from its SUA for implementation of the NPDES program and drainage maintenance activities; and

WHEREAS, the SUA and Program Group Costs Payment Agreement between the City of El Cerrito and the District requires that the City of El Cerrito annually determine the rate to be assessed to a single Equivalent Runoff Unit (ERU) for the forthcoming fiscal year and the District has requested the approved resolutions by March 31, 2025.

NOW THEREFORE, BE IT RESOLVED that the City Council of the City of El Cerrito does determine that the rate to be assigned to a single ERU for Fiscal Year 2025-26 shall be set at \$38.00.

BE IT FURTHER RESOLVED, that the City Council does hereby request the District to adopt SUA levies based on said amount.

BE IT FURTHER RESOLVED, that this Resolution shall become effective immediately upon passage and adoption.

I CERTIFY that at a regular meeting on March 18, 2025 the City Council of the City of El Cerrito passed this Resolution by the following vote:

AYES:	COUNCILMEMBERS:
NOES:	COUNCILMEMBERS:
ABSTAIN:	COUNCILMEMBERS:
ABSENT:	COUNCILMEMBERS:

IN WITNESS of this action, I sign this document and affix the corporate seal of the City of El Cerrito on _____.

Holly M. Charléty, City Clerk

APPROVED:

Carolyn Wysinger, Mayor

Contra Costa Clean Water Program Stormwater Utility Assessment (SUA) Revenue, Cost Allocations, and SUA Revenue Return-to-Source (RTS) Percentages Updated (2/15/2025)																							
Stormwater Utility Assessment (SUA) Revenue ¹ (FY 2024/25)		FY 16/17 Net Budget		FY 17/18 Net Budget		FY 18/19 Net Budget		FY 19/20 Net Budget		FY 20/21 Net Budget		FY 21/22 Budget Cap		FY 22/23 Budget Cap		FY 23/24 Budget Cap		Adopted		Proposed		Forecast	
		\$2,625,516		\$3,053,432		\$3,085,545		\$3,499,213		\$3,473,097		\$3,500,000		\$3,500,000		\$3,500,000		FY 24/25 Budget Cap \$4,000,000		FY 25/26 Budget Cap \$4,000,000		FY 26/27 Budget Cap \$4,000,000	
		Allocation ²	% RTS ¹²	Allocation ³	% RTS ¹²	Allocation ⁴	% RTS ¹²	Allocation ⁵	% RTS ¹¹	Allocation ⁶	% RTS ¹²	Allocation ⁷	% RTS ¹²	Allocation ⁸	% RTS ¹²	Allocation ⁹	% RTS ¹²	Allocation ¹⁰	% RTS ¹²	Allocation ¹¹	% RTS ¹²	Allocation ¹¹	% RTS ¹²
Antioch	\$ 1,328,747	\$ 257,816	78.1	\$ 307,042	73.9	\$ 306,747	73.9	\$ 344,212	72.2	\$ 342,241	74.2	\$ 341,395	74.3	\$ 342,303	74.2	\$ 348,240	73.8	\$ 402,359	69.7	\$ 403,382	69.6	\$ 407,416	69.3
Brentwood		\$ 134,488		\$ 159,772		\$ 163,938		\$ 191,930		\$ 191,287		\$ 197,573		\$ 200,493		\$ 194,714		\$ 224,852		\$ 226,093		\$ 228,354	
Clayton	\$ 130,631	\$ 26,872	78.7	\$ 30,466	75.9	\$ 30,299	76.0	\$ 34,801	72.4	\$ 35,014	73.2	\$ 34,397	73.7	\$ 34,179	73.8	\$ 32,874	74.8	\$ 37,175	71.5	\$ 37,268	71.5	\$ 37,640	71.2
Concord	\$ 2,145,391	\$ 300,122	85.3	\$ 352,538	82.8	\$ 344,685	83.2	\$ 393,222	80.9	\$ 390,281	81.8	\$ 394,865	81.6	\$ 392,125	81.7	\$ 374,145	82.6	\$ 425,474	80.2	\$ 423,898	80.2	\$ 428,137	80.0
Danville	\$ 583,302	\$ 104,012	81.6	\$ 116,505	79.4	\$ 116,412	79.4	\$ 135,163	76.0	\$ 136,024	76.7	\$ 133,123	77.2	\$ 133,181	77.2	\$ 131,193	77.5	\$ 149,254	74.4	\$ 148,495	74.5	\$ 149,980	74.3
El Cerrito	\$ 421,530	\$ 57,820	85.6	\$ 66,258	83.5	\$ 66,053	83.6	\$ 75,926	81.3	\$ 76,497	81.9	\$ 75,709	82.0	\$ 75,366	82.1	\$ 77,623	81.6	\$ 88,821	78.9	\$ 89,654	78.7	\$ 90,551	78.5
Hercules	\$ 328,199	\$ 58,980	81.8	\$ 67,381	79.5	\$ 68,940	79.1	\$ 80,122	75.7	\$ 78,796	76.0	\$ 77,460	76.4	\$ 78,454	76.1	\$ 78,957	75.9	\$ 91,655	72.1	\$ 90,921	72.3	\$ 91,830	72.0
Lafayette	\$ 483,082	\$ 59,882	86.9	\$ 67,742	85.3	\$ 67,662	85.3	\$ 78,106	83.0	\$ 79,105	83.6	\$ 77,685	83.9	\$ 76,919	84.1	\$ 75,849	84.3	\$ 87,148	82.0	\$ 86,543	82.1	\$ 87,408	81.9
Martinez	\$ 718,249	\$ 88,997	85.8	\$ 100,719	83.9	\$ 101,115	83.9	\$ 115,986	82.3	\$ 115,652	83.9	\$ 112,583	84.3	\$ 111,708	84.4	\$ 111,692	84.4	\$ 127,366	82.3	\$ 127,117	82.3	\$ 128,388	82.1
Moraga	\$ 297,018	\$ 39,199	86.4	\$ 44,882	87.4	\$ 44,777	87.4	\$ 51,729	82.2	\$ 50,897	82.9	\$ 51,416	82.7	\$ 51,020	82.8	\$ 51,764	82.6	\$ 58,878	80.2	\$ 58,551	80.3	\$ 59,136	80.1
Oakley	\$ 577,736	\$ 92,342	81.4	\$ 109,102	78.4	\$ 110,623	78.1	\$ 127,083	75.8	\$ 125,474	78.3	\$ 128,830	77.7	\$ 130,114	77.5	\$ 134,767	76.7	\$ 156,824	72.9	\$ 159,550	72.4	\$ 161,145	72.1
Orinda	\$ 394,308	\$ 44,308	88.4	\$ 50,959	86.7	\$ 50,842	86.7	\$ 58,451	84.6	\$ 58,517	85.2	\$ 57,675	85.4	\$ 57,870	85.3	\$ 58,945	85.1	\$ 67,006	83.0	\$ 66,948	83.0	\$ 67,617	82.9
Pinole	\$ 327,474	\$ 45,103	85.7	\$ 50,932	84.0	\$ 50,950	84.0	\$ 58,564	81.7	\$ 58,586	82.1	\$ 59,180	81.9	\$ 58,752	82.1	\$ 56,373	82.8	\$ 63,587	80.6	\$ 63,463	80.6	\$ 64,097	80.4
Pittsburg	\$ 1,257,906	\$ 160,997	85.5	\$ 184,324	83.5	\$ 187,468	83.2	\$ 221,172	81.5	\$ 217,966	82.7	\$ 225,496	82.1	\$ 225,976	82.0	\$ 227,439	81.9	\$ 260,737	79.3	\$ 261,934	79.2	\$ 264,553	79.0
Pleasant Hill	\$ 500,440	\$ 81,327	83.5	\$ 92,620	81.2	\$ 93,057	81.1	\$ 106,764	78.3	\$ 105,331	79.0	\$ 103,969	79.2	\$ 103,536	79.3	\$ 102,970	79.4	\$ 116,401	76.7	\$ 116,348	76.8	\$ 117,512	76.5
Richmond		\$ 255,550		\$ 300,003		\$ 300,153		\$ 337,837		\$ 331,830		\$ 337,442		\$ 334,059		\$ 346,470		\$ 395,653		\$ 393,276		\$ 397,208	
San Pablo	\$ 444,697	\$ 70,776	83.2	\$ 83,792	80.1	\$ 83,380	80.2	\$ 96,184	77.4	\$ 95,601	78.5	\$ 95,310	78.6	\$ 94,157	78.8	\$ 95,356	78.6	\$ 109,096	75.5	\$ 108,450	75.6	\$ 109,535	75.4
San Ramon	\$ 1,255,004	\$ 187,024	84.2	\$ 212,987	82.3	\$ 216,284	82.0	\$ 251,605	78.4	\$ 252,268	79.9	\$ 252,187	79.9	\$ 254,383	79.7	\$ 253,658	79.8	\$ 288,833	77.0	\$ 287,888	77.1	\$ 290,767	76.8
Walnut Creek	\$ 1,317,788	\$ 159,187	86.6	\$ 190,306	84.0	\$ 190,571	84.0	\$ 215,144	82.0	\$ 210,694	84.0	\$ 214,995	83.7	\$ 216,327	83.6	\$ 211,506	83.9	\$ 241,345	81.7	\$ 242,217	81.6	\$ 244,639	81.4
CC County	\$ 3,665,938	\$ 400,713	88.3	\$ 465,102	87.0	\$ 465,739	87.0	\$ 525,212	84.9	\$ 521,037	85.8	\$ 528,710	85.6	\$ 529,080	85.6	\$ 535,464	85.4	\$ 607,536	83.4	\$ 608,006	83.4	\$ 614,087	83.2
Total	\$ 16,177,440																						
¹ Total Stormwater Utility Assessment (SUA) revenue based on FY 2023/24. SUA revenue may increase annually due to new development activity. ² Allocation of costs based on CA Department of Finance Population Figures - January 1, 2015. ³ Allocation of costs based on CA Department of Finance Population Figures - January 1, 2016. ⁴ Allocation of costs based on CA Department of Finance Population Figures - January 1, 2017. ⁵ Allocation of costs based on CA Department of Finance Population Figures - January 1, 2018. ⁶ Allocation of costs based on CA Department of Finance Population Figures - January 1, 2019. ⁷ Allocation of costs based on CA Department of Finance Population Figures - January 1, 2020. ⁸ Allocation of costs based on CA Department of Finance Population Figures - January 1, 2021. ⁹ Allocation of costs based on CA Department of Finance Population Figures - January 1, 2022. ¹⁰ Allocation of costs based on CA Department of Finance Population Figures - January 1, 2023. ¹¹ Allocation of costs based on CA Department of Finance Population Figures - January 1, 2024. ¹² Percentage of Stormwater Utility Assessment (SUA) revenue Returned-to-Source (RTS). = No SUA. Stormwater funding from other sources.																							

**CONTRA COSTA CLEAN WATER PROGRAM
GROUP COSTS METHODOLOGY & ALLOCATION
FOR FISCAL YEAR 2025/26**

City/County/State	January 1, 2023	January 1, 2024 ⁽¹⁾	Percent Change	Prorated % of Program ⁽²⁾	SUA Budget ⁽³⁾ Allocation
CONTRA COSTA COUNTY	1,145,274	1,146,626	0.12%		\$ 4,000,000
ANTIOCH	115,282	115,632	0.3	10.08%	\$ 403,382
BRENTWOOD	64,496	64,811	0.5	5.65%	\$ 226,093
CLAYTON	10,687	10,683	0.0	0.93%	\$ 37,268
CONCORD	121,663	121,513	-0.1	10.60%	\$ 423,898
DANVILLE	42,736	42,567	-0.4	3.71%	\$ 148,495
EL CERRITO	25,409	25,700	1.1	2.24%	\$ 89,654
HERCULES	26,202	26,063	-0.5	2.27%	\$ 90,921
LAFAYETTE	24,823	24,808	-0.1	2.16%	\$ 86,543
MARTINEZ	36,425	36,439	0.0	3.18%	\$ 127,117
MORAGA	16,858	16,784	-0.4	1.46%	\$ 58,551
OAKLEY	44,929	45,736	1.8	3.99%	\$ 159,550
ORINDA	19,231	19,191	-0.2	1.67%	\$ 66,948
PINOLE	18,278	18,192	-0.5	1.59%	\$ 63,463
PITTSBURG	74,736	75,085	0.5	6.55%	\$ 261,934
PLEASANT HILL	33,447	33,352	-0.3	2.91%	\$ 116,348
RICHMOND	113,122	112,735	-0.3	9.83%	\$ 393,276
SAN PABLO	31,163	31,088	-0.2	2.71%	\$ 108,450
SAN RAMON	82,754	82,525	-0.3	7.20%	\$ 287,888
WALNUT CREEK	69,010	69,433	0.6	6.06%	\$ 242,217
UNINCORP. COUNTY	174,023	174,289	0.2	15.20%	\$ 608,006
				100.00%	\$ 4,000,000

1. Population estimate based on State of California Department of Finance (E-1) City/County projections- January 1, 2025.
Figures are updated in May of each year.
2. Percentages based on prorata of population.
3. SUA funds allocated for budget purposes, which by policy is set at \$4M.

TO: BOARD OF SUPERVISORS, AS THE GOVERNING BODY OF CONTRA COSTA
COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT

FROM: J. MICHAEL WALFORD, CHIEF ENGINEER

DATE: June 22, 1993

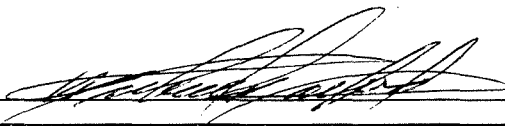
SUBJECT: CHIEF ENGINEER'S REPORT ON FORMATION OF STORMWATER UTILITY AREAS AND
ADOPTION OF ANNUAL ASSESSMENTS

SPECIFIC REQUEST(S) OR RECOMMENDATION(S) & BACKGROUND AND JUSTIFICATION

I. **Recommended Action:**

1. ACCEPT Chief Engineer's report on the tabulation of the protests against the proposed Stormwater Utility Assessments;
2. FIND that the number of protests received for each Stormwater Utility Area represent less than fifty (50) percent of the area;
3. DETERMINE the formation of the Stormwater Utility Areas is not subject to the California Environmental Quality Act (CEQA) pursuant to Section 15061 (b)(3) Article 5, CEQA Guidelines. DIRECT the Community Development Director to file a notice of Exemption.
4. APPROVE the resolutions establishing the seventeen (17) Stormwater Utility Areas; and
5. ADOPT the Ordinance establishing Stormwater Utility Assessments in the seventeen (17) Stormwater Utility Areas with the stipulation that the Equivalent Runoff Unit (ERU) rate for the unincorporated County area shall be \$16.20 for Fiscal Year 1993-94 (a ten percent reduction from the proposed rate of \$18/ERU.)

Continued on Attachment: X

SIGNATURE: 

☐ RECOMMENDATION OF COUNTY ADMINISTRATOR
☐ RECOMMENDATION OF BOARD COMMITTEE
☐ APPROVE ☐ OTHER

SIGNATURE(S):

ACTION OF BOARD ON JUN 22 1993 APPROVED AS RECOMMENDED X OTHER ☐

VOTE OF SUPERVISORS

X UNANIMOUS (ABSENT ☐)
AYES: ☐ NOES: ☐
ABSENT: ☐ ABSTAIN: ☐

MFK:lv:fp:sj
c:NPDES\22.t6

Orig. Div: Public Works (FC)
Contact: Milton Kubicek, 313-2203
cc: County Administrator
County Auditor
County Counsel
PW - Flood Control

I hereby certify that this is a true and correct copy of
an action taken and entered on the minutes of the
Board of Supervisors on the date shown.

ATTESTED: JUN 22 1993
PHIL BATCHELOR, Clerk of the Board
of Supervisors and County Administrator

By Barbara Sidari, Deputy

II. Financial Impact:

The proposed Stormwater Utility Assessments will raise approximately \$8,052,900 to fund the National Pollutant Discharge Elimination System (NPDES) permit activities including drainage system maintenance for the following cities and unincorporated Contra Costa County areas:

Antioch	El Cerrito	Moraga	Pleasant Hill
Clayton	Hercules	Orinda	San Pablo
Concord	Lafayette	Pinole	San Ramon
Danville	Martinez	Pittsburg	Walnut Creek

III. Reasons for Recommendations and Background:

Contra Costa County, its incorporated cities and the Contra Costa County Flood Control and Water Conservation District decided approximately two years ago to collectively apply for a Joint Municipal National Pollutant Discharge Elimination System (NPDES) Permit. This is federally mandated through the Clean Water Act which was amended in 1987 to specifically address stormwater pollution. There are three parts to the Permit. The Part I Application representing reconnaissance level activities by each municipality was submitted to the San Francisco Bay and Central Valley Regional Water Quality Control Boards on May 18, 1992. The Part II Application represented the development of each municipality's Stormwater Management Plan which was submitted to the Regional Boards on May 17, 1993. The Stormwater Management Plan seeks to reduce or radically eliminate pollutants from entering or reaching the storm sewer system. The third phase of the process is the actual promulgation of the Permit.

The Permit is for five years (1993 to 1998) requiring each municipality to implement their approved Stormwater Management Plan. The Regional Boards have indicated the need for a "restricted" funding source to finance implementation costs. Therefore, Contra Costa County proposed legislation providing a financing option for municipalities to use through the Contra Costa County Flood Control and Water Conservation District. The bill, AB 2768 (Campbell), was passed by the legislature and signed by Governor Pete Wilson on August 30, 1992. The legislation specifically allows a municipality to request formation of a Stormwater Utility Area within their incorporated boundaries and establish an assessment to pay for implementation costs.

The Board of Supervisors, acting as the Contra Costa County Flood Control and Water Conservation District, provided public notice to all affected property owners before considering the establishment of the Stormwater Utility Areas and assessments. The Board of Supervisors acting on behalf of Contra Costa County has also taken specific actions establishing the Stormwater Utility Area and assessment for the unincorporated portion of the County. Should there be a fifty percent (50%) protest against the Stormwater Utility Areas formations and assessments, the Board of Supervisors would have to abandon this form of financing. Due to the inability to create any new assessments for the 1993-94 Fiscal Year, the likely alternative funding source would be the General Fund.

Public notices were sent to approximately 238,234 parcel owners. State legislation (SB1977 - Bergeson) requires at least 45 day notice to parcel owners before the governing board considers any new or increased assessments. This requirement was met and informed parcel owners of two public hearings which were held on June 10 and 15, 1993. Approximately 28,170 recorded protests have been received. This represents approximately 11.8% of the total number of parcel owners who received public notices. The recorded protest includes those legally acceptable and those that appear acceptable but presently are questionable. The reason this figure is used is to provide a "worse case" scenario to the Board of Supervisors regarding the amount of protests per stormwater utility area. A copy of all written protests are retained in the office of the Contra Costa County Clerk of the Board located at 651 Pine Street, Martinez, California. A majority protest by the owners of more than 50% in area of the territories to be included in the stormwater utility area would cause the assessment to be abandoned for that particular area. This has not occurred. The following two charts highlight the total "assessable" and "total" area per stormwater utility area:

Tax Rate Area	Area Protested	Total Assessable Area	Percentage*
01 City of Antioch	806	5,542	14.5
02 City of Concord	1,278	8,235	15.5
03 City of El Cerrito	150	1,801	8.3
04 City of Hercules	165	1,380	12.0
05 City of Martinez	703	3,392	20.7
06 City of Pinole	191	1,570	12.2
07 City of Pittsburg	775	3,964	19.5
09 City of Walnut Creek	785	5,979	13.1
11 City of San Pablo	194	1,408	13.8
12 City of Pleasant Hill	419	2,830	14.8
13 City of Clayton	138	1,307	10.5
14 City of Lafayette	587	4,833	12.1
15 Town of Moraga	599	2,386	25.1
16 Town of Danville	501	4,548	11.0
17 City of San Ramon	577	3,677	15.7
18 City of Orinda	361	3,440	10.5
50 Unincorporated County	5,358	31,050	17.2

Tax Rate Area	Area Protested	Total Area	Percentage*
01 City of Antioch	806	18,000	4.4
02 City of Concord	1,278	14,954	8.5
03 City of El Cerrito	150	2,706	5.5
04 City of Hercules	165	4,115	4.0
05 City of Martinez	703	7,196	9.7
06 City of Pinole	191	3,105	6.1
07 City of Pittsburg	775	10,221	7.5
09 City of Walnut Creek	785	14,511	5.4
11 City of San Pablo	194	1,711	11.3
12 City of Pleasant Hill	419	3,708	11.3
13 City of Clayton	138	3,185	4.3
14 City of Lafayette	587	9,583	6.1
15 Town of Moraga	599	9,579	6.2
16 Town of Danville	501	11,037	4.5
17 City of San Ramon	577	9,351	6.1
18 City of Orinda	361	10,521	3.4
50 Unincorporated County	5,358	417,315	1.2

The "total assessable area" provides the worse case scenario for determining if a majority protest exists. Based on these amounts, a majority protest does not exist for any stormwater utility area.

The process used to record protests included a specific database based on the 1992 equalized tax roll indicating parcel ownership, address, notification address, acreage, land use, proposed assessment, etc. Two "hotlines" were established so the general public could have immediate access to information. During the ten weeks between mailing of the public notices and the June 15th public hearing, approximately 500 telephone call were received. Two trained operators were able to handle the majority of the problems. Questions that were encountered were based primarily on the accuracy of the Land Information and the Public Works Automated Mapping Systems. These included problems dealing with parcel ownership, acreage of the parcel and the appropriate land use. Should the Board of Supervisors approve the Stormwater Utility Areas and Assessments than field inspection activities would immediately commence. All known problems will be reviewed and corrections made prior to the promulgation of the assessments for the 1993-94 Fiscal Year. Specific problems pertaining to reclamation districts, the Oakley-Knightsen area and St. Mary's College will be resolved prior to this promulgation.

IV. Consequences of Negative Action:

The Environmental Protection Agency promulgated the National Pollutant Discharge Elimination Discharge System (NPDES) Permit Application Regulations for stormwater discharges on November 16, 1990 (40 CFR Parts 122, 123 and 124). Contra Costa County and the City of Concord were specifically identified in the Federal Register as needing a Municipal NPDES Permit. The legislation also permitted the State of California to make a finding if stormwater discharge was a "... significant contributor of pollutants to the waters of the United States" then these municipalities would also need to obtain a Municipal NPDES Permit. Such a finding was made requiring all municipalities within the San Francisco Bay Regional Water Quality Control Board's jurisdiction in Contra Costa County to obtain Municipal NPDES Permits.

All affected municipalities excluding the City of Richmond have opted to utilize the financing method contained in Assembly Bill 2768 (Campbell). This means each municipality is specifically requesting the formation of a Stormwater Utility Area within their incorporated boundaries, have established an assessment for Fiscal Year 1993-94 and set a maximum rate of assessment. Should the Board of Supervisors acting as the Contra Costa County Flood Control and Water Conservation District fail to proceed with this assessment, then it would create immediate financial chaos. All participating municipalities are expecting the Board of Supervisors to approve the formation of Stormwater Utility Areas and assessments if a majority protest does not materialize. If the AB 2768 financing mechanism is not implemented, then municipalities would need to resort to general revenue financing. This would further exasperate the financial dilemma all municipalities are facing with cut-backs from the State to local governments.

ORDINANCE NO. 93-47

AN ORDINANCE OF THE CONTRA COSTA COUNTY FLOOD CONTROL
AND WATER CONSERVATION DISTRICT
IMPOSING STORM WATER UTILITY ASSESSMENTS FOR
STORMWATER UTILITY AREAS:

1-(Antioch), 2-(Clayton), 3-(Concord), 4-(Danville), 5-(El Cerrito),
6-(Hercules), 7-(Lafayette), 8-(Martinez), 9-(Moraga), 10-(Orinda),
11-(Pinole), 12-(Pittsburg), 13-(Pleasant Hill), 14-(San Pablo),
15-(San Ramon), 16-(Walnut Creek), and 17-(Unincorporated County)

The Board of Supervisors of Contra Costa County, acting as the governing board of the Contra Costa County Flood Control and Water Conservation District, ordains as follows:

ARTICLE I

Section 1. Title.

This Ordinance shall be known as the "Stormwater Utility Assessment Ordinance" of the Contra Costa County Flood Control and Water Conservation District.

Section 2. Purpose.

The United States Environmental Protection Agency (the "EPA") has, consistent with Section 402 of the Federal Clean Water Act, as amended, promulgated the National Pollutant Discharge Elimination System Regulations (the "NPDES Regulations") pursuant to which the EPA, through the appropriate California Regional Water Quality Control Board (the "CRWQCB"), has required the Contra Costa County Flood Control and Water Conservation District (the "District") and other affected public entities to secure a National Pollutant Discharge Elimination System Stormwater Permit (the "NPDES Permit") and to develop, implement and manage identified programs dealing with stormwater runoff. The parcels of land within the respective watersheds within the District's jurisdiction for which a NPDES Permit is required will benefit from these programs. Further, the local drainage facilities falling under the NPDES program requires routine maintenance if they are to continue to serve the developed areas for which they were installed. Collectively, these two activities, NPDES and general drainage maintenance, represent the city's and County's stormwater management Programs. The Board of Supervisors of the District has determined, pursuant to the Contra Costa County Flood Control and Water Conservation Act (the "District Act"), which is Chapter 63, Section 12.8, as amended, of the California Water Code Appendix, to form certain Stormwater Utility Areas in which the

District will annually levy assessments to pay the cost of these programs required by the NPDES Permit. The Board of Supervisors of the District, consistent with Sections 11 and 12.8 of the District Act and Section 54954.6 of the Government Code, held noticed public hearings at which time all testimony, oral and written, was considered. At the conclusion of the public hearings, the Board of Supervisors of the District adopted resolutions forming the Stormwater Utility Areas. The provisions of this Ordinance confirming the formation of the Stormwater Utility Areas and providing for the annual levy of a Utility Assessment are consistent with the District Act and the reports prepared by the Chief Engineer of the District and accepted by the Board of Supervisors of the District.

The Board of Supervisors of the District finds that the Utility Assessment to be annually levied shall be based on the proportional amount of impervious surface on each lot or Parcel within the Stormwater Utility Area. Revenues derived from the Utility Assessments shall be applied exclusively to pay the District's administrative costs in collecting the assessments and the respective city or County stormwater management Program costs for the Stormwater Utility Area in which they are collected.

ARTICLE II

DEFINITIONS

Unless otherwise specifically provided or required by the context, certain terms or expressions used herein have the meanings set forth below:

- a. "Board of Supervisors" means the Board of Supervisors of the Contra Costa County Flood Control and Water Conservation District.
- b. "Chief Engineer" means the Chief Engineer of the Contra Costa County Flood Control and Water Conservation District.
- c. "County" means the County of Contra Costa, State of California.
- d. "CRWQCB" means the California Regional Water Quality Control Board for the region in which the Stormwater Utility Area has been formed.
- e. "District" means the Contra Costa County Flood Control and Water Conservation District.
- f. "District Act" means the Contra Costa County Flood Control and Water Conservation District Act, which is codified in West's California Water Code Appendix, Chapter 63, as amended from time to time.

- g. "EPA" means the United States Environmental Protection Agency, which pursuant to the Clean Water Act of 1972, as amended by the Water Quality Act of 1987, has jurisdiction to establish the National Pollutant Discharge Elimination System (NPDES) and promulgate regulations pursuant thereto.
- h. "NPDES Permit" means the permit, issued by the CRWQCB, dealing with stormwater runoff in association with the National Pollutant Discharge Elimination System (NPDES) and the regulations promulgated by the EPA.
- i. "NPDES Regulations" means the final regulations dated November 16, 1990, and any subsequent amendments thereto promulgated by the EPA governing the National Pollutant Discharge Elimination System (NPDES).
- j. "Ordinance" means this Ordinance No. 93-47 of the Contra Costa County Flood Control and Water Conservation District.
- k. "Parcel" means a parcel of property identified by Assessor parcel number as shown on the equalized tax rolls of the County of Contra Costa, State of California.
- l. "Program" means all the activities required under or in connection with the NPDES Permit, including without limitation drainage system maintenance and Program administration.
- m. "Stormwater Utility Area" means a benefit assessment area formed pursuant to Section 12.8 of the District Act by the Board of Supervisors and identified in Article III of this Ordinance.
- n. "Utility Assessment" means the annual assessment to be levied on each Parcel within a Stormwater Utility Area pursuant to Article V of this Ordinance.

ARTICLE III

FORMATION OF STORMWATER UTILITY AREAS

Section 1. Formation of Stormwater Utility Areas.

Pursuant to Sections 11 and 12.8 of the District Act and Section 54954.6 of the Government Code, the Board of Supervisors noticed public hearings to consider the establishment of individual Stormwater Utility Areas for each of the 16 cities and the unincorporated County area to fund Program costs. At the conclusion of the hearings, the Board of Supervisors adopted Resolutions Nos. 93/352, 93/353, 93/354, 93/355, 93/356, 93/357, 93/358, 93/359, 93/360, 93/361, 93/362, 93/363, 93/364, 93/365, 93/366, 93/367, and 93/368, which formed, respectively, Stormwater Utility Areas 1-(Antioch), 2-

(Clayton), 3-(Concord), 4-(Danville), 5-(El Cerrito), 6-(Hercules), 7-(Lafayette), 8-(Martinez), 9-(Moraga), 10-(Orinda), 11-(Pinole), 12-(Pittsburg), 13-(Pleasant Hill), 14-(San Pablo), 15-(San Ramon), 16-(Walnut Creek), and 17-(Unincorporated County). The legal boundary of each Stormwater Utility Area shall be congruent with the legal boundary of the associated city or County entity as of July 1st of each year in which a Utility Assessment is levied.

Section 2. Additional Stormwater Utility Areas.

The District may form additional Stormwater Utility Areas, if requested by resolution of the governing board of the area to be formed. To form an additional Stormwater Utility Area, the District shall comply with provisions of the District Act then governing the formation of a Stormwater Utility Area.

ARTICLE IV

**REPORT OF CHIEF ENGINEER; HEARING THEREON;
CONFIRMATION OF UTILITY ASSESSMENT BY THE
BOARD OF SUPERVISORS**

Section 1. Report.

The Chief Engineer shall cause to be prepared annually a written report indicating, for each Stormwater Utility Area, the Utility Assessment to be levied, as requested by the city or County governing board having jurisdiction over the area defined by the Stormwater Utility Area and shall file the report with the Clerk of the Board of Supervisors.

Section 2. Content of the Report.

The report shall contain the District's estimate of its administrative costs and the Program costs for the respective city or County agency for each of the Stormwater Utility Areas for the ensuing fiscal year. Said estimate of costs shall be apportioned to each Parcel on the basis of proportionate impervious surface assignable to each Parcel to be assessed. Only Parcels not otherwise exempted by this Ordinance or the NPDES Regulations shall have a Utility Assessment levied on them. The report shall identify all Parcels by Assessor parcel number on which a Utility Assessment is to be levied and the amount of the assessment.

Section 3. Resolution Accepting Report and Noticing Public Hearing.

Upon the report being filed with the Clerk of the Board of Supervisors, the Board of Supervisors is, by resolution, to accept, if appropriate, the report and to set a date, time

and place for a hearing on said report. Notice of the hearing date shall be given as required by applicable law.

Section 4. Hearing.

The Board of Supervisors shall hear the matter on the date and at the time specified in the notice, or as continued for good cause. At the hearing, the Board of Supervisors shall hear and consider all testimony, oral and written, presented, including all written protests. At the conclusion of the hearing, the Board of Supervisors may revise, change, reduce or modify any Utility Assessment and shall determine an appropriate rate for each Stormwater Utility Area identified in the report. Thereafter, by resolution, it shall confirm the assessments. Such confirming resolutions shall be adopted no later than August 10 of each fiscal year in which the Utility Assessment is to be levied and collected.

Section 5. Enrollment.

The District shall provide certified copies of the confirming resolutions and the roll of confirmed Utility Assessments, in an acceptable format, to the Auditor-Controller of the County on or before August 10 of each fiscal year.

ARTICLE V

LEVY OF UTILITY ASSESSMENT

Section 1. Determination of the Amount to Be Assessed.

The District shall estimate, for the fiscal year in which the Utility Assessment is to be levied, the total number of Equivalent Runoff Units and the administrative costs for each Stormwater Utility Area. The administrative costs shall be combined with the costs of implementing the city or County Program for the various Stormwater Utility Areas. This total cost is to be apportioned among the Parcels within each respective Stormwater Utility Area in direct proportion to the number of Equivalent Runoff Units assigned to each Parcel. The Utility Assessment levied and collected within each Stormwater Utility Area may only be applied toward the costs incurred for Program costs for the Stormwater Utility Area. If, at the conclusion of any fiscal year, there remains in the account for a Stormwater Utility Area unexpended funds, the remaining balance shall be applied toward the estimated costs for the next fiscal year. Utility Assessments levied and collected pursuant to this Ordinance may not be applied toward any other costs or expenses of the District or the city or County receiving funds from the Stormwater Utility Area nor may they be applied to the costs of a Stormwater Utility Area other than the Stormwater Utility Area for which they were levied and collected.

Section 2. Determination of Equivalent Runoff Unit and Amount of Utility Assessment to Be Levied.

- a. Equivalent Runoff Unit. The Chief Engineer has submitted a report entitled "Report on Stormwater Utility Assessment" and dated March 1993. The report establishes standard impervious surface amounts for various land uses and Parcel sizes and establishes Equivalent Runoff Units (ERUs) for each type of land use. The report and the standard amounts specified therein are adopted by the Board and are incorporated herein by reference. The standard against which all property is to be measured shall be a single-family residential Parcel of 8,900 square feet in size to which a standard of 3,300 square feet of impervious surface is ascribed and shall be called a Equivalent Runoff Unit (ERU). All other land uses shall be compared to this standard and the number of Equivalent Runoff Units assigned to the Parcel shall be in direct proportion to 3,300 square feet of impervious surface (SFIS). The number of Equivalent Runoff Units per Parcel for each of the classes listed in subsection (b) below are as follows:

Group A	1.0 ERU/unit	Group G	7 ERU/acre
Group B	.7 ERU/unit	Group H	9 ERU/acre
Group C	1.7 ERU/unit	Group I	10 ERU/acre
Group D	.2 ERU/acre	Group J	12 ERU/acre
Group E	1.5 ERU/acre	Group K	1 ERU/3,300 SFIS
Group F	4.5 ERU/acre	Group L	Exempt

- b. Classification of Parcels. All Parcels shall be assigned to one of the following classifications based on land use:

- Group A: Single family residential on a Parcel having an area between 5,000 square feet and 20,000 square feet.
- Group B: Single family residential on a Parcel having an area less than 5,000 square feet and all multiple family residential Parcels.
- Group C: Single family residential on a Parcel having an area greater than 20,000 square feet.
- Group D: Golf courses and cemeteries.
- Group E: Miscellaneous improvements creating less than 25 percent impervious surfaces by Parcel area.
- Group F: Miscellaneous improvements creating between 25 percent and 50 percent impervious surfaces by Parcel area.

Group G: Community centers, churches, schools and cultural facilities.

Group H: Office buildings, medical-dental offices, financial buildings, research and development offices, miscellaneous industrial improvements, convalescent hospitals and rest homes, mortuaries, fraternal and service organization buildings, retirement housing complex.

Group I: Hotels, motels, and mobile home parks.

Group J: Mini warehouses, industrial parks, light industrial parks, heavy industry, utility properties (corporation yards), bowling alleys, theaters, restaurants, car lots, hospitals, convenience markets, supermarkets, shopping centers, drive-in restaurants, parking facilities, service stations and car washes.

Group K: Boat marinas, partially developed properties.

Group L: Vacant land, agricultural land, and government-owned properties used for public purposes.

c. Exempted Land Uses. All land uses expressly exempted by the NPDES Regulations will be exempted from the levy of a Utility Assessment pursuant to this Ordinance. Those land uses exempted are:

- (1) Agricultural uses, including dairies, poultry, livestock, groves, orchards, row crops, field crops, vines or dry farming.
- (2) Vacant, undeveloped Parcels.
- (3) Publicly-owned Parcels which are Parcels owned by a federal, state or local public entity or agency and used for public purposes.

d. Determination of Equivalent Runoff Units Per Parcel. Once a Parcel is classified and its acreage or number of units is determined, the appropriate standard Equivalent Runoff Unit amount for the classification will be multiplied by the acreage or the number of units to determine the total Equivalent Runoff Units for the Parcel.

e. Determination of Utility Assessment to Be Levied Per Equivalent Runoff Unit. The aggregate number of Equivalent Runoff Units within a Stormwater Utility Area will be divided into the estimated Program costs for the Stormwater Utility Area to determine the amount of Utility Assessment to be levied per Equivalent Runoff Unit. The Utility Assessment to be levied on a Parcel is determined by the number of Equivalent Runoff Units ascribed to the Parcel and the assessment value of each unit.

- f. Maximum Utility Assessment to Be Levied Per Equivalent Runoff Unit. The Board hereby adopts the following maximum amounts of annual Utility Assessment per Equivalent Runoff Unit that can be levied without further individual Parcel owner notification for each of the following Stormwater Utility Areas:

1-(Antioch)	\$25.00	10-(Orinda)	\$35.00
2-(Clayton)	\$29.00	11-(Pinole)	\$35.00
3-(Concord)	\$35.00	12-(Pittsburg)	\$30.00
4-(Danville)	\$30.00	13-(Pleasant Hill)	\$30.00
5-(El Cerrito)	\$38.00	14-(San Pablo)	\$45.00
6-(Hercules)	\$35.00	15-(San Ramon)	\$35.00
7-(Lafayette)	\$35.00	16-(Walnut Creek)	\$35.00
8-(Martinez)	\$30.00	17-(Unincorporated County)	\$30.00
9-(Moraga)	\$35.00		

- g. Utility Assessment to Be Levied for Fiscal Year 1993-94. The Utility Assessment to be levied per Parcel in Fiscal Year 1993-94 in the various Stormwater Utility Areas shall be based on the assigned dollar amount for a single Equivalent Runoff Unit as indicated below:

1-(Antioch)	\$20.00	10-(Orinda)	\$23.00
2-(Clayton)	\$23.00	11-(Pinole)	\$29.40
3-(Concord)	\$26.00	12-(Pittsburg)	\$24.00
4-(Danville)	\$22.00	13-(Pleasant Hill)	\$25.00
5-(El Cerrito)	\$14.00	14-(San Pablo)	\$33.00
6-(Hercules)	\$26.00	15-(San Ramon)	\$23.00
7-(Lafayette)	\$15.00	16-(Walnut Creek)	\$27.50
8-(Martinez)	\$20.00	17-(Unincorporated County)	\$16.20
9-(Moraga)	\$25.00		

ARTICLE VI

COLLECTION OF UTILITY ASSESSMENT

Section 1. Collection by Treasurer/Tax Collector.

The confirmed Utility Assessment for each Parcel shall appear as a separate item on the tax bill issued by the Treasurer/Tax Collector of the County. The Utility Assessment shall be levied and collected at the same time and in the same manner as the general ad valorem property taxes and shall be subject to the same penalties and the same procedures for sale in case of delinquency. If, for the first year the Utility Assessment is levied, the property on which the Utility Assessment is levied has been transferred or conveyed to a bona fide purchaser for value, or if a lien of a bona fide encumbrancer for

value has been created and attached thereon, prior to the date on which the first installment of ad valorem property taxes would become delinquent, the Utility Assessment shall not result in a lien against the real property but shall be transferred to the unsecured roll.

Section 2. Applicable Law.

All laws applicable to the levy, collection and enforcement of ad valorem property taxes shall be applicable to Utility Assessments, except as otherwise provided herein.

Section 3. Validity of Utility Assessment Not Affected by Time Limits.

Failure to meet the time limits set forth in this Ordinance for whatever reason shall not invalidate any Utility Assessment levied hereunder.

ARTICLE VII

CORRECTION OR CHANGE TO THE TAX ROLL

Section 1. Initiation of the Correction or Change.

A correction or change to the tax roll with respect to a Utility Assessment may be made by the Chief Engineer, either on his/her own initiative, or on application by a property owner (the "Assessee").

Section 2. Initiation by Flood Control Engineer.

The Chief Engineer may initiate a correction or change to the tax roll at any time within two (2) years of the date of the resolution or ordinance of the Board of Supervisors confirming Utility Assessments placed upon the tax roll.

Section 3. Initiation by the Assessee.

The Assessee may initiate a correction or change to the tax roll by filing a written application with the Chief Engineer within sixty (60) days following his/her receipt of the tax bill reflecting the Utility Assessment. The application shall contain or include the following information, together with such additional information deemed relevant by the Assessee or requested by the Chief Engineer:

- a. Assessor parcel number.
 - b. Gross acreage.
 - c. Use of property as of the preceding March 1.
 - d. Copy of the tax bill containing the benefit assessment.
- 1e in date*

- e. Basis for requested correction or change.

Section 4. Categories of Corrections or Changes.

Upon approval of the Chief Engineer, corrections or changes shall be made with respect to:

- a. Ownership of a Parcel;
- b. Address of an owner of a Parcel;
- c. Subdivision of an existing Parcel;
- d. Land use category of all or part of a Parcel;
- e. Computation of the area of a Parcel;
- f. Erroneous computation of the Utility Assessment.

Corrections to the tax roll shall not be valid unless and until approved by the Board of Supervisors. All corrections or changes must be reported by the Chief Engineer to the Auditor-Controller of the County, who shall (1) refund the amount of the assessment overcharge by check without amendment of the bill if the amount of overcharge is less than one hundred dollars, or (2) prepare an amended billing to correct the overcharge, as the case may be. The Chief Engineer shall give written notice to the Assessee of the action taken on the application.

If the Assessee disagrees with the Chief Engineer's determination, he/she may file an appeal with the Stormwater Utility Assessment Appeal Board within thirty (30) days after receipt of the written notice. The appeal shall be initiated by a written letter submitted to the Stormwater Utility Assessment Appeal Board, c/o the Chief Engineer for refund of all or part of the Stormwater Utility Assessment. The Stormwater Utility Assessment Appeal Board shall contain at least three members and shall be appointed by the Board of Supervisors.

If the Assessee disagrees with the Stormwater Utility Assessment Appeal Board's determination, he/she may file an appeal with the Board of Supervisors within thirty (30) days after receipt of the written notice. The appeal shall be initiated by a written application filed with the Clerk of the Board of Supervisors for refund of all or part of the Utility Assessment. The application shall include payment of a one hundred dollar appeal fee which shall be returned if the Assessee's appeal is upheld by the Board. The decision of the Board of Supervisors shall be final and shall complete the administrative process. Any further action by the Assessee for recovery of any part of the Utility Assessment shall be by complaint for refund filed in the Superior Court.

ARTICLE VIII

EFFECTIVE DATE OF ORDINANCE

This Ordinance shall become effective thirty (30) days after passage, and within fifteen (15) days of passage, shall be published once with the names of the Supervisors voting for and against it in the Contra Costa Times, a newspaper of general circulation published in this County.

PASSED and ADOPTED on June 22, 1993 by the following vote:

AYES:	Supervisors Powers, Smith, Bishop, McPeak and Torlakson
NOES:	None
ABSENT:	None
ABSTAIN:	None

Attest: Phil Batchelor, Clerk of the Board
of Supervisors and County Administrator

By: Barbara Sidasi
Deputy

Tom Torlakson
Board Chair

MFk:lv:drg
a:npdes\ordinance
(June 22, 1993)



**SUPPLEMENTAL AGENDA MATERIALS
CITY COUNCIL MEETING
March 18, 2025**

REGULAR CITY COUNCIL MEETING (6:00 PM)

Public Comments (Not on the Agenda and Consent Calendar)

**Agenda Item No. 7.C. – Annual Progress Report for the General Plan & Housing
Element**

Revised report

**Agenda Item No. 9.B. – Annual Parcel Assessment for the National Pollutant Discharge
Elimination System (NPDES) Program and Drainage Maintenance
Activities for Fiscal Year 2025-26**

Presentation

From: [Cordell Hindler](#)
To: [City Clerk](#)
Subject: Public Comments
Date: Thursday, March 13, 2025 2:07:35 PM

Caution! This message was sent from outside your organization.

Hello Mayor Wysinger, Council Members and Staff,

I AM Submitting the Following comments into the record:

1. for a future Agenda, the Council Should invite the Rep from John Muir to Present on Mental Health
2. Also to invite Kristi McKenney to Present on the Port

Sincerely
Cordell

From: [Ali Scott](#)
To: [City Clerk](#)
Subject: Public comments – not on the agenda
Date: Monday, March 17, 2025 9:29:08 AM

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Hello!

My name is Ali and El Cerrito has been my home since 2017.

I love everything about my neighborhood, except one thing: the intersection of Richmond and Lincoln Streets.

This intersection has a two-way stop sign along Lincoln, giving the right of way to the drivers on Richmond and in my time living near here, I've witnessed countless near-accidents, I've heard tire squeals and honks almost daily, and unfortunately I have also witnessed both car accidents and a pedestrian hit just last week.

Lincoln is a major street for El Cerrito High School morning and afternoon traffic, as well as morning BART commuters and folks biking/driving to El Cerrito Plaza. This causes quite a backup with impatient drivers most school mornings, and I am concerned about pedestrian foot traffic along that intersection.

I propose a 4-way stop sign for this intersection.

Thank you for reading!

Richmond Street Neighbors Association
El Cerrito, CA 94530
March 18, 2025

El Cerrito City Council and City Clerk
10890 San Pablo Avenue
El Cerrito, CA 94530

Subject: Public Comments - not on the agenda.
Reconsidering the Richmond Street Complete Streets Improvement Project

Our Background

The Richmond Street Neighbors Association is a community organization of neighbors, volunteers and friends, dedicated to encouraging democracy and integrity in local planning and decision making to ensure our representatives act in the best interests of our communities as a whole. We believe in livability for everyone in our community, no matter who you are, where you live or what form of transportation you choose. Our association includes bicyclists, pedestrians, motorists, young families, older and disabled residents, professionals and retirees, and we all oppose the plans for our street.

We believe that our community is not just a place where we live, but it is something we actively create. Community residents are the experts on their own neighborhoods and know best what needs to happen to achieve greater safety and wellbeing. Residents are also the engines that make things work. Neighborhood changes and innovations need to be grounded in community-led information gathering to ensure that those most affected have a chance to define what quality of life means and how to best achieve it.

Introduction

The Richmond Street Complete Streets Improvement Project, as currently proposed, is deeply flawed and demands immediate reconsideration. While the project claims to enhance safety and accessibility, a deeper look reveals significant negative consequences for all El Cerrito residents. The plan not only disregards the needs of the entire community but also fails to deliver on its stated goals, raising concerns about equity, safety, environmental impact, property values, financial responsibility, and research integrity.

Community Voices Were Ignored

The City asserts that extensive community engagement was conducted; however, Richmond Street residents—the people most directly affected—were not adequately consulted. A survey conducted by the Richmond Street Neighbors Association revealed that 90% of the 205 households surveyed on Richmond Street oppose the project, with only 6.5% in favor. These numbers indicate a severe disconnect between the City's outreach and the actual concerns of residents. The Council's primary duty is to serve its community faithfully. Why, then, is this project still being pursued despite overwhelming opposition?

Discrimination Against the Elderly and Disabled

The project violates the Americans with Disabilities Act (ADA) by failing to account for residents with mobility challenges. Eliminating street parking in favor of bike lanes disproportionately harms those who rely on close access to their homes, such as seniors, disabled individuals, caregivers, and emergency responders. Without proper accommodations, these individuals face increased isolation and reduced independence. ADA compliance is not optional—the City must prioritize accessibility or risk costly legal challenges. Additionally, this issue extends beyond Richmond Street—if the City proceeds with this approach here, it sets a dangerous precedent that could impact all neighborhoods in El Cerrito.

A False Promise of Safety

The project's proposed changes will not improve safety but instead create new hazards for all El Cerrito residents using Richmond Street. Removing parking forces individuals to cross multiple lanes of traffic, increasing the likelihood of jaywalking and pedestrian injuries. The introduction of bike lanes will not bring about a reduction in accidents, as the 10 intersections and over 70 driveways on the one mile stretch between Moeser Lane and Hill Street remain high-risk areas for collisions. Moreover, traffic calming measures like chicanes hinder emergency response times and evacuation efforts, putting lives at risk throughout the city. True safety solutions should be evidence-based and address all road users fairly.

Not an Environmentally Sound Plan

While reducing carbon emissions is a commendable goal, this project will have the opposite effect. Increased congestion, double-parking, and drivers circling to find parking will result in higher greenhouse gas emissions. The assumption that bike lanes will significantly reduce car use is unfounded. If environmental sustainability is the objective, the City should explore more effective measures that do not come at the expense of El Cerrito residents' daily lives.

Harming Property Values and Livability

Property values are directly tied to accessibility and convenience. The removal of 60% of Richmond Street's street parking will devalue homes, deterring potential buyers who require adequate parking. Historical data indicates that insufficient parking can reduce home values by 10% or more, impacting homeowners' equity and the City's tax revenue. Additionally, for families with multiple vehicles or visitors, the lack of parking creates a daily burden, making neighborhoods less desirable places to live. If this project moves forward, it could encourage similar actions elsewhere in El Cerrito, affecting the entire city's housing market.

Financial Irresponsibility

The City is pursuing this project despite significant financial concerns. The cost of implementation and future maintenance far outweighs the projected benefits. Some cities in California, such as San Mateo, have reversed similar bike lane projects due to overwhelming community pushback and unforeseen expenses—at great cost. Furthermore, this project relies on grant funding, which, while beneficial, does not justify imposing a plan that negatively impacts the majority of tax-paying residents. At a time when

city resources should be allocated toward pressing infrastructure needs, this project represents financial irresponsibility that will burden El Cerrito residents for years to come.

Flawed Research

The City is basing its decisions on faulty data and misleading conclusions. Despite claims of heavy bicycle traffic on Richmond Street, actual usage data does not support this assertion. The surveys and studies used to justify this project have selectively interpreted data to fit a predetermined narrative, ignoring real-world conditions. Furthermore, the lack of transparency and genuine resident input raises concerns about research integrity. If the City does not reevaluate its methodology, it risks implementing a policy that does not address actual transportation needs but rather serves as a misguided attempt at urban redesign.

Conclusion

The City did NOT sufficiently educate itself and Richmond Street Residents about the *true* and *measurable* trade-offs associated with this project. The claimed safety benefits for bicyclists (0.3% of traffic) are speculative at best and grossly overstated, and supported by the personal agenda of the mostly non-local bike lobby, not by the vast majority of the city's tax payers. The negative impacts of lost street parking have NOT been adequately addressed.

The initial approval of the plan was a vote by the whole city without allowing any of El Cerrito's residents enough knowledge of the proposed plan to make an informed decision. For example, had the people in the hills understood that the plan could impact evacuation times in case of emergencies, or the folks in the flats realized they might lose parking on their blocks or fire trucks cutting through their streets to avoid Richmond, they might well have voted against the plan from the start.

Also, the Council failed to provide good opportunities for Richmond Street residents to air their views and discuss their concerns. The Council's reliance on surveys that manipulate and skew results, and 3-minute comments at council meetings (from which many residents were barred) is a poor substitute for democracy. This situation questions the quality of Council decision-making. It weakens our community's confidence in its city leadership.

It is a key Council responsibility to represent its tax payers. Since when does a City overrule 90% of its residents in favor of a small minority of 0.3%? This is an overreach of government. Imposing undue and unnecessary burdens on residents hinders their ability to thrive. It raises questions about democratic accountability and it erodes the democratic foundations upon which governance is built.

It has been many years since the plan was adopted, so it makes sense to review its relevance. We now know that most of the plan's designs are highly controversial, both within the Richmond Street community and in current trends. The project when finished *reduces* safety for motorists, pedestrians and residents, especially those with disabilities. In the hope of improving -but not achieving- safety for a very small group of bicyclists, increasing risk to all the others seems to be a high price to pay.

Seasoned and expert bicyclists are speaking out against bike lanes as the cure for all, both because of the negative environmental impact of construction and the fact that they don't make bicycling inherently safer. They are proponents of education and bike boulevards on quiet streets, which unlike Richmond Street, display minimal traffic volumes, less frequent intersections with roads and driveways, and far less complexity.

"Complete Streets" describes a comprehensive, integrated transportation network with infrastructure and design that is supposed to accommodate safe and convenient travel along and across streets for **all** users, including people walking, people bicycling, persons with disabilities, people driving motor vehicles, movers of commercial goods, users and operators of public transportation, emergency responders, seniors, youth, and families and residents who live along the street, and not favor those designs insisted on by a small minority of at the cost of all others.

In addition to failing to achieve its stated goal of safe streets, the City runs a risk of legal liability, if it continues to ignore the obvious adverse consequences of the proposed project when implemented. Upholding ethical standards and promoting transparency in governmental actions are essential for maintaining public confidence that the City's authority is exercised responsibly and in the best interests of our community as a whole.

"Complete Streets" should serve all users equitably, not favor one group at the expense of others. This project, as designed, disregards residents' needs and imposes unnecessary hardships. Instead of forcing a flawed plan onto the community, we ask the City to pause, reassess, and engage in genuine dialogue with those directly impacted.

The Richmond Street Complete Streets Improvement Project, in its current form, is not the right solution. We urge the Council to listen to the people it serves, uphold democratic principles, and implement a plan that truly enhances safety, accessibility, and sustainability for **all** El Cerrito residents. It is time to rethink and restart this process—with the community's voice at the center.

For additional information and articles, please visit our website www.richmondstreetforall.com.

Very truly yours,

Richmond Street Neighbors Association

[REDACTED]

From: [Susan Hampton](#)
To: [City Clerk](#)
Subject: public comments
Date: Tuesday, March 18, 2025 10:47:14 AM

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I would like to voice my opposition to the Richmond Street Project as it proposes to install bike lanes on North Richmond Street. I am puzzled as to why the Ohlone Greenway seems to be down played as the most viable and well-used route for bicyclists. There are no cars traveling next to someone on a bike or scooter. It already plays a major role in bicycle travel.

Richmond Street is a busy thoroughfare; adding bike lanes does not bring about more safety for them or pedestrians.

Slowing traffic is a good idea with "gentle" speed bumps.

Installing measures for pedestrian safety in crossing Richmond Street is also necessary.

Thank you,

Susan Hampton





Date: March 18, 2024
To: El Cerrito City Council
From: Sean Moss, Planning Manager
Diego Romero, Associate Planner
Aissia Ashoori, Housing-Economic Development Manager
Subject: Updated Housing Element Annual Report

The attached Housing Element Annual Report has been modified to assign affordability levels to newly created Accessory Dwelling Units (ADUs). The City's Housing Element acknowledges that many ADUs are likely to be rented at below market rents, due to their smaller sizes and other factors. Page 4-7 of the [2023-2031 Housing Element](#) includes discussion of the affordability assumptions related to ADUs. These assumptions are based on the Association of Bay Area Governments' (ABAG) technical guidance "[Using ADUs to Satisfy RHNA](#)." ABAG conducted an analysis of ADU affordability and concluded that in most jurisdictions, the following assumptions are generally applicable to ADUs: 30% very low income; 30% low income; 30% moderate income; and 10% above moderate income. This methodology has been accepted by the California Department of Housing and Community Development (HCD) for years 2023 and 2024.

Due to the format of the Housing Element tables that have been provided by HCD, the only way to assign the total number of units at each affordability level on Table B is to assign affordability levels to specific units on Table A2. Therefore, in order to implement the aforementioned ABAG guidance, the first 30% of ADUs on Table A2 have been assigned as very low income units, the second 30% have been assigned as low income units, the third 30% have been assigned as moderate income units, and the last 10% have been assigned as above moderate income units.

Attachments:

1. Updated 2024 Housing Element Report

		Affordability by Household Incomes - Certificates of Occupancy											Streamlining	Infill	Housing with Financial Assistance and/or Deed Restrictions		Housing without Financial Assistance or Deed Restrictions	Term of Affordability or Deed Restriction	Demolished/Destroyed Units		
8	9	10							11	12	13	14	15	16	17	18	19	20			
Building Permits Date Issued	# of Units Issued Building Permits	Very Low-Income Deed Restricted	Very Low-Income Non-Deed Restricted	Low-Income Deed Restricted	Low-Income Non-Deed Restricted	Moderate-Income Deed Restricted	Moderate-Income Non-Deed Restricted	Above Moderate-Income	Certificates of Occupancy or other forms of readiness (see instructions) Date Issued	# of Units issued Certificates of Occupancy or other forms of readiness	How many of the units were Extremely Low Income?	Please select the state streamlining provision the project was APPROVED pursuant to. (may select multiple)	Infill Units? Y/N*	Assistance Programs for Each Development (may select multiple - see instructions)	Deed Restriction Type (may select multiple see instructions)	For units affordable without financial assistance or deed restrictions, explain how the locally determined units were affordable (see instructions)	Term of Affordability or Deed Restriction (years) (if affordable in perpetuity enter 1000)*	Number of Demolished/Destroyed Units	Demolished or Destroyed Units	Demolished/Destroyed Units Owner or Renter	
	96	0	0	0	0	0	0	0	25		25	15							0		
	0									0		NONE	Y								
8/8/2024	1									0	0	NONE	Y			ADU affordability was assigned using ABAG Technical Memo (https://abag.ca.gov/sites/default/files/documents/2022-06/ADUs-Projections-Memo_final.pdf); 30% Very Low, 30% Low, 30% Moderate, and 10% above Moderate.					
	0									0		NONE	Y								
	0									0		NONE	Y								
8/21/2024	1									0	0	NONE	Y			ADU affordability was assigned using ABAG Technical Memo (https://abag.ca.gov/sites/default/files/documents/2022-06/ADUs-Projections-Memo_final.pdf); 30% Very Low, 30% Low, 30% Moderate, and 10% above Moderate.					
6/25/2024	1									0	0	NONE	Y			ADU affordability was assigned using ABAG Technical Memo (https://abag.ca.gov/sites/default/files/documents/2022-06/ADUs-Projections-Memo_final.pdf); 30% Very Low, 30% Low, 30% Moderate, and 10% above Moderate.					
5/16/2024	1									0	0	NONE	Y			ADU affordability was assigned using ABAG Technical Memo (https://abag.ca.gov/sites/default/files/documents/2022-06/ADUs-Projections-Memo_final.pdf); 30% Very Low, 30% Low, 30% Moderate, and 10% above Moderate.					
6/7/2024	69									0	15	NONE	Y	AHSC, IIG, LHTF, CDLAC, Other, LIHTC	Other	affordable units were provided as a public benefit as part of a larger development	55				
1/22/2024	1									0	0	NONE	Y			ADU affordability was assigned using ABAG Technical Memo (https://abag.ca.gov/sites/default/files/documents/2022-06/ADUs-Projections-Memo_final.pdf); 30% Very Low, 30% Low, 30% Moderate, and 10% above Moderate.					
7/31/2024	1									0	0	NONE	Y			ADU affordability was assigned using ABAG Technical Memo (https://abag.ca.gov/sites/default/files/documents/2022-06/ADUs-Projections-Memo_final.pdf); 30% Very Low, 30% Low, 30% Moderate, and 10% above Moderate.					
2/6/2024	1									0	0	NONE	Y			ADU affordability was assigned using ABAG Technical Memo (https://abag.ca.gov/sites/default/files/documents/2022-06/ADUs-Projections-Memo_final.pdf); 30% Very Low, 30% Low, 30% Moderate, and 10% above Moderate.					
3/4/2024	1							1	12/13/2024	1		NONE	Y			ADU affordability was assigned using ABAG Technical Memo (https://abag.ca.gov/sites/default/files/documents/2022-06/ADUs-Projections-Memo_final.pdf); 30% Very Low, 30% Low, 30% Moderate, and 10% above Moderate.					
1/24/2024	1							1	11/21/2024	1		NONE	Y			ADU affordability was assigned using ABAG Technical Memo (https://abag.ca.gov/sites/default/files/documents/2022-06/ADUs-Projections-Memo_final.pdf); 30% Very Low, 30% Low, 30% Moderate, and 10% above Moderate.					
1/25/2024	1									0		NONE	Y			ADU affordability was assigned using ABAG Technical Memo (https://abag.ca.gov/sites/default/files/documents/2022-06/ADUs-Projections-Memo_final.pdf); 30% Very Low, 30% Low, 30% Moderate, and 10% above Moderate.					
6/11/2024	1							1	11/21/2024	1		NONE	Y			ADU affordability was assigned using ABAG Technical Memo (https://abag.ca.gov/sites/default/files/documents/2022-06/ADUs-Projections-Memo_final.pdf); 30% Very Low, 30% Low, 30% Moderate, and 10% above Moderate.					
7/23/2024	1									0		NONE	Y			ADU affordability was assigned using ABAG Technical Memo (https://abag.ca.gov/sites/default/files/documents/2022-06/ADUs-Projections-Memo_final.pdf); 30% Very Low, 30% Low, 30% Moderate, and 10% above Moderate.					
5/14/2024	1									0		NONE	Y								
4/3/2024	1							1	11/21/2024	1		NONE	Y			ADU affordability was assigned using ABAG Technical Memo (https://abag.ca.gov/sites/default/files/documents/2022-06/ADUs-Projections-Memo_final.pdf); 30% Very Low, 30% Low, 30% Moderate, and 10% above Moderate.					
4/18/2024	1									0		NONE	Y			ADU affordability was assigned using ABAG Technical Memo (https://abag.ca.gov/sites/default/files/documents/2022-06/ADUs-Projections-Memo_final.pdf); 30% Very Low, 30% Low, 30% Moderate, and 10% above Moderate.					
4/3/2024	1									0		NONE	Y			ADU affordability was assigned using ABAG Technical Memo (https://abag.ca.gov/sites/default/files/documents/2022-06/ADUs-Projections-Memo_final.pdf); 30% Very Low, 30% Low, 30% Moderate, and 10% above Moderate.					
4/29/2024	1									0		NONE	Y			ADU affordability was assigned using ABAG Technical Memo (https://abag.ca.gov/sites/default/files/documents/2022-06/ADUs-Projections-Memo_final.pdf); 30% Very Low, 30% Low, 30% Moderate, and 10% above Moderate.					
8/9/2024	1									0		NONE	Y			ADU affordability was assigned using ABAG Technical Memo (https://abag.ca.gov/sites/default/files/documents/2022-06/ADUs-Projections-Memo_final.pdf); 30% Very Low, 30% Low, 30% Moderate, and 10% above Moderate.					
10/7/2024	1									0		NONE	Y			ADU affordability was assigned using ABAG Technical Memo (https://abag.ca.gov/sites/default/files/documents/2022-06/ADUs-Projections-Memo_final.pdf); 30% Very Low, 30% Low, 30% Moderate, and 10% above Moderate.					
6/3/2024	1							1	12/2/2024	1		NONE	Y			ADU affordability was assigned using ABAG Technical Memo (https://abag.ca.gov/sites/default/files/documents/2022-06/ADUs-Projections-Memo_final.pdf); 30% Very Low, 30% Low, 30% Moderate, and 10% above Moderate.					
11/21/2024	1									0		NONE	Y			ADU affordability was assigned using ABAG Technical Memo (https://abag.ca.gov/sites/default/files/documents/2022-06/ADUs-Projections-Memo_final.pdf); 30% Very Low, 30% Low, 30% Moderate, and 10% above Moderate.					
9/18/2024	1									0		NONE	Y			ADU affordability was assigned using ABAG Technical Memo (https://abag.ca.gov/sites/default/files/documents/2022-06/ADUs-Projections-Memo_final.pdf); 30% Very Low, 30% Low, 30% Moderate, and 10% above Moderate.					
11/25/2024	1									0		NONE	Y								
10/14/2024	1									0		NONE	Y								
10/21/2024	1									0		NONE	Y								
10/24/2024	1									0		NONE	Y								
12/17/2024	1									0		NONE	Y								
	0							1	4/23/2024	1		NONE	Y								
	0							1	1/10/2024	1		NONE	Y								
	0							1	4/23/2024	1		NONE	Y								
	0							1	4/19/2024	1		NONE	Y								
	0							1	2/22/2024	1		NONE	Y								
	0							1	11/21/2024	1		NONE	Y								
	0							1	11/21/2024	1		NONE	Y								
	0							1	8/13/2024	1		NONE	Y								
	0							1	5/2/2024	1		NONE	Y								
	0							1	1/11/2024	1		NONE	Y								
	0							1	2/15/2024	1		NONE	Y								
	0							1	2/15/2024	1		NONE	Y								
	0							1	10/1/2024	1		NONE	Y								
	0							1	1/3/2024	1		NONE	Y								
	0							1	4/5/2024	1		NONE	Y								
	0							1	11/21/2024	1		NONE	Y								
	0							1	9/3/2024	1		NONE	Y								
	0							1	6/8/2024	1		NONE	Y								
	0							1	5/6/2024	1		NONE	Y								
	0							1	3/4/2024	1		NONE	Y								
	0									0		NONE	Y	Other	DB						

Jurisdiction	El Cerrito	
Reporting Year	2024	(Jan. 1 - Dec. 31)
Planning Period	6th Cycle	01/31/2023 - 01/31/2031

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation

This table is auto-populated once you enter your jurisdiction name and current year data. Past year information comes from previous APRs.
Please contact HCD if your data is different than the material supplied here

Table B														
Regional Housing Needs Allocation Progress														
Permitted Units Issued by Affordability														
		1		2									3	4
Income Level		RHNA Allocation by Income Level	Projection Period - 06/30/2022-01/30/2023	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total Units to Date (all years)	Total Remaining RHNA by Income Level
Very Low	Deed Restricted	334	-	-	44	-	-	-	-	-	-	-	51	283
	Non-Deed Restricted		-	-	7	-	-	-	-	-	-	-		
Low	Deed Restricted	192	-	-	24	-	-	-	-	-	-	-	31	161
	Non-Deed Restricted		-	-	7	-	-	-	-	-	-	-		
Moderate	Deed Restricted	241	-	-	-	-	-	-	-	-	-	-	7	234
	Non-Deed Restricted		-	-	7	-	-	-	-	-	-	-		
Above Moderate		624	13	50	7	-	-	-	-	-	-	-	70	554
Total RHNA		1,391												
Total Units			13	50	96	-	-	-	-	-	-	-	159	1,232
Progress toward extremely low-income housing need, as determined pursuant to Government Code 65583(a)(1).														
		5											6	7
		Extremely low-Income Need		2023	2024	2025	2026	2027	2028	2029	2030	2031	Total Units to Date	Total Units Remaining
Extremely Low-Income Units*		167		-	15	-	-	-	-	-	-	-	15	152

*Extremely low-income housing need determined pursuant to Government Code 65583(a)(1). Value in Section 5 is default value, assumed to be half of the very low-income RHNA. May be overwritten.

Please Note: Table B does not currently contain data from Table F or Table F2 for prior years. You may login to the APR system to see Table B that contains this data.

Note: units serving extremely low-income households are included in the very low-income RHNA progress and must be reported as very low-income units in section 7 of Table A2. They must also be reported in the extremely low-income category (section 13) in Table A2 to be counted as progress toward meeting the extremely low-income housing need determined pursuant to Government Code 65583(a)(1).

Please note: For the last year of the 5th cycle, Table B will only include units that were permitted during the portion of the year that was in the 5th cycle. For the first year of the 6th cycle, Table B will only include units that were permitted since the start of the planning period. Projection Period units are in a separate column.

Please note: The APR form can only display data for one planning period. To view progress for a different planning period, you may login to HCD's online APR system, or contact HCD staff at apr@hcd.ca.gov.

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation

Jurisdiction	El Cerrito		
Reporting Year	2024	(Jan. 1 - Dec. 31)	
Table D			
Program Implementation Status pursuant to GC Section 65583			
Housing Programs Progress Report			
Describe progress of all programs including local efforts to remove governmental constraints to the maintenance, improvement, and development of housing as identified in the housing element.			
1	2	3	4
Name of Program	Objective	Timeframe in H.E	Status of Program Implementation
H-1.A	Maintain Sites Inventory	Ongoing	The City developed a tracking spreadsheet that is to be used by all planners processing entitlements to compare actual unit count by income level to assumptions in the inventory.
H-1.B	Promote Mixed-use Development and Amenities in San Pablo Avenue Specific Plan Area (no discrete actions)	Ongoing	In 2024, the City approved the Master Plan for the El Cerrito Plaza BART Station Transit Oriented Development (TOD). This project includes a total of 6 buildings that will provide 743 new housing units. 47% of the total units will be rented at below-market rents. The project includes a total of 22,000 square feet of new public open space, including a new community plaza along Fairmount Avenue that will be approximately 0.5 acre in size. The City also continued efforts on the "BART to Bay Trail" project to create an east-west bicycle corridor along Central Avenue that would connect El Cerrito Plaza BART station and the I-80 / Central Avenue undercrossing, where any envisioned bikeway would connect with a new Caltrans bicycle facility beneath I-80 which is fully funded and scheduled to start construction in 2025. In 2024, the City also approved a Tier II Design Review application for a proposed 305 residential unit building at 1711-1755 Eastshore Blvd. and also received two design review applications and one SB 35 preliminary application for a total of three proposed new multifamily residential buildings pursuant to the City's streamlined review process in the San Pablo Avenue Specific Plan. In addition, the City submitted a grant application to the Metropolitan Transportation Commission pursuant to the Transit Oriented Communities (TOC) program. The tasks in this grant application include increasing the minimum and maximum residential densities of certain properties within a half mile of the El Cerrito Plaza BART Station and the Del Norte BART Station.
H-1.C	Accessory Dwelling Unit Tools and Resources	Annual	The City created an ADU webpage (http://www.el-cerrito.org/ADU) that details the ADU application process, summarizes ADU regulations, describes applicable fees, provides responses to Frequently Asked Questions, and includes links to a variety of ADU resources. In December 2024, the City held a community workshop that presented information and resources on a number of housing related topics including information on ADU regulations, financing, and general resources. In 2024, the City issued 26 building permits for ADUs.
H-1.D	Objective Design Standards	2024	In 2024, the City submitted a grant application to the Metropolitan Transportation Commission pursuant to the Transit Oriented Communities (TOC) program. One of the tasks in this grant application is the creation of Objective Design Standards. The City was awarded the grant and expect to commence the development of Objective Design Standards in 2025.
H-1.E	Zoning to Expand Housing Choice in Single-family Neighborhoods	2025-2028	In 2024, the City along with a consultant began work on updating the City's General Plan Safety Element. As part of this effort, the City intends to explore conducting fire risk evaluation and development mitigation program to allow more development in the Very High Fire Hazard Severity Zone of the City. In 2024, the City submitted a grant application to the Metropolitan Transportation Commission pursuant to the Transit Oriented Communities (TOC) program. The scope of work for this grant application includes increasing the minimum and maximum allowable density of undeveloped residentially zoned properties within a half mile of the El Cerrito Plaza BART Station and of the del Norte BART Station.
H-1.F	Facilitate Development of Pipeline Projects	Ongoing	In 2024, the City approved the Master Plan for the El Cerrito Plaza BART Station Transit Oriented Development (TOD). This project includes a total of 6 buildings that will provide 743 new housing units. The City also approved a Tier II Design Review application for a proposed 305 residential unit building at 1711-1755 Eastshore Blvd. The City issued a building permit for Mayfair Phase II (Affordable) at 11690 San Pablo Avenue. The City also approved a Final Subdivision Map These sites are in the City's Housing Element Planned and Approved sites list. In 2024, the City received design review applications for proposed new developments at 921 Kearney Street and 10135 San Pablo Avenue. These sites are on the City's Housing Element Vacant and Underutilized Sites list.
H-1.G	SB 35 Ministerial Approval Procedure	2024	In 2024, the City began developing a SB 35 submittal checklist.
H-1.H	Monitor Land Use Controls	Ongoing	The City has developed an internal tracking spreadsheet to track specific land use controls that developers are seeking exceptions from.
H-2.A	Inclusionary Zoning Ordinance	2024	In 2024, the City released a request for proposals to hire an economic consultant to update the City's Inclusionary Financial Feasibility Analysis. Work on the project began in January 2025.
H-2.B	Affordable Housing Trust Fund Priorities	2024	In 2024, the City released a request for proposals to hire an consultant to update the City's Affordable Housing Implementation Strategy. This effort will include affordable housing funding priorities. Work on the project began in January 2025.
H-2.C	New Local Sources of Affordable Housing Funding	Ongoing	In 2024, City committed \$620,000 in funding received through the Prohousing Incentive Pilot Program to support the predevelopment of a 70-unit TOD affordable housing building adjacent to the El Cerrito Plaza BART Station.

H-2.D	Assist in Affordable Housing Development	Ongoing	In 2024, City staff partnered with Related California in a successful grant application to the State's Affordable Housing and Sustainable Communities (AHSC) program. This \$39.1 million grant award will help finance a 70-unit affordable housing building adjacent to the El Cerrito Plaza BART Station along with essential infrastructure and transportation enhancements that will benefit the entire community. This project also received \$2.4 million grant award from the Bay Area Housing Finance Authority, Regional Early Action Plan 2.0 Priority Sites Program in 2024 to support predevelopment. And, in 2024, Contra Costa County awarded \$1.8 million grant award through the Permanent Local Housing Allocation Program.
H-2.E	Develop Mixed Income Housing and Amenities on BART Lands	Ongoing	The City has established a main point of contact with BART, and the City meets regularly with BART Staff regarding the development of housing at the El Cerrito Plaza BART Station. See Program H-1.B for updates on the El Cerrito Plaza BART TOD project. City staff met with BART staff to initiate discussions on development of the goals and objectives for development of the El Cerrito del Norte BART Station.
H-2.F	Coordinate Transportation Projects with Affordable Housing	Ongoing	In 2024, City staff partnered with Related California in a successful grant application to the State's Affordable Housing and Sustainable Communities (AHSC) program. This \$39.1 million grant award will help finance a 70-unit affordable housing building adjacent to the El Cerrito Plaza BART Station that includes more than \$13 million for active transportation infrastructure. The El Cerrito Plaza Station TOD also received \$2.5 million grant award in 2024 from HUD's PRO Housing Program to improve connections between the Ohlone Greenway and the project. Additionally, the West Contra Costa Transportation Commission awarded the project \$1M in 2024 to support active transportation improvements. Visit www.el-cerrito.org/TOD for details. The City also partnered with Community Housing Works to apply for a \$20 million Environmental & Climate Just Community Change Grant Program through the EPA in 2024. The grant request for this 154-unit affordable housing project at 11965 San Pablo Avenue includes \$17.5M for housing and \$2.5M for active transportation improvements.
H-2.G	Shelter and Housing Solutions for Persons Experiencing Homelessness	Ongoing	In 2024, the City authorized a contract with Contra Costa Health, Housing and Homeless Services to launch the Coordinated Outreach Referral Engagement (CORE) Program. CORE works on the frontline providing homeless outreach services to the El Cerrito community. In addition, the City funded the Housing Security Fund which aims to cover gaps in services for persons who are currently experiencing or at imminent risk of homelessness for the purpose of rapidly housing or diverting persons from homelessness and the emergency shelter system. The agenda packet is available at https://elcerritoca.portal.civicclerk.com/event/557/files/report/1447 .
H-2.H	Zoning Amendments for Special Needs Housing	2024	In 2024, City staff contacted consultants and received a proposal to accomplish these zoning amendments. The City intends to begin this work in early 2025.
H-2.I	State Density Bonus	2024	In 2024, City staff contacted consultants and received a proposal to accomplish this zoning amendment. The City intends to begin this work in early 2025.
H-2.J	Affordable Housing and Places of Assessmby	2026	In 2024, City staff contacted consultants and received a proposal to accomplish this zoning amendment. The City intends to begin this work in early 2025.
H-2.K	Infrastructure Priority for Affordable Housing	2023	The City has sent a copy of the Housing Element with a cover memo, explaining the requirements of Government Code Section 65589.7, to East Bay Municipal Utility District and to Stege Sanitary District.
H-3.A	Residential Rental Inspection Program	Ongoing	The Residential Rental Inspection Program (RRIP) continued in 2024. 36 initial RRIP inspections and 50 reinspections were conducted in 2024.
H-3.B	Continue to encourage the rehabilitation of existing housing units	Ongoing	Ongoing
H-3.C	Tenant Protections	2024, 2028	On May 21, 2019, the City Council adopted the Just Cause for Eviction and Prohibition on Harassment of Tenants Ordinance, El Cerrito Municipal Code Chapter 10.300 (Ordinance No. 2019-04), which was to become effective June 20, 2019. On June 10, 2019, a referendum petition was filed with the City Clerk related to Just Cause for Eviction and Prohibition on Harassment of Tenants Ordinance. This process, allowed by California Elections Code, suspended implementation of the ordinance. On June 27, 2019, the Contra Costa County Elections Office determined that petition contained the required valid voter signatures. At a Special Meeting on July 31, 2019, the City Council passed a motion to repeal the Just Cause for Eviction and Prohibition on Harassment of Tenants Ordinance and also passed a motion to amended the duties and responsibilities of the Tenant Protections Task Force to include the Just Cause for Eviction policy. In August 2019, the City Council appointed an adhoc Tenant Protections Task Force made up equally of tenants and landlords to make policy recommendations for the Council. The Task Force convened five times and completed their workplan in Dec. 2020 which included a final report to the City Council on March 2, 2021. The City evalautes the Rent Registry data annually which is posted at www.el-cerrito.org/RentRegistry.
H-3.D	Continue to maintain a database of assisted housing units	Annual	The City continues to make this database available on the City website at www.el-cerrito.org/625/Affordable-Housing-in-El-Cerrito .
H-3.E	Direct City investments in ways that serve to maintain older residential neighborhoods and transform low and moderate resource areas into areas of opportunity	Annual	In 2024, the City hired a contractor and began work on the del Norte TOD Complete Streets Improvement Project. The project consists of improvements for bicyclists, pedestrians, transit users and motorists to support transit-oriented development in the Uptown area of the San Pablo Avenue Specific Plan. The project area is in a low resource area. Key elements of the project include: - New and enhanced protected crosswalks - Context-sensitive bikeways - Bus boarding islands - Vehicle circulation improvements - Various streetscape enhancements around and leading to the Del Norte BART Station

H-3.F	Seismic Retrofit Program	Ongoing	In 2021, City staff issued a Request for Qualifications for seeking qualified engineers/consultants to complete an inventory and analysis of wood-frame target story residential buildings in El Cerrito and develop program recommendations. In 2022, the City completed the wood-frame target story inventory for multi-unit buildings with three or more units through a Planning Grant from Cal OES. This grant funded an analysis of potential at-risk residential buildings and provided the City with data to inform future policy direction in consideration with the needs of the residents and property owners. This program aims to reduce risks to human life, structures and infrastructure in the event of a powerful earthquake. The program was completed in 2023. The City will continue to monitor the availability of funding through State/Federal programs to develop/implement further risk reduction policies. The City also publicizes the State Brace and Bolt grant program.
H-4.A	Continue to distribute information about fair housing services offered by the Contra Costa Housing Services Collaborative, including tenant-landlord counseling, fair housing services, and legal advice and representation for residents.	Annual	The City continues to distribute this information via email newsletters, City website, and flyers at www.el-cerrito.org/AffordableHousing .
H-4.B	Review and update Reasonable Accommodation Ordinance	2026	In 2024, City staff contacted consultants and received a proposal to accomplish this zoning amendment. The City intends to begin this work in early 2025.
H-4.C	Housing Choice Voucher (HCV) Program	2024	In December 2024, the City held a community workshop that presented information and resources on a number of housing related topics and included a presentation from Housing Authority staff regarding the Housing Choice Voucher (HCV) Program. Visit www.el-cerrito.org/CommDevEvents for workshop materials.
H-4.D	Community Opportunity to Purchase Act	2025/2026	The City expects to start this effort in 2025.
H-4.E	Home Match Contra Costa	2027	The City met with Home Match staff in 2024 to discuss their programs and expanded partnership opportunities. The City also posts Home Match housing opportunitites at www.el-cerrito.org/AffordableHousing .
H-4.F	Community Engagement and Capacity Building	2025	This effort will begin in 2025.
H-5.A	Partnerships for Energy and Water Efficiency	Ongoing	The City adheres to the the CA Green, Energy and Plumning Codes. The City participates in and promotes MCE's Deep Green plan which provides customers with 100% renewable energy.
H-5.B	Marketing strategy to encourage resident participation in energy and water efficiency programs	Ongoing	The City encourages the use of efficient and all electric appliances instead of natural gas, on City handouts where it is relevant. The City participates in and promotes MCE's Deep Green plan which provides customers with 100% renewable energy.
H-5.C	Develop and/or Pursue Funding for Energy Efficiency Programs	Annual	The City developed a rebate program for energy efficiency and water conservation imporvements as part of the adoption of the City's real property transfer tax. The City continues to pursue funding for energy effiency proframs, when available.
H-5.D	Encourage homeowners to undertake energy and water conservation projects that save energy, lower costs and protect the environment	Ongoing	The City's transfer tax rebate program provides financial incentives for property owners to make energy efficiency and water conservation improvements.

Jurisdiction	El Cerrito	
Reporting Period	2024	(Jan. 1 - Dec. 31)
Planning Period	6th Cycle	01/31/2023 - 01/31/2031

ANNUAL ELEMENT PROGRESS REPORT

Housing Element Implementation

(CCR Title 25 §6202)

Note: "+" indicates an optional field

Cells in grey contain auto-calculation formulas

[illegible]

Jurisdiction	El Cerrito	
Reporting Period	2024	(Jan. 1 - Dec. 31)
Planning Period	6th Cycle	01/31/2023 - 01/31/2031

ANNUAL ELEMENT PROGRESS REPORT

Housing Element Implementation

Note: "+" indicates an optional field

Cells in grey contain auto-calculation formulas

Table F									
Units Rehabilitated, Preserved and Acquired for Alternative Adequate Sites pursuant to Government Code section 65583.1(c)									
Please note this table is optional: The jurisdiction can use this table to report units that have been substantially rehabilitated, converted from non-affordable to affordable by acquisition, and preserved, including mobilehome park preservation, consistent with the standards set forth in Government Code section 65583.1, subdivision (c). Please note, motel, hotel, hostel rooms or other structures that are converted from non-residential to residential units pursuant to Government Code section 65583.1(c)(1)(D) are considered net-new housing units and must be reported in Table A2 and not reported in Table F.									
Activity Type	Units that Do Not Count Towards RHNA ⁺ Listed for Informational Purposes Only				Units that Count Towards RHNA ⁺ Note - Because the statutory requirements severely limit what can be counted, please contact HCD at apr@hcd.ca.gov and we will unlock the form which enable you to populate these fields.				The description should adequately document how each unit complies with subsection (c) of Government Code Section 65583.1 ⁺ . For detailed reporting requirements, see the chcklist here: https://www.hcd.ca.gov/community-development/docs/adequate-sites-checklist.pdf
	Extremely Low-Income ⁺	Very Low-Income ⁺	Low-Income ⁺	TOTAL UNITS ⁺	Extremely Low-Income ⁺	Very Low-Income ⁺	Low-Income ⁺	TOTAL UNITS ⁺	
Rehabilitation Activity									
Preservation of Units At-Risk									
Acquisition of Units									
Mobilehome Park Preservation									
Total Units by Income									

Jurisdiction	El Cerrito	
Reporting Period	2024	(Jan. 1 - Dec. 31)
Planning Period	6th Cycle	01/31/2023 - 01/31/2031

NOTE: STUDENT HOUSING WITH DENSITY BONUS ONLY. This table only needs to be completed if there were student housing projects WITH a density bonus approved pursuant to Government Code 65915(b)(1)(F)

ANNUAL ELEMENT PROGRESS REPORT

Housing Element Implementation

Note: "+" indicates an optional field
Cells in grey contain auto-calculation formulas

Table J														
Student housing development for lower income students for which was granted a density bonus pursuant to subparagraph (F) of paragraph (1) of subdivision (b) of Section 65915														
Project Identifier				Project Type	Date	Units (Beds/Student Capacity) Approved							Units (Beds/Student Capacity) Granted Density Bonus	Notes
1				2	3	4							5	6
APN	Street Address	Project Name ⁺	Local Jurisdiction Tracking ID ⁺	Unit Category (SH - Student Housing)	Date	Very Low- Income Deed Restricted	Very Low- Income Non Deed Restricted	Low- Income Deed Restricted	Low- Income Non Deed Restricted	Moderate- Income Deed Restricted	Moderate- Income Non Deed Restricted	Above Moderate- Income	Total Additional Beds Created Due to Density Bonus	Notes
Summary Row: Start Data Entry Below														

Jurisdiction	El Cerrito	
Reporting Period	2024	(Jan. 1 - Dec. 31)
Planning Period	6th Cycle	01/31/2023 - 01/31/2031

ANNUAL ELEMENT PROGRESS REPORT

Table K
Tenent Preference Policy

Local governments are required to inform HCD about any local tenant preference ordinance the local government maintains when the jurisdiction submits their annual progress report on housing approvals and production, per Government Code 7061 (SB 649, 2022, Cortese). Effective January 1, 2023, local governments adopting a tenant preference are required to create a webpage on their internet website containing authorizing local ordinance and supporting materials, no more than 90 days after the ordinance becomes operational.

Does the Jurisdiction have a local tenant preference policy?	No	
If the jurisdiction has a local tenant preference policy, provide a link to the jurisdiction's webpage containing authorizing local ordinance and supporting materials.		
Notes		

Jurisdiction	El Cerrito	
Reporting Year	2024	(Jan. 1 - Dec. 31)

ANNUAL ELEMENT PROGRESS REPORT					
Local Early Action Planning (LEAP) Reporting					
(CCR Title 25 §6202)					
Please update the status of the proposed uses listed in the entity’s application for funding and the corresponding impact on housing within the region or jurisdiction, as applicable, categorized based on the eligible uses specified in Section 50515.02 or 50515.03, as applicable.					
Total Award Amount	\$ 150,000.00		Total award amount is auto-populated based on amounts entered in rows 15-26.		
Task	\$ Amount Awarded	\$ Cumulative Reimbursement Requested	Task Status	Other Funding	Notes
HE 2023-2031: Project Admin.	\$ 20,249.00	\$ 20,249.00	Completed	Other	Winter 2021 - Fall 2023
HE 2023-2031: Community Engagement	\$ 12,253.00	\$ 12,253.00	Completed	Other	Spring 2022 - Summer 2023
HE 2023-2031:Draft HE Preparation	\$ 65,426.00	\$ 65,426.00	Completed	Other	Spring 2022 - Summer 2023
HE 2023-2031: HCD Review	\$ 27,680.00	\$ 27,680.00	Completed	Other	Fall 2022 - Summer 2023
HE 2023-2031: Environmental Comp	\$ 11,520.00	\$ 11,520.00	Completed	Other	Spring 2022 - Summer 2023
HE 2023-2031: Final Documents & A	\$ 3,606.00	\$ 3,606.00	Completed	Other	Summer 2023
Technology Upgrade	\$ 9,266.00	\$ 9,266.00	Completed	Other	Summer 2021

Summary of entitlements, building permits, and certificates of occupancy (auto-populated from Table A2)

Completed Entitlement Issued by Affordability Summary		
Income Level		Current Year
Very Low	Deed Restricted	0
	Non-Deed Restricted	0
Low	Deed Restricted	73
	Non-Deed Restricted	0
Moderate	Deed Restricted	15
	Non-Deed Restricted	0
Above Moderate		221
Total Units		309

Building Permits Issued by Affordability Summary		
Income Level		Current Year
Very Low	Deed Restricted	44
	Non-Deed Restricted	7
Low	Deed Restricted	24

Low	Non-Deed Restricted	7
	Deed Restricted	0
Moderate	Non-Deed Restricted	7
Above Moderate		7
Total Units		96

Certificate of Occupancy Issued by Affordability Summary		
Income Level		Current Year
Very Low	Deed Restricted	0
	Non-Deed Restricted	0
Low	Deed Restricted	0
	Non-Deed Restricted	0
Moderate	Deed Restricted	0
	Non-Deed Restricted	0
Above Moderate		25
Total Units		25



Annual Parcel Assessment for the National Pollutant Discharge Elimination System (NPDES) Program and Drainage Maintenance Activities for Fiscal Year 2025-26

March 18, 2025

Christina Leard, Management Analyst
Operations & Environmental Services Division, Public Works

Proposed Action

Adopt a resolution establishing the annual parcel assessment for the National Pollutant Discharge Elimination System (NPDES) program and Drainage Maintenance activities at the current rate of \$38.00 per Equivalent Runoff Unit (ERU) and authorizing the Contra Costa County Flood Control & Water Conservation District to adopt Stormwater Utility Area (SUA) levies based on said amount for Fiscal Year (FY) 2025-26.



A large blue pipe discharging water into a body of water.

Background

- 1987 Federal Water Pollution Control Act (Clean Water Act)
- San Francisco Bay Regional Water Quality Control Board (Water Board) regulates the Municipal Regional Permit (MRP)
- MRP covers Alameda, Contra Costa, Santa Clara and San Mateo counties, as well as the cities of Fairfield, Suisun, and Vallejo
- The Contra Costa Clean Water Program (CWP) coordinates regional activities
 - CWP is comprised of Contra Costa County, its 19 incorporated cities and towns, and the County Flood Control and Water Conservation District

Funding Stormwater Compliance

- El Cerrito's NPDES compliance activities are funded by a combination of:
 - Countywide Stormwater Utility Area (SUA) assessment funds
 - Measure J Storm Drain funds
 - General Fund
- Additional funding sources being explored by the Clean Water Program
- SUA levied by the County funds clean water activities in the member jurisdictions, as well as activities at the countywide level
- SUA assessments are calculated through determining Equivalent Runoff Units (ERUs)
 - An ERU reflects the amount of impervious (paved) surface of a given parcel



Stormwater Utility Area Assessment (SUA)

- County SUA established in 1993 and the City's assessment was \$14 per Equivalent Runoff Unit (ERU)
- City's current rate of \$38 per ERU was approved by the City Council in Fiscal Year (FY) 2004-05
 - o \$38 is the maximum rate that can be assessed in El Cerrito
 - o All municipalities have reached their maximum rates allowed
- In FY 2025-26, the County estimates that El Cerrito's rate of \$38 will generate \$421,530 for NPDES compliance
 - o ~\$89,654 (21.3%) is allocated for **Clean Water Program** regional compliance activities
 - o ~\$331,876 (78.7%) is allocated to **El Cerrito** to fund local compliance activities

City Implementation of Municipal Regional Permit (MRP)

- The City's Clean Water Program currently governed by "MRP 3.0"
 - Effective July 1, 2022 and ends June 30, 2027
- MRP 3.0 includes costly mandates relating to:
 - Construction Site Controls and Green Infrastructure
 - Public Outreach & Education
 - Municipal Operations
 - Tracking encampments and addressing illegal dumping and illicit discharges
 - Requirement for large privately-owned parking lots to install and maintain trash capture devices
 - Developing asset management programs and using software for stormwater assets
 - Maintaining the target to achieve a 100% trash load reduction
 - Implementing new practices, operating procedures, and reporting for discharges of water and foam used in emergency firefighting applications



Current Compliance and Anticipated Changes

- The City is progressively working to meet the requirements of Municipal Regional Permit (MRP) 3.0
- City has been able to meet the trash load reduction requirements in previous years
 - New permit eliminates the credit for source control policies (e.g., single-use plastic bag bans) and volunteer cleanups
 - This causes the City to fall below the required trash load reduction goal
- New ordinance required for privately-owned parking lots, or Private Land Drainage Areas (PLDAs) to install and maintain trash capture devices
- City will need to investigate & procure software for asset management

Proposed Action

Adopt a resolution establishing the annual parcel assessment for the National Pollutant Discharge Elimination System (NPDES) program and Drainage Maintenance activities at the current rate of \$38.00 per Equivalent Runoff Unit (ERU) and authorizing the Contra Costa County Flood Control & Water Conservation District to adopt Stormwater Utility Area (SUA) levies based on said amount for Fiscal Year (FY) 2025-26.



Questions & Comments

