THE CITY OF
EL CERRITO

**COMMUNITY DEVELOPMENT DEPARTMENT**

**Staff Liaison**
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# AGENDA

## SPECIAL MEETING OF THE PLANNING COMMISSION AND DESIGN REVIEW BOARD

**January 17, 2024 at 7:00 p.m.**

City Council Chambers, El Cerrito City Hall
10890 San Pablo Avenue
El Cerrito, CA 94530

View this meeting online at:
https://elcerritoca.portal.civicclerk.com/event/556/media

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**7:00 p.m. CONVENE SPECIAL MEETING**

**1. ROLL CALL –** Planning Commission: Chair Joy Navarrete, Vice Chair Daniel Hamilton; Members Brendan Bloom, Erin Gillett, Leslie Mendez, Abhijeet Singh, and Nathan Tinclair. Design Review Board: Chair Andrea Lucas; Vice Chair Hugh Vanho; Members Ben Chuaqui, Gyan Singh, and Chi Yu.

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

**3. COMMISSIONER COMMUNICATION/CONFLICT OF INTEREST DISCLOSURE**
This time on the agenda is reserved for Commissioners to disclose communications from individuals regarding specific agenda items or to state a potential conflict of interest in relation to a specific agenda item.

4. **ADVISORY REVIEW: EL CERRITO PLAZA STATION TOD PROJECT**

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|---|---|
| Application: | PL23-0024 |
| Applicant: | Holliday Development and the Related Companies of California |
| Location: | Plaza BART Station at 6699 Fairmount Avenue and Station parking lots surrounded by Liberty St., Fairmount Ave., Richmond St., and Willow St. |
| APN: | 504-050-012, 504-121-017, 504-122- 010, and 504-130-031 |
| Zoning: | Transit-Oriented Higher-Intensity Mixed Use (TOHIMU) |
| General Plan: | Transit-Oriented Higher-Intensity Mixed Use (TOHIMU) |
| Request: | A joint Design Review Board and Planning Commission advisory review the Master Plan for the El Cerrito Plaza Station Transit Oriented Development (TOD) project. The master plan proposes five new multifamily, below-market and market-rate residential and mixed-use buildings with a total of 673 new residential units, approximately 2,100 square-feet of commercial ground-floor retail, an approximately 0.5-acre community open space plaza along Fairmount Avenue, parking for BART patrons and residents, and connectivity improvements to the existing Ohlone Greenway. If the City can secure the necessary financing, then a 20,000 square foot public library will also be included in the project. |

CEQA: The project is exempt from CEQA pursuant to AB 2923 and Section 15268 of the CEQA Guidelines

## 5. ADJOURNMENT

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, including closed caption services, please contact Sean Moss at (510) 215-4330. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting. (28 CFR 35.102-35.104 ADA Title I).

Any writings or documents provided to a majority of the members regarding any item on this agenda will be made available for public inspection.

Community Development Department
Planning Division
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# PLANNING COMMISSION AND DESIGN REVIEW BOARD STAFF REPORT

January 17, 2024

## ADVISORY REVIEW: EL CERRITO PLAZA STATION TOD PROJECT

# DETAILS

**Application Number:** PL23-0024

**Applicant:** Holliday Development and the Related Companies of California

**Location:** Plaza BART Station at 6699 Fairmount Avenue and Station parking lots surrounded by Liberty St., Fairmount Ave., Richmond St., and Willow St.

**APNs:** 504-050-012, 504-121-017, 504-122- 010, and 504-130-031

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

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

**Request:** A Design Review Board/Planning Commission advisory review on the Master Plan for the El Cerrito Plaza Station TOD project

**CEQA:** The project is exempt from CEQA pursuant to AB 2923, Gov't Code 65913.4, and Section 15268 of the CEQA Guidelines

# EXECUTIVE SUMMARY

The San Francisco Bay Area Rapid Transit District (BART) entered into an Exclusive Negotiating Agreement (ENA) with Holliday Development, Related Companies of California, and Satellite Affordable Housing Associates (SAHA) for Transit Oriented Development (TOD) on the existing surface parking lots of the El Cerrito Plaza BART Station in 2020.

The entire project consists of six new multifamily residential and mixed-use buildings with a total of 743 new residential 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. The mixed income project includes 47% below market rate units consisting of 31% affordable to households earning between 30% and 60% of area median income and 16% affordable to households earning up to 80% area median income. In order to meet funding requirements, one of the six buildings, consisting of 70 units, at the corner of Richmond Street and Central Avenue, was previously approved on April 3, 2023. The master plan under consideration consists of the five remaining buildings and associated infrastructure and amenities.

The master plan includes two alternatives. The first alternative includes a 20,000 square foot public library anchoring the project at the corner of Liberty and Fairmount Avenue. The City is studying financing options for inclusion of the library. If the City does not fund a library, a second alternative with a small ground floor retail space is presented. This advisory review is an opportunity for the Design Review Board, the Planning Commission, and the public to provide feedback on the Master Plan for the project. The primary focus of this advisory review is the master plan site plan and the general layout of proposed buildings and open spaces, as well as an overview of circulation and bicycle-pedestrian improvements, parking and amenities. In the future, more detailed plans for each proposed building and open space area will be brought to the Design Review Board (DRB) for advisory review. Pursuant to AB 2923, discussed in more detail below, this project shall be reviewed under a mandatory streamlined ministerial process whereby City staff review the submittal to ensure it is complete and complies with all applicable adopted objective development standards. City staff may impose conditions on the approval of the project to ensure compliance with objective design standards and legal requirements. As long as it meets those standards or can be conditioned to meet them, the project application may not be disapproved.

# Project Overview

The El Cerrito Plaza BART TOD master plan is a joint effort involving the San Francisco Bay Area Rapid Transit District (BART), the City of El Cerrito, and the development team comprised of Related California, Holliday Development, and Satellite Affordable Housing Associates (SAHA). The project site for the Master Plan is roughly 6-acres in size excluding a portion of the project that has been previously approved (Parcel A South) and non-developable BART station areas and right-of-way. 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 master plan proposes five new multifamily residential and mixed-use buildings with a total of 673 new residential units, approximately 2,100 square-feet of commercial ground-floor retail, an approximately 0.5-acre community open space plaza along Fairmount Avenue, 411 parking spaces (145 for BART patrons and 266 for residents), and connectivity improvements to the existing Ohlone Greenway for pedestrians and bicyclists of all ability levels. If the City can secure the necessary financing, a 20,000 square foot public library will be included in the project.

The master plan does not include Parcel A South, a 70-unit affordable housing development located at 515 Richmond Street, that is also a part of the overall transit-oriented development. This proposed building received City approval on April 3, 2023 under a separate streamlined ministerial application in order for the City and the development team to seek state funding for this building in advance of the master plan being submitted. The entire project, including Parcel A South, includes 743 residential units comprised of 53% market-rate and 47% below market rate—consisting of 31% affordable to households earning between 30% and 60% of area median income and 16% affordable to households earning up to 80% of area median income.

# Background

## Entitlements Process

On September 30, 2018, Governor Brown signed AB 2923 into law. It added sections 29010.1 through 29010.12 to California's Public Utilities Code, affecting zoning requirements on existing BART-owned property in Alameda, Contra Costa, and San Francisco counties within a half-mile of stations. AB 2923 includes two core components:

- Transit-Oriented Development (TOD) Zoning Standards: AB 2923 established Baseline Zoning Standards for BART properties subject to the legislation. Cities and counties had until July 1, 2022 to rezone non-conforming parcels to align with the AB 2923 Baseline Zoning Standards.
- Development Streamlining: Developers in an exclusive negotiating agreement with BART to develop its property, may apply for expedited approval from local cities and counties, following the approval process in Senate Bill 35, if (1) the project is at least 50% residential; (2) a minimum of 20% of proposed housing is affordable to low- or very low- income households; (3) the height is within one story of the tallest approved height within a ½ mile; and (4) the construction plan meets required labor standards described in the bill.

If a project to develop BART property meets the requirements of AB 2923, then a local jurisdiction must process the application according to the process mandated by SB 35. SB 35, in turn, requires a streamlined ministerial review process. The statutes exempt this project from the environmental review requirements of the California Environmental Quality Act (CEQA).

Pursuant to AB 2923 and SB 35, on July 14, 2023, City staff and the development team executed an Entitlements

Memorandum to establish a documented entitlement process consistent with and integrating multiple applicable State laws while also providing opportunities for Planning Commission, Design Review Board, and public input. The entitlement process entails the following milestones:

1. Preliminary Application: Completed
2. Development Application: In process
3. Joint Advisory Review: Purpose of this January 17, 2024 joint study session
4. Approvals: Must occur within 180-days of the development application being deemed complete and upon demonstrated compliance with applicable objective development standards
5. Pre-Building Permit Advisory DRB Review & Staff Consistency Check: Subsequent to the Master Plan approval, the Development Team will submit final design plans for each building as financing is secured and prior to building permit submittal that includes all required items on the City's Design Review checklist. These designs will be subject to advisory DRB review. City staff will then review these designs for consistency with the Master Plan Development approvals and any applicable objective development standards.

Pursuant to AB 2923, SB 35, and the Entitlements Memorandum, the project will be acted upon by the El Cerrito Zoning Administrator. This action will be documented through an administrative memorandum and will include any Conditions of Approval necessary to ensure compliance with adopted objective standards.

The Baseline Zoning Standards for the El Cerrito Plaza Station property are outlined in the table below. Objective standards in the San Pablo Avenue Specific Plan and the El Cerrito Zoning Ordinance which are outside of the areas identified in the Baseline Zoning Standards remain in effect. The San Pablo Avenue Specific Plan has been determined to conform with the AB 2923 Baseline Zoning Standards. Since the project qualifies for SB 35 permit streamlining, the required actions for the project must be non-discretionary, e.g. approved solely based on whether the project meets objective standards with allowances for deviations allowed pursuant to State Density Bonus or other laws. *Table 2: AB 2923 Baseline Zoning Standards for El Cerrito Plaza Station*

| Development Standard Category | Development Standard Provisions |
|---|---|
| Residential Density | 75 dwelling units per acre or higher |
| Allowable Building Height | 7 stories or higher |
| Allowable Floor Area Ratio (FAR) | 4.2 FAR or higher |
| Minimum Vehicle Parking | Zero for all land uses (no minimum requirement allowed) |
| Maximum Residential Vehicle Parking | 0.5 spaces per unit or lower |
| Minimum Secure Bike Parking | 1 space per residential unit or higher |

## Previous Public Meetings

Over the past four years, there have been numerous public meetings related to various aspects of this project, including meetings with the City Council, Planning Commission and Design Review board and general community meetings. This list (available also at www.el-cerrito.org/tod) provides a summary of these meetings along with links to materials for each meeting. Of particular interest for this report is the joint study session of the Planning Commission and Design Review Board for this project that occurred on September 7, 2022. See Attachment 4 to this report for a summary of comments provided during this study session.

# Analysis

## Project Description

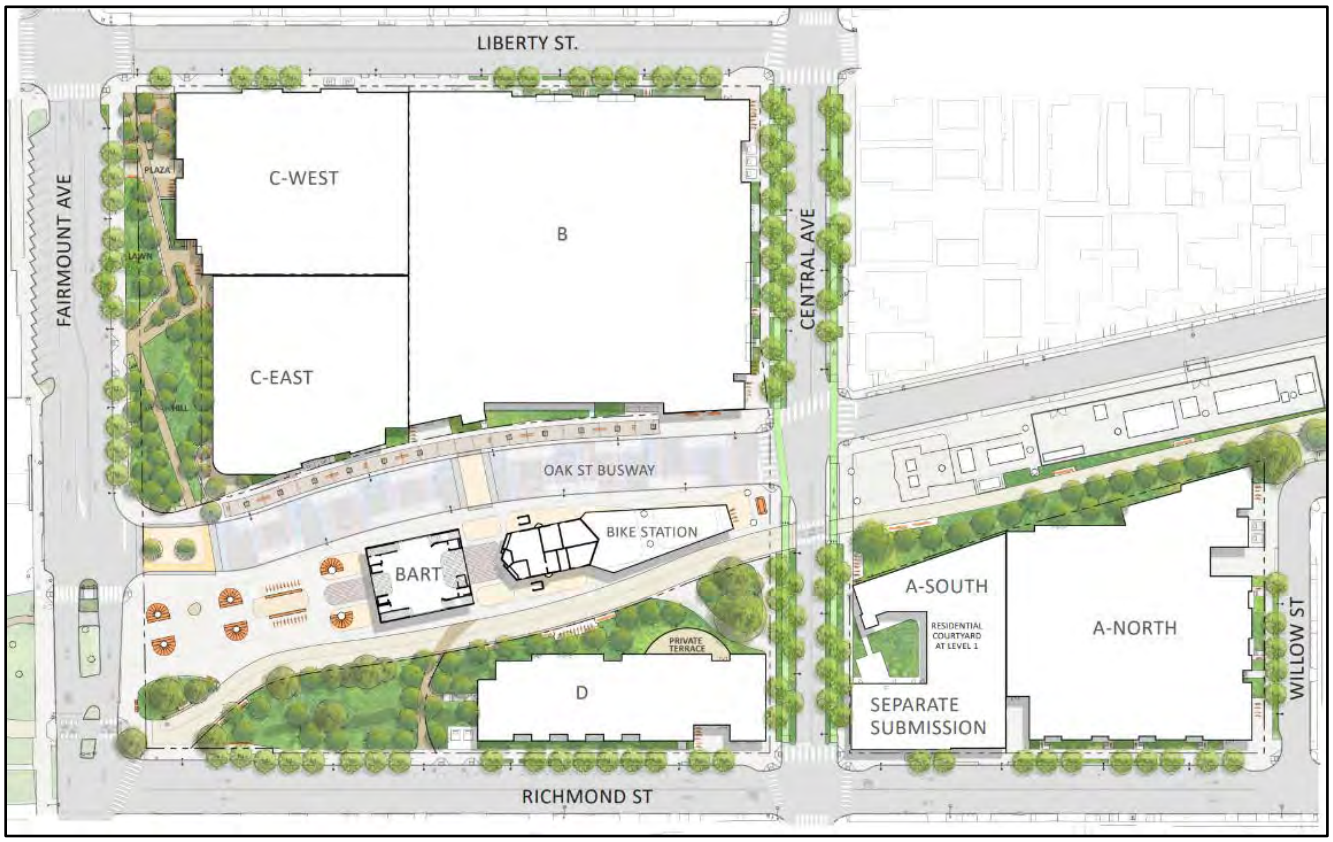
As stated in the Project Overview Section above, the master plan proposes five new multifamily residential and mixed-use buildings with a total of 673 new residential units and approximately 2,100 square-feet of ground-floor commercial space on approximately 6.5 acres. The master plan includes an approximately 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. The master plan includes two alternatives. The first alternative includes a 20,000 square foot public library anchoring the project at the corner of Liberty and Fairmount Avenue, on the ground floor of Building C-West. The City is studying financing options for inclusion of the library. If the City does not fund a library, the library would not proceed to be built and a second alternative includes a small ground floor retail space and garage parking area for the ground floor of Building C-West instead of a library. Table 1 below provides more details for each of the proposed buildings. Figure 1 below shows the proposed site plan.

*Table 1: Proposed Buildings*

| Parcel | Residential Units | Non-Residential | Auto Parking | Bike Parking |
|---|---|---|---|---|
| Parcel B | 259 Market Rate | 600 SF Retail | 145 BART; 129 Resident Spaces | 389 Spaces |
| Parcel C-East | 84 Affordable | 1,500 SF Retail | 42 Spaces shared with Parcel C West | 130 Spaces |
| Parcel C-West * | 79 Affordable | 20,000 SF Library | 0 Spaces | 120 Spaces |
| Parcel A-North | 133 Market Rate | n/a | 66 Spaces | 200 Spaces |
| Parcel D | 118 Affordable (61-80% AMI) | n/a | 0 Spaces | 180 Spaces |
| **Totals:** | **673 Units** | **22,100 SF** | **382 Spaces** | **1,019 Spaces** |

**Note: If the City cannot secure the financing for a public library, then a 2,000 square foot commercial space and a garage with 38 parking spaces would be included on the ground floor of Parcel C-West instead.*

*Figure 1: Site Plan*




Proposed Buildings

The proposed building heights range from five to seven stories (67 feet to 85 feet tall) with architecture that incorporates varying wall planes, varying building materials, and building fenestration. Here is a summary of the site plan and conceptual building materials for each building. Please note the preliminary building elevations and exterior building materials are conceptual and are intended to convey the general level of building articulation. Final building elevations will be submitted to the Community Development Department at a later date for advisory review at the Design Review Board prior to the issuance of a building permit, as outlined in the memorandum regarding processing the development application.

- Building A North (starting on Sheet A2.01 AN of the plans). This six-story multifamily building is U-shaped from the second story up with a second story interior courtyard. The sixth story is stepped further back from both street frontages than the rest of the building. Primary exterior building materials include stucco on the first floor and stucco and board and batten siding for the upper floors. Fiber cement (FC) panels are utilized as accent material for the upper floors.
- Building B (starting on Sheet A2.01 B). This seven-story multifamily building is O-shaped from the third story up with a third story interior courtyard. The seventh story is stepped further back from the rest of the building on all sides except for the eastern side. A small potential retail space is included on the southeastern corner of the ground floor. The primary exterior building material for all floors is board and batten. Fiber cement (FC) panels and stucco are utilized as accent material for the upper floors.
- Building C West (starting on Sheet A2.01 CW). This six-story mixed use building appears as two separate linear buildings from the second floor up separated by a second story courtyard and connected on each story by exterior corridors. If the City can secure the necessary financing, then a 20,000 square foot public library will be included on the ground floor. If the City cannot secure the financing, then a 2,000

square foot commercial space, a residential lobby, and a parking garage would be included on the ground floor instead (see Sheet X2.01 CW). Primary exterior building materials include board brick and metal siding on the first floor and fiber cement panels and metal siding for the upper floors.

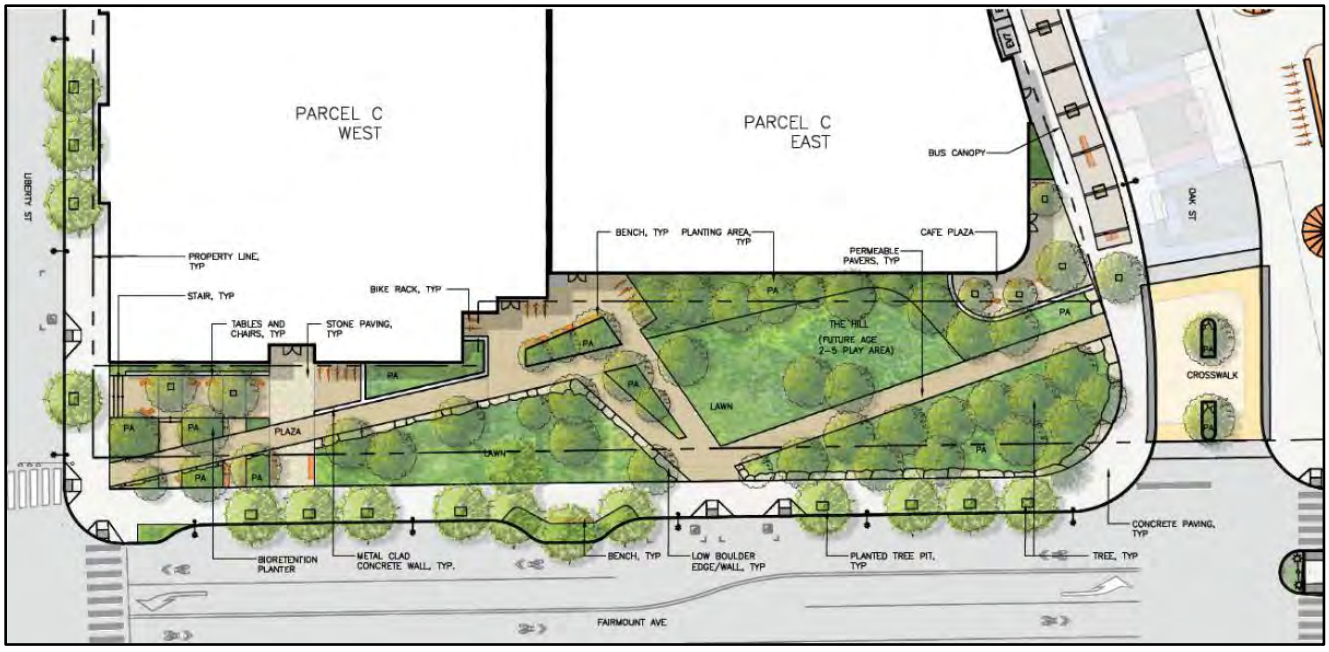
- Building C East (starting on Sheet A2.01 CE). This six-story building is V-shaped from the second floor up with a second story interior courtyard. A 1,500 square foot retail space and a 1,400 square foot community room is included on the ground floor. Primary exterior building materials include board formed concrete on the first floor and stucco and metal panels for the upper floors. Cement board siding is utilized as accent material for the upper floors.
- Building D (starting on Sheet A2.01 D). This five-story multifamily building is a rectangle with a ground level common open space area. Primary exterior building materials include stucco, cement board siding, and metal siding. Fiber cement panels are utilized as accent material.

Aluminum storefront windows on the first story and dark colored vinyl windows on the upper floors are proposed for each building.

Landscape Plan

The project proposes approximately 22,000 square feet of new public open space area (see Sheet G0.21 of the plans). This primarily consists of a proposed new 20,700 square foot public plaza immediately south of Buildings C-West and C-East, facing Fairmount Avenue. The plaza would function as a park and include paved gathering space, a tot play area, a small lawn hill, and stormwater treatment planters, along with a variety of benches, pathways, trees and landscaping (see Sheet L1.04 of the plans). The existing Ohlone Open Space at the northwest corner of Richmond St. and Fairmount Ave. would increase in area slightly. An existing underutilized sandpit in the BART right of way near the intersection of Oak St. and Willow St. would be repurposed as a small dog play area.

*Figure 2: Plaza Site Plan*




The planting palette (see Attachment 5) includes a variety of native and drought tolerant plants for the plaza and project frontages as well as the Ohlone Greenway. Examples of some of the proposed plant species include Eve Case Coffeeberry, Yankee Point Ceanothus, Howard McMinn Manzanita, Berkeley Sedge, Rockrose, and Western Sword Fern.

*Figure 3: Plaza and Project Frontage Planting*

Stormwater Management

As described in the Stormwater Control Plan for the project (see Attachment 6), the project would reduce the amount of impervious area as the project site predominantly consists of existing asphalt parking lots. The existing site slopes down from Fairmount Avenue at elevation 50, toward Liberty Street at elevation 35 with an overall average slope of less than 3%. All onsite stormwater runoff would be routed to flow through planters that would be located throughout the project site (see pg. 12 of Attachment 6. The existing small areas of bio swales near the Ohlone Greenway and Richmond Avenue would be protected or improved. In addition, the existing sidewalks immediately adjacent to the project site would be replaced with permeable pavers. Finally, pursuant to the City's adopted Green Infrastructure Plan, the applicant is currently evaluating the opportunity for adding Green Infrastructure to its frontage improvements for treatment of stormwater flows from the street.

## Transportation Upgrades

The following is a summary of the key changes along the project's public street frontages and the on-site bus transit center as well as an overview of parking and station access.

Three key plans will shape the design of future transportation upgrades in the vicinity of the Project: The City's 2014 *San Pablo Avenue Specific Plan* (SPASP) as amended in 2022, the City's 2016 *Active Transportation Plan* (ATP), and BART's 2023 *Berkeley El Cerrito Corridor Access Plan* (BECCAP).

Central Avenue

Central Avenue is an SPASP-designated Gateway Street which, in contrast to the Commercial and Neighborhood Street typologies, emphasizes movement and connections between destinations, rather than being a major destination itself. At a network scale, the ATP identifies the "BART to Bay Trail" corridor as the City's highest priority bikeway project and the BECCAP reflects the enduring interest in this corridor— feedback received during the BECCAP's outreach phase identified an east-west bicycle corridor along Central Avenue as an important linkage to improve non-auto access to the El Cerrito Plaza BART station.

The Project sponsor proposes a Class IV separated bikeway along the Project's Central Avenue frontages, and the Project plans depict two one-way bikeways, one on each side of the street, with on-street parking on the south side of the street. The final configuration of the bikeway will be shaped by a broader City-led BART to Bay

Trail bikeway planning study, the public kickoff for which is anticipated to occur in Spring 2024. The study will evaluate bikeway configuration and routing options approximately between the 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.

Fairmont Avenue

Fairmont Avenue is an SPASP-designated Major Commercial Street, which emphasizes designs that activate the streetscape and destinations and provides parking and automobile circulation supportive of economic development. The Project sponsor proposes removing the existing center median and converting the existing angled parking along the north side of the street to parallel parking. Altering these two features narrows the paved portion of the road allocated to vehicle travel and storage by approximately 10-feet. Narrowing this street provides several benefits: First, the cross-section achieves greater consistency with the San Pablo Avenue Specific Plan's *Major Commercial Street* cross-section, which envisions parallel parking and two travel lanes to create an intimate pedestrian scale streetscape; second, it allows additional space to be allocated to the Project's public open space; and third, if temporary street closures are desired for festivals and events, a flat pavement surface provides greater flexibility for event organizers to program the space which is also adjacent to the project's proposed public plaza.

El Cerrito Plaza BART Station Bus Transit Center

The existing El Cerrito Plaza BART station bus transit center consists of two one-way busways and eight bus bays which encircle the east and west sides of the station's headhouse (the enclosed space where riders purchase tickets and access the station platforms). To enable additional housing units on the Parcel D site, the Project sponsor proposes closing the one-way busway on the east side of the station and reconfiguring the west side busway from one-way to two-way travel to maintain existing bus circulation patterns. Eight bus bays will be provided along this new busway and three pedestrian crosswalks (one each at the north and south ends of the busway and one mid-block) will provide direct pedestrian connections between the bus bays and BART station. The design of the busway was developed with input from BART and AC Transit staff and includes additional capacity for the future bus service increases envisioned in the BECCAP.

BART Rider Parking and On-Street Parking Management Program

Consistent with AB 2923 standards and the goals of the TOD, numerous access and parking related studies were completed. As a result of these studies, the project includes onsite resident and BART patron parking, multimodal improvements and a City-managed on-street parking program. These studies are available at: https://www.el-cerrito.org/1293/Parking-Studies and https://www.bart.gov/about/planning/station-access/berkeley-elcerrito-corridor-plan.

The Project sponsor is proposing to replace 145 of the 750 existing off-street BART rider parking spaces at the El Cerrito Plaza station. These spaces would be on the ground level of Parcel B and would include 23 EVSE (Electric Vehicle Service Equipment) spaces, 6 to 16 ADA accessible spaces, and 5 car share spaces, along with 11 motorcycle parking spaces. Ten parking spaces will be sized to easily be converted to ADA accessible standards if there is additional demand. While 2015 mode-of-access data from the BECCAP show that approximately 66% of El Cerrito Plaza station BART riders access the station using modes other than driving and parking and 58% of those who park live within a 15-minute walk, bike or bus ride to the station, there is a need to maintain station access for those who don't have alternatives to driving and parking. To this end, in addition to the 145 onsite spaces, the El Cerrito City Council and BART Board of Directors adopted 22 goals and objectives for the ECP TOD in 2021, which include an objective for the City to develop an on-street parking management program in the station area, with BART's support, to supplement the onsite parking.

The BECCAP included an on-street parking management concept study that proposed several key features of a potential on-street parking management program, 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. Staff will continue to develop a parking program for presentation and discussion with the public and Council in late 2024-2025. Timing the development of that program to coincide with its need will allow the most up-to-date ridership projections and technologies to be utilized.

## New Public Library

In a variety of community surveys over approximately the past 20 years, the El Cerrito community has identified the city's library as the top priority for improved public facilities. This community feedback has driven the City to explore potential sites and funding for a new, expanded public library over the same time period. The current 6,500 square foot library was built in 1948 and expanded in 1960 and is significantly undersized and outdated and is unable to meet current and future community needs. In order to leverage opportunities presented by this Project, the City Council requested that BART include a potential 20,000 square foot library in its Request for Qualifications for the El Cerrito Plaza TOD in 2019. Compared to a library built as a stand-alone project elsewhere, a modern library incorporated into the project would save the community over $10,000,000 ($10M) in library project costs and provide numerous other benefits including the 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 project developers and designers, working with the City and County library staff, have laid out a library on the corner of Liberty Street and Fairmont Avenue that would be able to be built to the most contemporary standards for libraries and public facilities. Although the final design of the interior of the library would be undertaken when the City funds the library, the space held for the library would be sufficient 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. The building design allows for significant natural light, including a skylight through the upper courtyard of the building. Furthermore, the library would sit adjacent to the public plaza on Fairmont Avenue, allowing for outdoor programing and outdoor space that complements library activities.

Although final details of the financial terms for the library are continuing to be developed with the developer and BART. It is anticipated that the draft terms will be presented to the BART Board in Spring 2024. Due to the need for the City to develop financing to construct the library, the library is being included in the project's final phase which is scheduled to begin final design in Spring 2025. The City has until that time to determine if it will fund a library in the project. If the City does not elect to proceed, the 20,000 square foot space held for the library will be designed instead as n additional corner retail unit and additional parking for the residential project, consistent with the alternate scenario outlined in the master plan application. For more information about the planning for a new library, visit www.el-cerrito.org/library.

## Grant Funding

The Project and related improvements will be financed through various public-private sources. The table below details the public grant funding sources secured to date for both the market-rate and affordable parcels. Given that the project will be delivered in multiple phases, there are various layers of funding associated with each building. The development team, the City, and BART continue to collaborate and pursue additional grant funds. Staff would also like to highlight that with four of the six buildings designated as affordable housing, the Project will significantly contribute to the City's 6th Cycle Regional Housing Needs Allocation (RHNA) of creating 1,391 new housing units including 526 affordable units over the next 8 years The project's market rate development

would be subject to property tax.

*Table X: Grant Funding*

| Source | Funds | Scope |
|---|---|---|
| CA Housing & Community Development (HCD): Infill Infrastructure Grant-Catalyst | $20M | Capital Improvements that support the Project:<br>1) Bike & Pedestrian Improvements<br>2) Transit Station Improvements<br>3) Parcel A-South, Parking & Infrastructure: Site preparation, grading, utility connections, modular housing components<br>4) Parcel C-East, Parking & Infrastructure: Site preparation, grading, utility connections, podium parking<br>5) Fairmount Plaza: New plaza open space including streetscape improvements |
| Contra Costa County: Measure X and HOME Programs | $3.5M | Affordable housing for Parcel A-South |
| CalSTA: Transit and Intercity Rail Capital Program (TIRCP) | $24M | Parking Garage, Bike/Pedestrian Improvements, Parking Program, Transit Center |
| CA HCD: Prohousing | $620K | Affordable housing for Parcels: A-South and C-East |
| West Contra Costa Transportation Advisory Committee: Subregional Transportation Mitigation Program (STMP) | $239K | East-West Busway |
| West Contra Costa Transportation Advisory Committee: Subregional Transportation Mitigation Program (STMP) | $800K | Busway, Parking Garage |
| City of El Cerrito Housing Trust Fund | $350K | Affordable housing for Parcel A-South |
| Federal Transit Administration (FTA) | $150K | Transportation Demand Management strategies to enhance station access; evaluate feasibility of transportation management association; conduct financial analysis |
| Caltrans Transportation Planning, Sustainable Communities | $500K | Planning grant for mixed-use, mixed-income development at El Cerrito Plaza BART |
| Total | $50.1M | |

## Standard of Review

The request before the Design Review Board and the Planning Commission is to provide advisory comments on this master site plan application. As described in Section 2.02.06.04.02(E) of the San Pablo Avenue Specific Plan (SPASP), the scope of master site plan review includes the site plan for the project with respect to:

1. Location and general footprint of buildings
2. Location of land uses within the project site
3. Location and configuration of roadways and other transportation facilities, including public and private rights of-way, and existing and proposed easements for access
4. General location and distribution of parking facilities
5. Location and type of public and private open spaces
6. Site circulation including major pedestrian, bicycle, and vehicle pathways and routes of travel
7. Location of public utilities, including existing and proposed easements
8. Location of natural features
9. Location of landscape areas
10. Location of proposed public facilities
11. Required facilities which are shared among buildings and occupants of the site (e.g. stormwater filtration facilities serving more than one building)

The building elevations provided in the plan set are conceptual at this time. More detailed building plans and landscaping plans for each public open space area and for each proposed building will be provided for additional advisory review by the Design Review Board prior to issuance of a building permit for the buildings.

## San Pablo Avenue Specific Plan Compliance

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

*Regulation by Street Type:* At the project site frontages, the Specific Plan classifies Fairmount Avenue as a 'Major Commercial Street'; Central Avenue (west of Oak St.) as a 'Gateway Street'; Central Avenue (east of Oak St.), Liberty Street, Richmond Street, and Willow Street each as a 'Neighborhood Street.'

*Regulation by Transect Zone:* The project site is located within the Transit-Oriented High Intensity Mixed-Use (TOHIMU) Zone. The following topics are regulated by Transect Zone:

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

Open space requirements are regulated by land use type and building size.

The tables in Attachment 2 identify each standard in the Specific Plan whether the project complies with each standard.

AB 2923

Pursuant to Government Code Section 29010.6 (a)(2), the zoning standards published in Table 1 and Figure 1 of the BART TOD Guidelines (2017) shall serve as the minimum allowable density and height limits, and the highest allowable parking limits for a BART TOD project. Figure 1 of the Guidelines indicates that the El Cerrito Plaza

BART Station is considered a "Urban or City Center" TOD Place Type. Table 1 of the Guidelines indicates that an "Urban or City Center" TOD Place Type is eligible for residential buildings that are 7 stories tall. In addition, there is no minimum automobile parking requirement and maximum automobile parking requirement of 0.5 spaces per residential unit.

State Density Bonus Law

This project application was submitted pursuant to State Density Bonus Law (Government Code Section 65915 and El Cerrito Municipal Code Chapter 19.22). This law allows a project that provides a minimum percentage of units that are designated as affordable to seek waivers and concessions to applicable development standards as well as increased residential density beyond what a local jurisdiction normally allows for. A housing development is eligible for a waiver or reduction of any development standard that physically precludes the construction of an affordable housing development at the densities or with the concessions or incentives permitted by Government Code Section 65915. A concession is any reduction in site development standards or any modification of zoning or architectural design requirements necessary pursuant to California Government Code Sections 65915(d)(3) or 65915(e) that would result in identifiable and actual cost reductions, and facilitate the construction of the residential development project at the densities provided for in Section 65915

As this Master Plan application includes 24% of the total on-site units (163 of the 673 units) reserved for lower-income households up to 60% AMI (area median income) within Parcels C-East and C-West, the application is eligible for three concessions and incentives in addition to waivers and reductions of development standards as allowed by State Density Bonus Law. As described in Attachment 3 (Applicant Statement) and Attachment 2 (Specific Plan Consistency Matrix), the project seeks the following concessions and waivers:

*Concessions*

1. SPASP Section 2.05.06.01 Private Open Space. Private and common open space requirements of Parcels C-East and C-West, specifically the following interwoven open space standards: (1) minimum 80 sq. ft. per unit open space provision, (2) that 30% of the minimum required open space shall be for individual units, and (3) requirement that balconies shall be incorporated along street-facing elevations and fronting plazas.
2. Section 2.04.02.02.01 Shop Frontage and Commercial Uses. If the City does not secure financing for a public library, then a concession is requested from the requirement to provide a minimum of 50% Shop Front Frontage Type for the Major Commercial Street which applies to Parcel C West and C East.

*Waivers*

1. Section 2.04.02 Setbacks. A waiver is requested from the sidewalk activity zones, ground-floor front setbacks for Parcels B, C-East, and D.
2. Section 2.05.02.03.03 Building Length and Views. Views are maintained from the BART elevated platform towards the Bay. However, the break between buildings does not continue all the way to grade for Parcels A-North, B, and D in the intervals required pursuant to the SPASP.
3. Section 2.05.06.03 Courtyard Width. Parcels A North, C-East and C-West do not comply with the required width to height ratio for the interior courtyard.
4. Sections 2.05.06.04.02 Plazas and Section 2.05.06.04.04 Greenways. The Project requests a waiver from the 15-foot front residential setback for buildings that front plazas (Parcels C East and C West).

Staff has reviewed the density bonus application materials for the project and confirmed that they comply with the relevant requirements in Government Code Section 65915 and El Cerrito Municipal Code Chapter 19.22.

Goals and Policies

The project would help the City to achieve a number of the opportunities identified for the City's Downtown in Section 1.03.01 of the San Pablo Avenue Specific Plan:

- Encourage placemaking through active ground floor commercial spaces and open spaces in key areas.

  *The Master Plan proposes ground floor commercial facing Fairmount Avenue and the proposed Oak Street Busway. If the City can secure the necessary financing, then a 20,000 square foot public library for the City will be included on the ground floor facing Fairmount Avenue. The project proposes approximately 22,000 square feet of new public open space area. This primarily consists of a proposed new public plaza facing Fairmount Avenue. The existing Ohlone Open Space at the northwest corner of Richmond St. and Fairmount Ave. would increase in area slightly. An existing underutilized sandpit in the BART right of way near the intersection of Oak St. and Willow St. would be repurposed as a small dog play area.*

  *This project could significantly assist in achieving the City's vision to create more of a Downtown destination and specifically for Fairmount Avenue to become a major commercial street where there is a large public plaza along with surrounding ground floor commercial and public institutional uses. Additionally, with the proposed redesign of Fairmount Avenue to reduce the street width and remove the median in the road, the City would then also be able to close this section of Fairmount Avenue adjacent to the proposed plaza for special events.*

- Construct higher-intensity mixed-use developments in proximity to the BART station.

  *The entire project with Parcel A South includes 743 residential units in six proposed buildings ranging from five to seven stories tall.*

- Provide midblock connections to improve pedestrian and bicycle connectivity on large blocks.

  *The project proposes the Oak Street Busway adjacent to the BART station. This Busway would include sidewalk improvements and would provide a new and improved midblock connection between Fairmount Avenue and Central Avenue.*

Importantly, the project would also implement the following strategies of the SPASP:

- Strategy C.2: Reduce vehicle miles traveled by locating higher-density development in close proximity to transit and bicycle infrastructure and commercial and public-serving uses.

  *The entire project with Parcel A South includes 743 residential units. These units are directly adjacent to the El Cerrito Plaza BART Station; a major bus stop for numerous AC Transit bus lines; the Ohlone Greenway for bicyclists and pedestrians; and the El Cerrito Plaza shopping center. In addition, numerous businesses are nearby along Fairmount Avenue and San Pablo Avenue.*

- Strategy D.2: Promote the creation of affordable housing units through implementation of the City's Inclusionary Zoning requirements and through partnering with affordable housing providers.

  *The entire project (including Parcel A South) includes 743 residential units comprised of 53% market-rate and 47% below market rate consisting of 31% affordable to households earning between 30% and 60% of area median income and 16% affordable to households earning up to 80% of area median income.*

## Art in Public Places

The project is required to comply with Chapter 13.50: Art in Public Places of the El Cerrito Municipal Code. The Developers and their design team will collaboratively partner with the City and BART to identify key public art locations and opportunities to meet the requirements set forth in the El Cerrito municipal code to amplify public spaces within the master plan with unique artworks that consider the historical, geographical, and social/cultural context of the area. Public art may include either sculptures, murals, mosaics, lighting features, or mixed media in the planned activity nodes to enhance the master plan's future community gathering locations.

## Sustainability Initiatives

In addition to creating a transit-oriented development that provides 743 residential units adjacent to major train and bus lines, bicycle/pedestrian circulation, shopping and other services, the project proposes a number of sustainable initiatives:

- Each development 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.

In addition, more than half of the housing developments are anticipated be built through off-site modular factory-built construction. By working in a controlled environment, factory-built housing FBH production allows for increased efficiencies of material use, recycling, and deliveries to reduce the projects carbon footprint to construct. FBH also significantly shortens construction timelines, minimizing construction-related impacts (noise, traffic, heavy equipment usage, etc.) on nearby neighborhoods.

The project will comply with the San Pablo Avenue Specific Plan requirement that twenty percent of the parking spaces provided for residential units or commercial spaces shall be installed with Level 2 Electric Vehicle Supply Equipment (EVSE). The project will also comply with standard California Building Code (CBC) and Contra Costa County Stormwater requirements. For instance, all buildings will be designed for future rooftop solar photovoltaic panels and infrastructure. Bioretention and stormwater infrastructure will be provided to capture and treat rainwater runoff prior to entering the city's storm drain system and support the recharging of groundwater basins.

## Environmental Review

Pursuant to Government Code Section 29010.7(b)(1) from AB 2923, this TOD project is subject to the streamlined, ministerial approval process specified in Government Code Section 65913.4. Therefore, the project is exempt from the California Environmental Quality Act (CEQA) pursuant to Government Code Section 65913.4(d) and the statutory exemption for ministerial projects in Public Resources Code Section 21080(b)(1) and Section 15268 of the CEQA Guidelines.

## Public Notice and Public Comment

A courtesy notice of this meeting was mailed to owners of property within 300 feet of the project site and all interested parties on January 3, 2024. No comments were received prior to the publication of this report.

Additionally, notice of the meeting was distributed electronically to subscribers of the City's Planning calendar, and was publicized on the City's social media accounts including Community Development eNews, Facebook, Instagram, and X (formerly Twitter).

As described above in this report, there have been numerous public meetings related to various aspects of this project over the past four years. This list provides a summary of these meetings along with links to materials for each meeting.

# Staff Recommendation

Staff requests that the Planning Commission and Design Review Board provide advisory input on the Master Plan for the El Cerrito Plaza Station TOD Project.

# Attachments

1. Project Plans
2. Specific Plan Consistency Matrix
3. Applicant statement
4. Joint PC/DRB Study Session Comments, Sept. 2022
5. Plant Palette
6. Stormwater Control Plan

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BKF

# EL CERRITO PLAZA BART TOD

AB-2923 / SB-35 MINISTERIAL ENTITLEMENT
07/20/2023

**REVISIONS**

| # | DESCRIPTION | DATE |
|---|---|---|
| 1 | RESPONSE TO COMPLETENESS REVIEW | 10/5/2023 |

COVER SHEET

**G0.00**

## PROJECT DESCRIPTION

The El Cerrito Plaza BART TOD (ECP-TOD) master plan is centrally located at 6699 Fairmount Avenue and consists of several parcels of land predominantly owned by the San Francisco Bay Area Rapid Transit District (BART). The proposed ECP-TOD is a multi-phase, master plan transit-oriented development and public-private partnership between BART and a joint-venture development team between Holliday Development advancing efforts on the market-rate housing phases and Related California, as the lead affordable housing developer with Satellite Affordable Housing Associates (SAHA) as affordable housing co-developer and resident services provider.

This entitlement application for the TOD master plan will transform approximately 6-acres of existing surface parking lots (excludes Parcel A South area) into 673 new residential units with ~40% on-site affordability for households earning between 30-80% AMI, a potential new 20,000 square-foot public library, a BART replacement parking structure, and include improved multi-modal station access and supporting bike/ped infrastructure along with a series of public, landscaped open spaces and improvements to the Ohlone Greenway, a 2.7-mile multi-use pedestrian and bicycle trail connecting Alameda and Contra Costa counties.

This application seeks to be processed and approved via AB 2923 (Chiu, 2018) which defers to the streamlined ministerial review procedures and timelines of SB 35.

Parcel A South – Reference Only. This application package does not include extensive details on Parcel A South, a 70-unit affordable housing development, which was processed under a separate ministerial application ahead of the remainder of the ECP-TOD master plan. Entitlement approval was granted via AB2923/SB35 on April 3, 2023. All project data and plans provided for Parcel A South (e.g. unit count, site plan) within this application are included for reference only.

## PROJECT TEAM


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## BUILDING AREA TABULATIONS BY PARCEL

| AREA TABULATION - A NORTH | |
|---|---|
| TYPE | AREA |
| A NORTH - AMENITY | 8069 SF |
| A NORTH - CIRCULATION | 24154 SF |
| A NORTH - GARAGE | 20321 SF |
| A NORTH - RESIDENTIAL | 107163 SF |
| A NORTH - SERVICE | 6536 SF |
| | 166244 SF |

| AREA TABULATION - A SOUTH (SEPARATE SUBMITTAL) | |
|---|---|
| TYPE | AREA |
| A SOUTH - AMENITY | 4943 SF |
| A SOUTH - CIRCULATION | 11013 SF |
| A SOUTH - GARAGE | 8775 SF |
| A SOUTH - RESIDENTIAL | 59780 SF |
| A SOUTH - SERVICE | 3949 SF |
| | 88460 SF |

| AREA TABULATION - B | |
|---|---|
| TYPE | AREA |
| B - AMENITY | 14451 SF |
| B - CIRCULATION | 39493 SF |
| B - GARAGE | 109618 SF |
| B - RESIDENTIAL | 189036 SF |
| B - SERVICE | 4569 SF |
| | 357168 SF |

| AREA TABULATION - C WEST | |
|---|---|
| TYPE | AREA |
| C WEST - AMENITY | 5773 SF |
| C WEST - CIRCULATION | 16476 SF |
| C WEST - GARAGE | 3828 SF |
| C WEST - LIBRARY | 20126 SF |
| C WEST - RESIDENTIAL | 65313 SF |
| C WEST - SERVICE | 3031 SF |
| | 114547 SF |

| AREA TABULATION - C WEST ALT. | |
|---|---|
| TYPE | AREA |
| C WEST ALT - AMENITY | 8944 SF |
| C WEST ALT - CIRCULATION | 15711 SF |
| C WEST ALT - COMMERCIAL | 2092 SF |
| C WEST ALT - GARAGE | 15654 SF |
| C WEST ALT - RESIDENTIAL | 63997 SF |
| C WEST ALT - SERVICE | 4427 SF |
| | 110825 SF |

| AREA TABULATION - C EAST | |
|---|---|
| TYPE | AREA |
| C EAST - AMENITY | 6474 SF |
| C EAST - CIRCULATION | 15386 SF |
| C EAST - COMMERCIAL | 1376 SF |
| C EAST - GARAGE | 15174 SF |
| C EAST - RESIDENTIAL | 70989 SF |
| C EAST - SERVICE | 4287 SF |
| | 113686 SF |

| AREA TABULATION - D | |
|---|---|
| TYPE | AREA |
| D - AMENITY | 3056 SF |
| D - CIRCULATION | 10642 SF |
| D - RESIDENTIAL | 60025 SF |
| D - SERVICE | 3793 SF |
| | 77516 SF |

| AREA TABULATION - D ALT. | |
|---|---|
| TYPE | AREA |
| D ALT - AMENITY | 3056 SF |
| D ALT - CIRCULATION | 10429 SF |
| D ALT - RESIDENTIAL | 46318 SF |
| D ALT - SERVICE | 3814 SF |
| | 63617 SF |

## UNIT AND PARKING SUMMARY

**Master Plan Parcels (with Library and City Parcel)**

| Parcel | Affordable Units | Affordable (61-80% AMI) Units | Market Rate Units | Total Units | Approx. number of residents* | Library & Community | Retail | Public Parking | Residential Parking | Res. Pkg Ratio | Long Term Bike Parking | Long Term Bike Pkg Ratio | Short Term Bike Parking |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **A-North** | | | 133 | 133 | 200 | | | | 60 | 0.45 | 200 | 1.50 | 28 |
| **B** | | | 259 | 259 | 389 | | 600 | 145 | 129 | 0.50 | 389 | 1.50 | 52 |
| **C-West** | 79 | | | 79 | 158 | 20,000 | | | - | 0.00 | 120 | 1.52 | 16 |
| **C-East** | 84 | | | 84 | 168 | | 1,500 | | 42 | 0.50 | 130 | 1.55 | 10 |
| **D** | | 118 | | 118 | 236 | - | | | - | 0.00 | 180 | 1.53 | 12 |
| **Subtotal** | **163** | **118** | **392** | **673** | **1,150** | **20,000** | **2,100** | **145** | **231** | | **1,019** | | **118** |
| % | 24% | 18% | 58% | 100% | | | | | | | | | |
| **Total (with A-South)** | **233** | **118** | **392** | **743** | **1,290** | **20,000** | **2,100** | **145** | **266** | | **1,125** | | **126** |
| *%* | *31%* | *16%* | *53%* | *100%* | | | | | | | | | |

* Number residents calculated by multiplying market units by 1.5, affordable units by 2.0

** We meet affordable percentage if Affordable & Affordable (61-80% AMI) are combined as being Below Market Rate

**Parcel A-South (Separate Submittal)**

| Parcel | Affordable Units | Affordable (61-80% AMI) Units | Market Rate Units | Total Units | Approx. number of residents* | Library & Community | Retail | Public Parking | Residential Parking | Res. Pkg Ratio | Bike Parking | Bike Pkg Ratio | Short Term Bike Parking |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **A-South** | 70 | | | 70 | 140 | | | | 35 | 0.50 | 106 | 1.51 | 8 |

**Master Plan Alternates (Parcel C-West without Library and Parcel D without City Parcel)**

| Parcel | Affordable Units | Affordable (61-80% AMI) Units | Market Rate Units | Total Units | Approx. number of residents* | Library & Community | Retail | Public Parking | Residential Parking | Res. Pkg Ratio | Bike Parking | Bike Pkg Ratio | Short Term Bike Parking |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **C-West** | 79 | | | 79 | 158 | - | 2,000 | | 39 | 0.49 | 120 | 1.52 | 8 |
| **D** | | 88 | | 88 | 176 | - | | | - | 0.00 | 136 | 1.55 | 10 |

**Master Plan Parcels (with Library and City Parcel)**

| Parcel | Studio | 1 Bedroom | 2 Bedroom | 3 Bedroom | Subtotal |
|---|---|---|---|---|---|
| **A-North** | 28 | 46 | 56 | 3 | 133 |
| **B** | 67 | 141 | 43 | 8 | 259 |
| **C-West** | | 35 | 24 | 20 | 79 |
| **C-East** | | 35 | 25 | 24 | 84 |
| **D** | 47 | 60 | 11 | | 118 |
| **Subtotal** | **142** | **317** | **159** | **55** | **673** |
| % | 21% | 47% | 24% | 8% | 100% |

**Master Plan Parcels with Parcel A-South**

| Parcel | Studio | 1 Bedroom | 2 Bedroom | 3 Bedroom | Subtotal |
|---|---|---|---|---|---|
| **A-South** | | 30 | 20 | 20 | 70 |
| **A-North** | 28 | 46 | 56 | 3 | 133 |
| **B** | 67 | 141 | 43 | 8 | 259 |
| **C-West** | | 35 | 24 | 20 | 79 |
| **C-East** | | 35 | 25 | 24 | 84 |
| **D** | 47 | 60 | 11 | | 118 |
| **Subtotal** | **142** | **347** | **179** | **75** | **743** |
| % | 19% | 47% | 24% | 10% | 100% |


| Sheet Number | Sheet Name | SB330 DRAFT | SB330 | SB35 |
|---|---|---|---|---|
| GENERAL | | | | |
| G0.00 | COVER SHEET | ● | ● | ● |
| G0.01 | SHEET INDEX & PROJECT INFORMATION | ● | ● | ● |
| G0.10 | SITE AXONOMETRIC | ● | ● | ● |
| G0.11 | SITE AXONOMETRIC | ● | ● | ● |
| G0.20 | EXISTING OPEN SPACE DIAGRAM | | | ● |
| G0.21 | PUBLIC OPEN SPACE DIAGRAM | | ● | ● |
| G0.24 | FRONTAGE TYPE DIAGRAM | | | ● |
| G0.25 | FIRE ACCESS DIAGRAM | | | ● |
| G0.30 | PLANNING ANALYSIS | ● | ● | ● |
| G0.31 | PLANNING ANALYSIS | ● | ● | ● |
| G0.32 | PLANNING ANALYSIS | | | ● |
| G0.40 | RESPONSIBILITY MATRIX | | ● | ● |
| G1.00 | BART STATION DRAWINGS | ● | ● | ● |
| CIVIL | | | | |
| TM-0 | TITLE SHEET | | | ● |
| TM-1 | EXISTING CONDITIONS - TOPOGRAPHY | ● | ● | ● |
| TM-2 | EXISTING CONDITIONS - PARCELS | | | ● |
| TM-3 | EXISTING TREE REMOVAL | | | ● |
| TM-4 | SITE PARCEL PLAN | ● | ● | ● |
| TM-5 | PHASING PLAN | | | ● |
| TM-6 | SITE LAYOUT PLAN | | | ● |
| TM-7 | STREET CROSS SECTIONS | | | ● |
| TM-8 | SITE GRADING | ● | ● | ● |
| TM-9 | UTILITY PLAN | | | ● |
| TM-10 | STORMWATER CONTROL PLAN | ● | ● | ● |
| TM-11 | EROSION CONTROL PLAN | | | ● |
| LANDSCAPE | | | | |
| L0.01 | SITE RENDERED VIEW | | | ● |
| L0.02 | SITE RENDERED VIEW | | | ● |
| L0.03 | SITE RENDERED VIEW | | | ● |
| L0.04 | SITE RENDERED VIEW | | | ● |
| L1.00 | OVERALL SITE PLAN - GROUND LEVEL | ● | ● | ● |
| L1.01 | OVERALL SITE PLAN - UPPER FLOORS | ● | ● | ● |
| L1.02 | OPEN SPACE PLAN - GROUND LEVEL | ● | ● | ● |
| L1.03 | OPEN SPACE PLAN - UPPER FLOORS | ● | ● | ● |
| L1.04 | ENLARGED PLAZA PLAN | ● | ● | ● |
| L1.05 | SITE SECTIONS | ● | ● | ● |
| L1.06 | SITE SECTIONS | ● | ● | ● |
| L1.07 | CURBSIDE ACCESS PLAN | ● | ● | ● |
| L1.08 | PEDESTRIAN ACCESS PLAN | | | ● |
| L1.09 | BIKE ACCESS PLAN | | | ● |
| ARCHITECTURE | | | | |
| A1.00 | OVERALL SITE PLAN - GROUND FLOORS | ● | ● | ● |
| A1.01 | OVERALL SITE PLAN - UPPER FLOORS | ● | ● | ● |
| A1.10 | SITE SECTIONS | ● | ● | ● |
| A1.20 | BIKE STATION | | | ● |
| A1.50AN | PARCEL A-NORTH - OPEN SPACE DIAGRAMS | | | ● |
| A2.01AN | PARCEL A-NORTH - FLOOR PLAN - LEVEL 1 | ● | ● | ● |
| A2.02AN | PARCEL A-NORTH - FLOOR PLAN - LEVEL 2 (PODIUM) | ● | ● | ● |
| A2.03AN | PARCEL A-NORTH - FLOOR PLAN - LEVEL 6 | ● | ● | ● |
| A3.01AN | PARCEL A-NORTH - ELEVATIONS | | ● | ● |
| A3.50AN | PARCEL A-NORTH - SECTION & 3D VIEW | ● | ● | ● |
| A1.50B | PARCEL B - OPEN SPACE DIAGRAMS | | | ● |
| A2.01B | PARCEL B - FLOOR PLAN - LEVEL 1 | ● | ● | ● |
| A2.02B | PARCEL B - FLOOR PLAN - LEVEL 2 | ● | ● | ● |
| A2.03B | PARCEL B - FLOOR PLAN - LEVEL 3 (PODIUM) | ● | ● | ● |
| A2.04B | PARCEL B - FLOOR PLAN - LEVEL 7 | ● | ● | ● |
| A2.05B | PARCEL B - OAK STREET FRONTAGE | ● | ● | ● |
| A3.01B | PARCEL B - ELEVATIONS | | ● | ● |
| A3.02B | PARCEL B - ELEVATIONS | | ● | ● |
| A3.50B | PARCEL B - SECTION & 3D VIEW | ● | ● | ● |
| A1.50CW | C-WEST - OPEN SPACE DIAGRAMS | | | ● |
| A2.01CW | C WEST - FLOOR PLAN - LEVEL 1 | ● | ● | ● |
| A2.02CW | C WEST - FLOOR PLAN - UPPER LEVELS | ● | ● | ● |
| A3.01CW | C WEST - ELEVATIONS | | ● | ● |
| A3.50CW | C WEST - SECTION & 3D VIEW | ● | ● | ● |
| A1.50CE | C-EAST - OPEN SPACE DIAGRAMS | | | ● |
| A2.01CE | C EAST - FLOOR PLAN - LEVEL 1 | ● | ● | ● |
| A2.02CE | C EAST - FLOOR PLAN - UPPER LEVELS | ● | ● | ● |
| A3.01CE | C EAST - ELEVATIONS | | ● | ● |
| A3.50CE | C EAST - SECTION & 3D VIEW | ● | ● | ● |
| A1.50D | PARCEL D - OPEN SPACE DIAGRAMS | | | ● |
| A2.01D | PARCEL D - FLOOR PLAN - LEVEL 1 | ● | ● | ● |
| A2.02D | PARCEL D - FLOOR PLAN - UPPER LEVELS | ● | ● | ● |
| A3.01D | PARCEL D - ELEVATIONS | | ● | ● |
| A3.50D | PARCEL D - SECTION & 3D VIEW | ● | ● | ● |
| ALTERNATES | | | | |
| X1.00CW | ALTERNATE SITE PLAN - C WEST | ● | ● | ● |
| X2.01CW | C WEST ALT. - FLOOR PLAN - LEVEL 1 | ● | ● | ● |
| X2.02CW | C WEST ALT. - FLOOR PLAN - UPPER LEVELS | ● | ● | ● |


TOTAL SHEETS: 76


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EINWILLER KUEHL LANDSCAPE ARCHITECTURE

BKF

# EL CERRITO PLAZA BART TOD

AB-2923 / SB-35 MINISTERIAL ENTITLEMENT
07/20/2023

**REVISIONS**

| # | DESCRIPTION | DATE |
|---|---|---|
| 1 | RESPONSE TO COMPLETENESS REVIEW | 10/5/2023 |

SHEET INDEX & PROJECT INFORMATION

**G0.01**

AERIAL 3D VIEW - FROM NORTHEAST (1)

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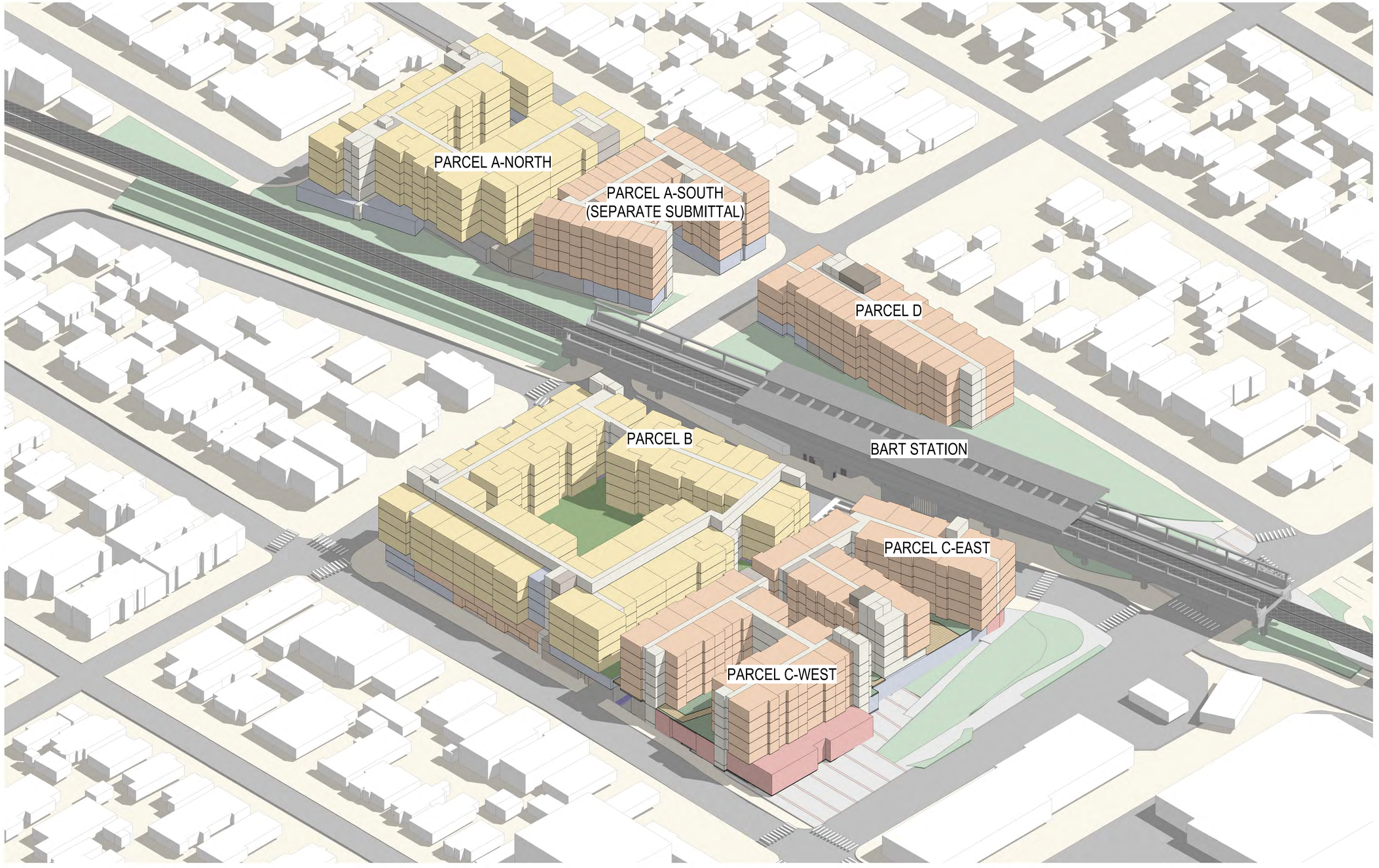
## SITE AXONOMETRIC

**G0.10**




= MARKET RATE HOUSING

= AFFORDABLE HOUSING

AERIAL 3D VIEW - FROM SOUTHWEST (1)

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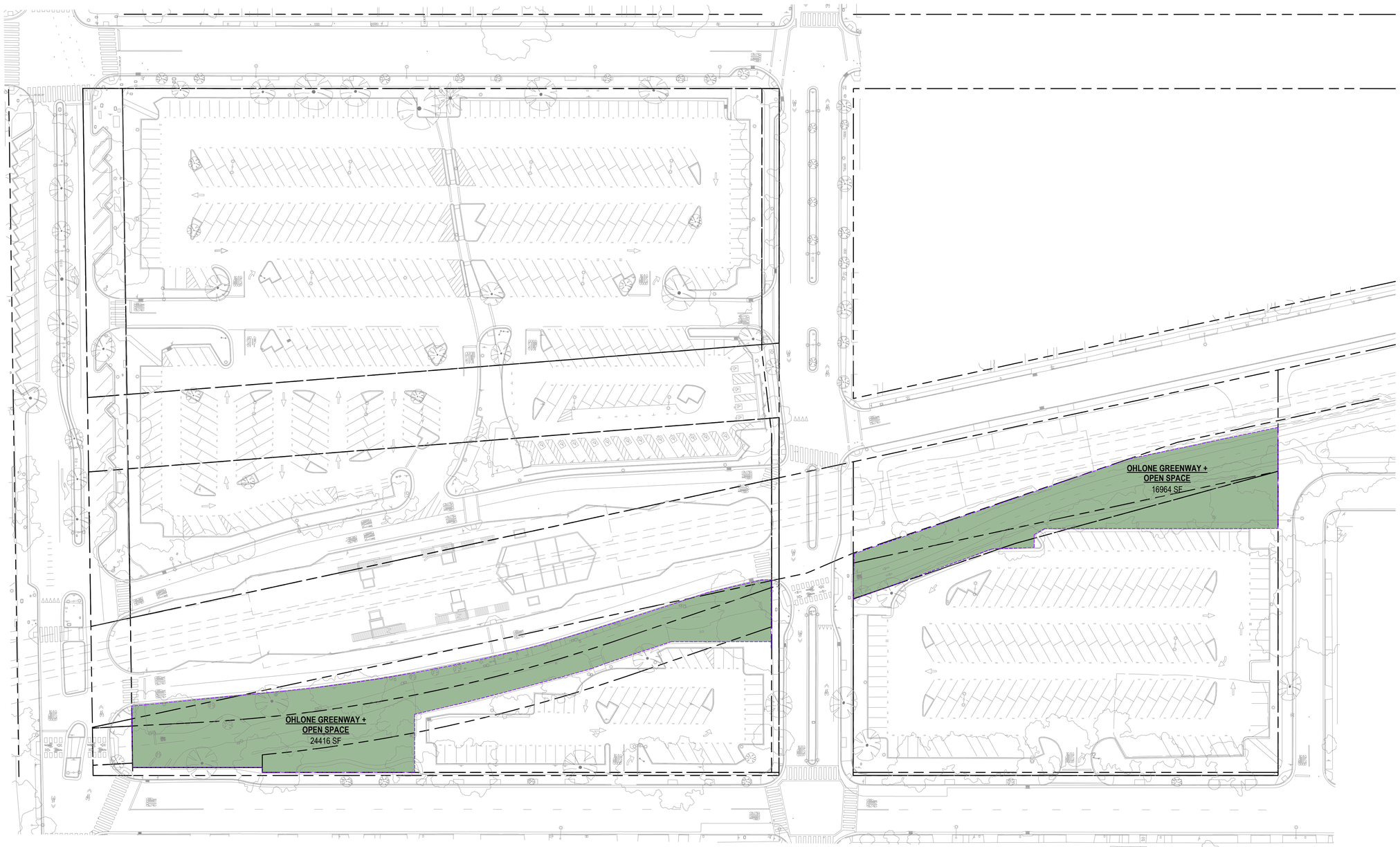
## SITE AXONOMETRIC

**G0.11**




| EXISTING OPEN SPACE | |
|---|---|
| **OPEN SPACE** | **AREA** (SF) |
| OHLONE GREENWAY + OPEN SPACE NORTH OF CENTRAL AVE. | 16,964 |
| OHLONE GREENWAY + OPEN SPACE SOUTH OF CENTRAL AVE. | 24,416 |
| **TOTAL** | **41,380** |

EXISTING OPEN SPACE DIAGRAM (1)
1" = 40'-0"

0' 20' 40' 80' 160'
SCALE: 1" = 40'

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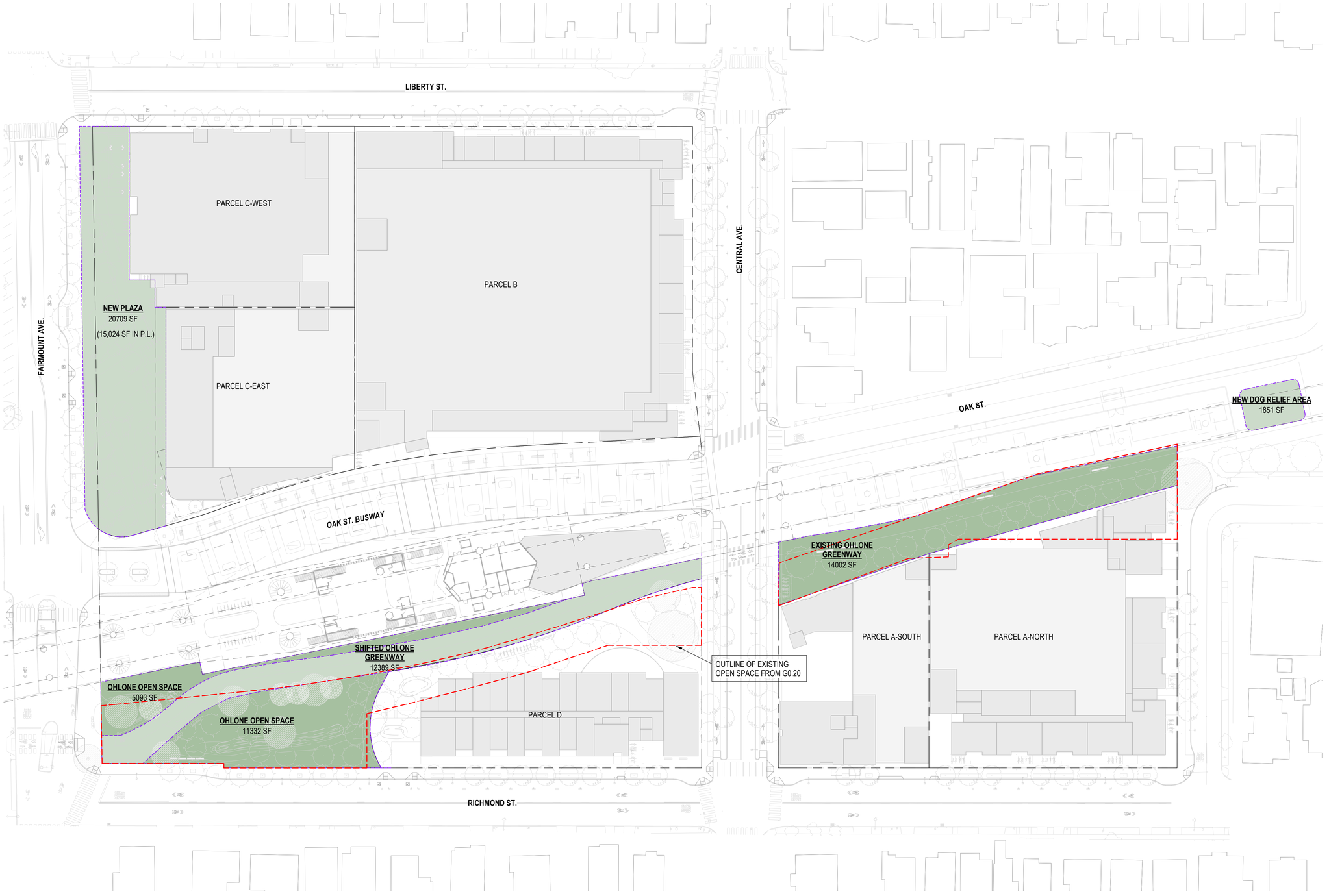
## EXISTING OPEN SPACE DIAGRAM

**G0.20**




## PUBLIC OPEN SPACE SUMMARY

| REQUIRED OPEN SPACE | | |
|---|---|---|
| **PARCEL** | **BUILDING AREA** (SF) | **PUBLIC OPEN SPACE REQUIRED** (SF) 25 SF / 1,000 SF BUILDING AREA |
| A-NORTH | 166,118 | 4,153 |
| B | 357,196 | 9,380 |
| C-WEST | 114,547 | 2,863 |
| C-EAST | 113,686 | 2,842 |
| D | 77,537 | 1,938 |
| **TOTAL** | **829,084** | **21,176** |

| PROPOSED OPEN SPACE | |
|---|---|
| **OPEN SPACE** | **AREA** (SF) |
| NEW PLAZA | 20,709 |
| SHIFTED OHLONE GREENWAY | 12,389 |
| OHLONE OPEN SPACE | 16,425 |
| EXISTING OHLONE GREENWAY | 14,002 |
| NEW DOG RELIEF AREA | 1,851 |
| **TOTAL** | **65,376** |

| TOTAL NEW OPEN SPACE | |
|---|---|
| **OPEN SPACE** | **AREA** (SF) |
| PROPOSED OPEN SPACE | 65,376 |
| EXISTING OPEN SPACE | 41,380 |
| **NET NEW OPEN SPACE** | **23,996** |

PUBLIC OPEN SPACE DIAGRAM (1)
1" = 40'-0"

0' 20' 40' 80' 160'
SCALE: 1" = 40'

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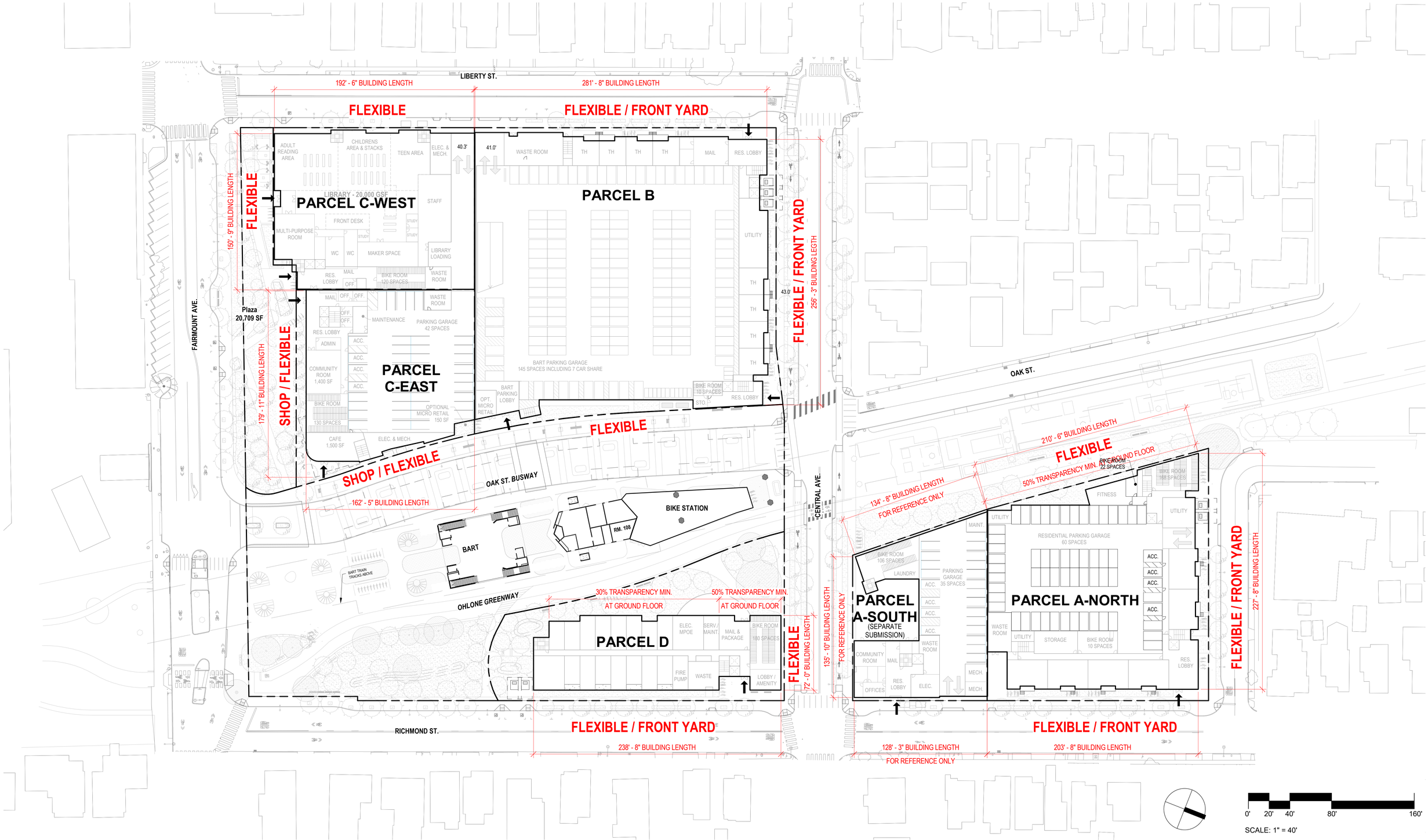
## PUBLIC OPEN SPACE DIAGRAM

**G0.21**




BUILDING LENGTH AND FRONTAGE DIAGRAM - GROUND FLOORS (1)
1" = 40'-0"

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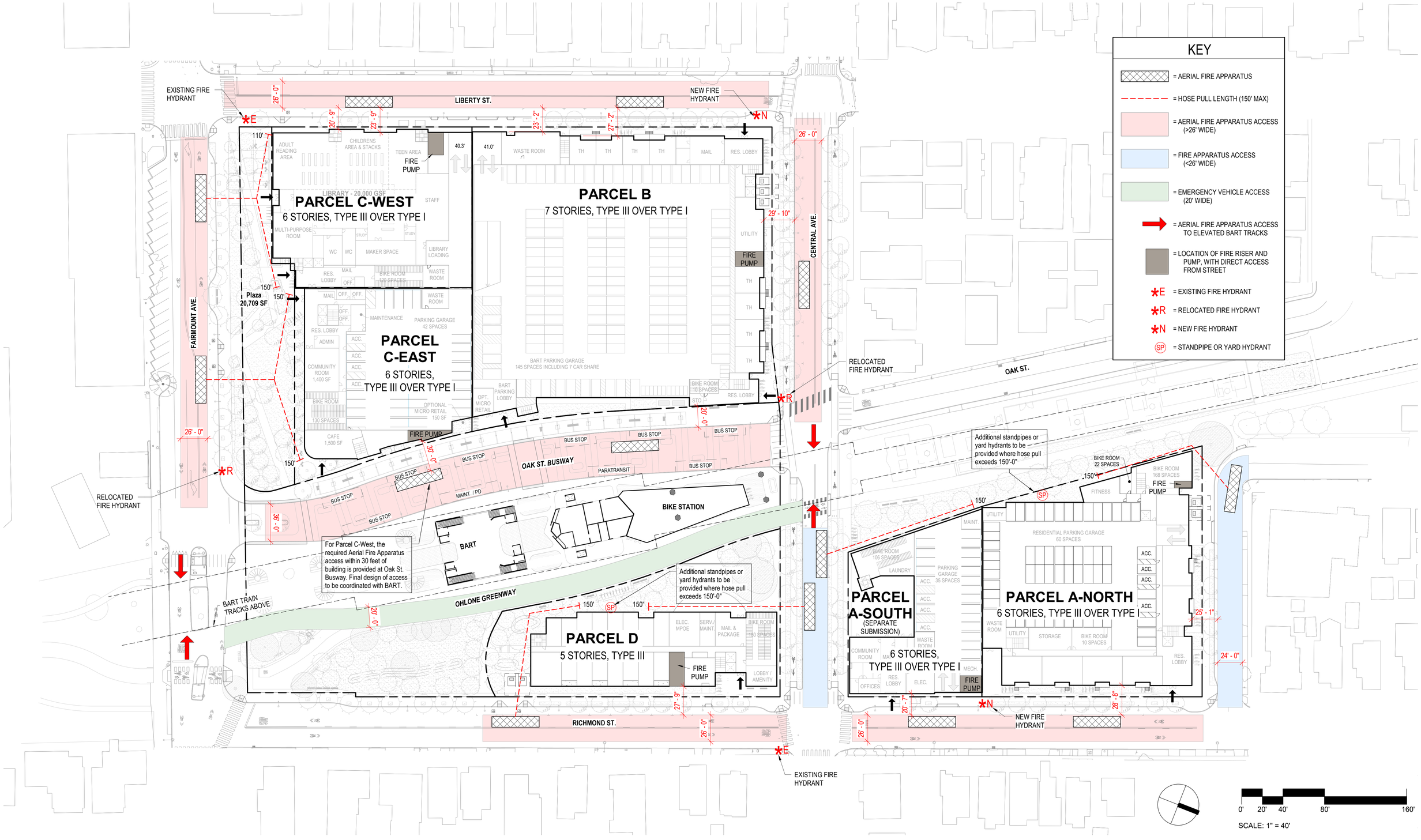
FRONTAGE TYPE DIAGRAM

**G0.24**




FIRE ACCESS DIAGRAM - GROUND FLOORS (1)
1" = 40'-0"

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## FIRE ACCESS DIAGRAM

**G0.25**

# SAN PABLO AVENUE SPECIFIC PLAN CONSISTENCY MATRIX

| | |
|---|---|
| ✓ | Complies with the SPASP objective standard |
| NA | Not Applicable |
| C | Density Bonus Concession Requested |
| W | Density Bonus Waiver requested |
| AB-2923 | Waiver based on AB-2923 BART zoning |
| | Standard not addressed in Master Plan Submittal. Standard will be address in entitlement submittal for individual parcels |

## *BUILDING PLACEMENT BASED ON STREET TYPE STANDARDS*

| Number | Sheet Reference | 2.04.02 | Fairmount Ave (Major Commercial) | Central Ave, West of Ohlone Greenway (Gateway Street) | Liberty St., Richmond St., Willow St., Central Ave. East of Ohlone Greenway (Neighborhood Street) Central Ave. & Willow Standard revised in 2022 SPASP Updates | Ohlone Greenway | Parcel A-North | Parcel A-South Affordable Entitled separately | Parcel B | Parcel C-East Affordable | Parcel C-West Affordable | Parcel D Affordable (61-80% AMI) | DISCUSSION |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | G0.24 Frontage Diagram<br>A2.01 Building Plan<br>Sheets & L1.05-6 | Sidewalk Amenity Zone | 4-0" min. | 4'-0" min. | 5'-0" min. | n/a | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | Sidewalk amenity zones have been incorporated as part of the site plan, please refer to landscape sheets Street Sections. |
| 2 | G0.24 Frontage Diagram<br>A2.01 Building Plan<br>Sheets & L1.05-6 | Sidewalk Pedestrian Zone | 6'-0" min. clear pathway | 6'-0" min. clear pathway | 6'-0" min. clear pathway commercial uses, 5' min. clear pathway residential uses | n/a | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | Sidewalk pedestrian zones have been incorporated as part of the site plan, please refer to landscape sheets Street Sections. |
| 3 | G0.24 Frontage Diagram<br>A2.01 Building Plan<br>Sheets & L1.05-6 | Sidewalk Activity Zone | 4'-0" min. | 0'-0" min. | 10'-0" min. | n/a | ✓ | NA | W<br>Central Complies per Gateway activity zone, DENSITY BONUS WAIVER for Liberty per Neighborhood activity zone | ✓ | W<br>Fairmount includes park frontage & Complies DENSITY BONUS WAIVER for Liberty per Neighborhood activity | W<br>Richmond Complies, DENSITY BONUS WAIVER for Central activity zone | Generally all parcels comply with the off site sidewalk zones: "A" Amenity Zone and "B" Pedestrian Zone as described in section 2.04.01. Waivers are needed for on site Zone "C" Sidewalk Activity Zone as noted for each parcel. The activity zones of the Parcels C East and West fronting the new Fairmount Park are incorporated into the park design. |
| 4 | G0.24 Frontage Diagram<br>A2.01 Building Plan<br>Sheets & L1.05-6 | Ground Floor Front Setback | Min: Distance from ROW necessary to accommodate zones A, B, and C.<br>Max: Up to 10' non-residential uses. Up to 15' residential uses | Min: Distance from ROW necessary to accommodate zones A and B.<br>Max: Up to 10' non-residential uses. Up to 15' residential uses | Min: Distance from ROW necessary to accommodate zones A and B.<br>Max: Up to 10' non-residential uses. Up to 15' residential uses. | Up to 10' non-residential uses. Up to 15' residential uses | ✓ | NA | W<br>Central Complies DENSITY BONUS WAIVER for Liberty setback | ✓ | W<br>Fairmount Complies DENSITY BONUS WAIVER for Liberty setback | W<br>Richmond Complies DENSITY BONUS WAIVER for Central setback | Property line setbacks comply at A North (Willow and Richmond) B along Central and Cs at Fairmount. |
| 6 | G0.24 Frontage Diagram<br>A2.01 Building Plan | Side Setback | 0'-0" | 0'-0" | 0'-0" | 0'-0" | ✓ | NA | ✓ | ✓ | ✓ | ✓ | None of the Parcels have a side yard adjacent to a non BART property. |
| 7 | A2.01 Building Plan Sheets | Rear Setback | | | | | ✓ | NA | ✓ | ✓ | ✓ | ✓ | None of the Parcels have a rear yard adjacent to a non BART property. |
| 8 | A2.01 Building Plan Sheets | Pedestrian Access | Street fronting ground floor units and spaces to have individual entries along front. Upper floor units and spaces to be accessed by common entry along front | Street fronting ground floor units and spaces to have individual entries along front or side streets. | Street fronting ground floor units and spaces to have individual entries along front or side streets. | Ground floor units and spaces to have individual entries along front or side streets. | ✓ | NA | ✓ | ✓ | ✓ | ✓ | Ground floor individual entries will be incorporated to the greatest extent possible throughout. Where front porche space occurs it shall be ADA accessible from the unit |
| 9 | A2.01 Building Plan Sheets | Vehicular Access | Max. 24' 2-way driveways, min. 100' apart. Side access on corner lots | Max. 24' 2-way driveways. Side access on corner lots | Max. 20' 2-way driveways, and 10' 1-way driveways | n/a | ✓ | NA | ✓ | ✓ | ✓ | ✓ | Vehicular access driveways will be compliant throughout. |

## *BUILDING FROM BASED ON STREET TYPE STANDARDS*

| Project Reference Number | Diagram Sheet Reference if Applicable | | Fairmount Ave (Major Commercial) | Central Ave, West of Ohlone Greenway (Gateway Street) | Liberty St., Richmond St., Willow St., Central Ave. East of Ohlone Greenway (Neighborhood Street, Central Ave & Willow Standard revised in 2022 SPASP Updates) | Ohlone Greenway | Parcel A-North | Parcel A South. (Building Entitled, For Reference only ) | Parcel B | Parcel C-East | Parcel C-West | Parcel D | DISCUSSION |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10 | A3.50 Building Section Sheets | Upper Floor Setbacks | | | | | AB-2923 | NA | AB-2923 | AB-2923 | AB-2923 | AB-2923 | Compliance with the shadow and upper floor stepbacks during winter solstice at 1:30 would result in a significant loss of density for parcels all parcels except the C parcels. Use of AB-2923 is necessary in order to comply with the BART TOD density standards. |
| 11 | A3.50 Building Section Sheets | Ceiling Height Ground Floor (fin. Floor to fin. Ceiling) | 14'-0" min. clear to allow for flex space | 14'-0" min. clear to allow for flex space | 14'-0" min. clear for commercial 10'-0 clear for residential. | 9'-0" min. clear | ✓ | NA | ✓ | ✓ | ✓ | ✓ | It is anticipated that this project will comply with the intent of this standard. It is important to have some flexibility on ceiling height to account for grade variations and because of modular construction a few townhouse in Building B. |
| 12 | A3.50 Building Section Sheets | Ceiling Height Upper Floors (fin. Floor to fin. Ceiling) | 9'-0" min. clear | 9'-0" min. clear | 9'-0" min. clear | 9'-0" min. clear | ✓ | NA | ✓ | ✓ | ✓ | ✓ | It is anticipated that this project will comply with the intent of this standard.<br>Clarify whether 9'0 is intended as a net dimension from floor finish to ceiling finish since a typical 9'-0 wall height will result in a net ceiling height of approximately 8'-10" Clarify if that meets the intent of the code. |
| 13 | A2.01-02 Building Plans Sheets | Building Length | 200' Max. | 300' max. | 200' max | 200' max | W<br>over 200' on Willow Street (228' with multiple façade breaks) | ✓ | W<br>over 200' on Liberty Street (280' with multiple façade breaks) | ✓ | ✓ | W<br>over 200' on Richmond Street (230' with multiple façade breaks) | Building length exceeds the 200' maximum along the ground floors facades of parcels: A-North,(Willow Street), B (Liberty Street), and D (Richmond street). Significant massing breaks are provided at the levels above the podium. |
| 14 | A3.01-02 Conceptual Elevations, for reference only | Transparency Ground Floor | 75% min. | Non-residential 50% min., Residential 30% min | Non-residential 50% min., Residential 30% min | Non-residential 50% min., Residential 30% min | ✓ | NA | ✓ | ✓ | ✓ | ✓ | This project will comply with this standard. The minimum window areas are consistent with typical window opening areas at similar residential projects. |
| 15 | | Transparency Upper Floors | 30% min. | 25% min. | 25% min. | 25% min. | ✓ | NA | ✓ | ✓ | ✓ | ✓ | |
| 16 | | Encroachments Front | 4'-0" max | 4'-0" max | 2'-0" max with ground floor commercial | not allowed | ✓ | NA | ✓ | ✓ | ✓ | ✓ | |
| 17 | | Encroachments Rear | 4'-0" max | 4'-0" max | 4'-0" max | 4'-0" max | ✓ | NA | ✓ | ✓ | ✓ | ✓ | None of parcels has a traditional rear setback. Internal rear or side setbacks border other parcels within the development. |
| 18 | | 2.05.04 Allowed Frontage Types | Min. 50% Shop Frontage<br>Max. 50% Arcade Frontage (NE side),<br>Forecourt Frontage (NE side),<br>Flex or Eco Frontage | Shop Frontage, Forecourt Frontage (NE side), Flex, Frontyard or Ecofront Frontage | Front Yard, Forecourt (NE side),<br>Flex (commercial), Shop Front (commercial) | Forecourt (NE side), Flex, Frontyard, or Eco-front Max. 50%: Shop Front | ✓ | NA | ✓ | ✓ | ✓ | ✓ | Generally it is anticipated that this project will comply with the intent of this standard and will incorporate active ground floor uses to the greatest extent possible. This may also be considered a guideline rather than an objective standard as it relies on some interpretation of what kind of use qualifies under what frontage category. |
| 19 | A1.01 Podium Level Site plan | 2.05.02.03.03 View Corridor. Preserve Existing Views, Design Guideline | View Corridor. Preserve Existing Views, Design Guideline | In new developments, buildings should break to ground level every 200 feet Downtown and every 300 feet Uptown and Midtown in the East-West direction to allow view corridors through the site. Distance between buildings should be no less than 25'-0" wide. These breaks can be designed as mid-block connections. See Section 2.05.06.02.03 Midblock Connections. The Zoning Administrator reserves the right to require a more context-sensitive solution if available. | | | ✓ | NA | ✓ | ✓ | ✓ | ✓ | The intent of guideline is met by providing 35' wide break between buildings above ground level to allow views to the bay between buildings |

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PLANNING ANALYSIS

**G0.30**

# SAN PABLO AVENUE SPECIFIC PLAN CONSISTENCY MATRIX

## *TRANSECT ZONE DEVELOPMENT STANDARDS*

| Project Reference Number | Diagram Sheet Reference if Applicable | | Zoning: Transit Oriented Higher Intensity Mixed Use (TOHIMU) ZONE STANDARD | Parcel A-North | Parcel A South. (Building Entitled, For Reference only ) | Parcel B | Parcel C-East | Parcel C-West | Parcel D | DISCUSSION |
|---|---|---|---|---|---|---|---|---|---|---|
| 20 | G0.01 Unit and Parking Summary Table; A3.01-A3.50 Building Section and Elevation Sheets | 2.03.02.01 Building Height | 65 feet maximum by right and 85 feet with minimum percentage of affordable housing units consistent with state density law. Height is measured to the roof deck. | Six Stories +/-75' maximum height **AB-2923** | Six Stories +/-71' maximum height | Seven Stories, 85' maximum height **AB-2923** | Six Stories, 85' maximum height **AB-2923** | Six Stories, 85' maximum height **AB-2923** | Five Stories, +/-65' maximum height **AB-2923** | |
| 21 | G0.01 Unit & Parking Summary & A2.01 Building Ground floor Plans | 2.03.02.01 Vehicular Parking | Residential Vehicular Parking: Max 1 space per unit. All projects require TDM measures and strategy. Parking study required where the provided parking is under 0.5 spaces per unit | 66 stalls with 133 units or 0.50/unit | NA | 129 stalls with 259 units or 0.50/unit | 42 stalls with 84 units or 0.5/unit | No on-site parking provided, 78 units | No on-site parking provided, 118 units | |
| 22 | G0.01 Unit & Parking Summary & A2.01 Building Ground floor Plans | | Commercial Vehicular Parking: on buildings over 3,000 SF, 1/1000 SF | | NA | | | **AB-2923** | | Library parking is being considered separately. Use of AB-2923 may be necessary in order to comply with the BART TOD density standards. |
| 23 | G0.01 Unit & Parking Summary & A2.01 Building Ground floor Plans | 2.03.02.01 Bike Parking | Residential Long Term: 1.5 bike parking per unit | 200 required and anticipate being provided ✓ | NA | 389 required and anticipate being provided ✓ | 126 required and anticipate being provided ✓ | 117 required and anticipate being provided ✓ | 177 required and anticipate being provided ✓ | |
| 24 | G0.01 Unit & Parking Summary & A2.01 Building Ground floor Plans | | Residential Short Term: 1 bike parking space per 10 units | 14 required and anticipate being provided ✓ | NA | 26 required and anticipate being provided ✓ | 9 required and anticipate being provided ✓ | 8 required and anticipate being provided ✓ | 12 required and anticipate being provided ✓ | |
| 25 | G0.01 Unit & Parking Summary & A2.01 Building Ground floor Plans | | Commercial Short Term: 1.5/3,000 SF | | NA | | | 8 required and anticipate being provided ✓ | | |
| 26 | A2.01 Sheets Building Ground floor Plans Unit Matrix | Page 65 of approved set Unit Mix | Projects containing 50 residential units or more:<br>A minimum of three unit types shall be included in the project.<br>At least three unit types shall each be a minimum of 15% of the total number of units in the project.<br>No more than 50% of the total number of units in the project shall be of any one unit type. **(Standard revised in 2022 SPASP Updates)** | ✓ | NA | **W** | ✓ | ✓ | **W** | Project as a whole complies with Unit Mix Standard. Refer to unit mix summary on Sheet G0.01. |

## *OPEN SPACE STANDARDS*

| Project Reference Number | Diagram Sheet Reference if Applicable | | | Parcel A-North | Parcel A South. (Building Entitled, For Reference only ) | Parcel B | Parcel C-East | Parcel C-West | Parcel D | DISCUSSION |
|---|---|---|---|---|---|---|---|---|---|---|
| 28 | A1.50 Building Open Space Diagrams & Tables | 2.05.06.01 FBC Table 28 | Private & Common Open Space: 80 sf per unit. Public open space may be used 1 SF of public open space counts for 2 SF of private open space | 10,640 required and anticipate being provided ✓ | NA | 20,720 required and anticipate being provided ✓ | **C** | 6,320 required and anticipate being provided ✓ | 11,429 required and anticipate being provided ✓ | Concession proposed at affordable buildings to allow the project to achieve necessary density without the expense of private decks or roof top open spaces. |
| 29 | G0.20 & G0.21 Public Open Space Diagram & Tables | 2.05.06.01 FBC Table 28 | Public Open Space, for buildings over 25k SF, 25 SF for every 1,000 SF of building. | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | Refer to sheet G0.20 & G0.21 for summary of the Public Open space |
| 30 | A1.50 Building Open Space Diagrams & Tables | 2.05.06.01 FBC Table 28 | A minimum of 30% of the required private/common open space square footage shall be provided as private open space to serve individual units. Allow for diverse private individual open spaces. **(Standard revised in 2022 SPASP Updates)** | 3,192 in private balconies or porches required and anticipate being provided ✓ | NA | 6,216 in private balconies or porches required and anticipate being provided ✓ | **C** | **C** | ✓ | In order to reduce cost private balconies are not proposed at the Affordable Housing parcels. A limited number of units may have private patios at the courtyard or podium level. |
| 31 | A1.50 Building Open Space Diagrams & Tables | 2.05.06.02.01.01 | Private individual open space connected to ground floor units to provide landscaping and an outdoor recreational space. A. Front yards shall be provided for ground floor units when a setback allows. B. Fifty percent of all ground floor open space on Neighborhood Streets shall be landscaped. | ✓ | NA | ✓ | ✓ | ✓ | ✓ | Parcels A-North, B and D include ground floor units which generally include outdoor porches. |
| 32 | A1.50 Building Open Space Diagrams & Tables | 2.05.06.02.01.02 | Balconies shall be provided on street facing elevations. Minimum dimension is 5' and minimum square feet is 40. **(Standard revised in 2022 SPASP Updates)** | ✓ Private balconies are provided on Willow and Richmond not all at 40SF and not all are 5' in any direction | NA | ✓ Private balconies are provided on Central and a large common one on Liberty. Not all at 40SF and not all are 5' in any direction | **C** | **C** | ✓ | In order to reduce cost private balconies are not proposed at the Affordable Housing parcels. A limited number of units may have private patios at the courtyard or podium level. Private patios are also not desired from a programming and management perspective. |
| 33 | A1.50 Building Open Space Diagrams & Tables | 2.05.06.03 | The minimum width of an interior courtyard shall be the same dimension as the height of the lower of the two walls at the opposite ends of the courtyard width. **(Standard revised in 2022 SPASP Updates)** | **W** | NA | ✓ | **W** | **W** | ✓ | This standard is inconsistent proposed density for affordable buildings. A building five stories in height at the courtyard level would require a courtyard 50- 55 feet wide. Courtyards at Parcel C-East and C-West will be approximately 35 feet wide and will be open at one end |

| Project Reference Number | Diagram Sheet Reference if Applicable | 2.05.06.04 | Public/Private Shared Space Type Design Standards. Public Open Spaces provided: Plazas and Greenway | Fairmount Plaza (Plaza) | Shifted Ohlone Greenway (Greenway) | Existing Ohlone Open Space (Plaza) | Existing Ohlone Greenway (Greenway) | DISCUSSION |
|---|---|---|---|---|---|---|---|---|
| | L1.0 Overall Landscape sheets for reference | 2.05.06.04.02 | **Plazas Objective Standards** | | | | | |
| 34 | | A. | A . Provide plazas to be a minimum of 10 feet deep, 20 feet wide with a maximum of 50% lot frontage. The average dimension should be 40 feet with a minimum of 1,500 sf for corner plazas and 2,000 sf for internal plazas (forecourts) | ✓ | **NA** | ✓ | **NA** | It is anticipated that the Public open spaces will comply with the intent of these standards. |
| 35 | | D. | D. Minimize shade from the adjoining building and ensure 50% of the open space is free of shadow during 2/3 of daylight hours (sunrise to sunset). Do not locate on the north facing edge of a building. | ✓ | **NA** | ✓ Standard depends on time of year | **NA** | It is anticipated that the Public open spaces will comply with the intent of these standards. |
| 36 | | H. | H. Provide up to 15 foot front residential setbacks for buildings that front onto the plazas. | **W** Dependent on property line location | **NA** | **NA** | **NA** | Buildings on C parcels have active ground uses facing Fairmount Plaza with not setback |
| 37 | | J. | J. Provide a minimum of 75% transparency on the ground floor façade, provide upper floors with balconies and other uses to promote interaction between the private and public realms. | **W** | **NA** | **NA** | **NA** | The C buildings facing Fairmount Plaza do not include balconies, C-East does include a courtyard. Buildings do not face the Ohlone Open Space |
| | | 2.05.06.04.04 | **Greenways** | | | | | |
| 38 | | A. | Provide greenways (excluding the creek)to be to be a minimum 30 feet wide. | **NA** | ✓ | **NA** | ✓ | The Greenway area is over 30' wide |
| 39 | | G. | Provide 15 feet front setbacks for residential uses on greenways to provide "eyes on the park" and activate the space. | **NA** | ✓ | **NA** | **W** for A-N and A-S. | Building D includes a minimum of 15' setback on the shifted Ohlone Greenway, A-North and South do not include a 15' setbacks to the Ohlone Greenway |
| 40 | | H. | For developments fronting on creek greenway, provide a minimum of 50% transparency on the ground floor facade. Provide doors leading to creek greenway and balconies on upper floors. | **NA** | **W** | **NA** | **W** | Buildings D, A-South and A-North will meet the intent of this requirement and include transparency and active uses along the ground floors facing the Ohlone Greenway. |

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EINWILLERKUEHL LANDSCAPE ARCHITECTURE

BKF

# EL CERRITO PLAZA BART TOD

AB-2923 / SB-35 MINISTERIAL ENTITLEMENT
07/20/2023

**REVISIONS**

| # | DESCRIPTION | DATE |
|---|---|---|
| 1 | RESPONSE TO COMPLETENESS REVIEW | 10/5/2023 |

PLANNING ANALYSIS

**G0.31**

# SAN PABLO AVENUE SPECIFIC PLAN CONSISTENCY MATRIX

| ***BUILDING ARTICULATION*** | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **Project Reference Number** | **Diagram Sheet Reference if Applicable** | **2.05.03** | **Building Articulation, Variable Wall Plane and Height, Materials & Textures and Frontage Types** | **Parcel A-North** | **Parcel A South. (Building Entitled, For Reference only )** | **Parcel B** | **Parcel C-East** | **Parcel C-West** | **Parcel D** | **DISCUSSION** |
| **41** | **A3.01-02 Conceptual Elevations, for reference only** | **2.05.03.02** | Variable Wall Plane and Height, | ✓ | NA | ✓ | ✓ | ✓ | ✓ | Project design will comply with the intent of this guideline and the various standards on building articulation such as overhangs, transparency, building entries. |
| **42** | | **2.05.03.03** | Colors, Materials and Textures | ✓ | NA | ✓ | ✓ | ✓ | ✓ | Project design will comply with the intent of this guideline. |
| **43** | | **2.05.03.04** | Frontage Types | ✓ | NA | ✓ | ✓ | ✓ | ✓ | Generally it is anticipated that the parcels will comply with the intent of these standards. As clarified by Planning, different frontage types can be applied to the same façade and used interchangeably. Porches are permitted to be above the adjacent grade as long as building meets ADA requirements. |
| ***SUSTAINABLE DESIGN ELEMENTS & PUBLIC ART*** | | | | | | | | | | |
| **Project Reference Number** | **Diagram Sheet Reference if Applicable** | **2.05.05** | **Sustainable Design Elements and Public Art** | **Parcel A-North** | **Parcel A South. (Building Entitled, For Reference only )** | **Parcel B** | **Parcel C-East** | **Parcel C-West** | **Parcel D** | **DISCUSSION** |
| **44** | **TM-10 Stormwater Control Plan** | **2.05.05.01** | General Energy Reduction including use Solar Power and Wind Power | ✓ | NA | ✓ | ✓ | ✓ | ✓ | Project design will comply with the intent of these guidelines. Clarifications may be needed on some of the specific guidelines. |
| **45** | | **2.05.05.02** | Ecology including Plant Selection, Access to Open Space, Green Infrastructure and Urban Farming | ✓ | NA | ✓ | ✓ | ✓ | ✓ | Project design will comply with the intent of these guidelines. Clarifications may be needed on some of the specific guidelines. |

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**EL CERRITO PLAZA BART TOD**

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PLANNING ANALYSIS

**G0.32**

El Cerrito Plaza TOD - BART Maintenance Responsibility Matrix
AB-2923 / SB-35 Ministerial Entitlement

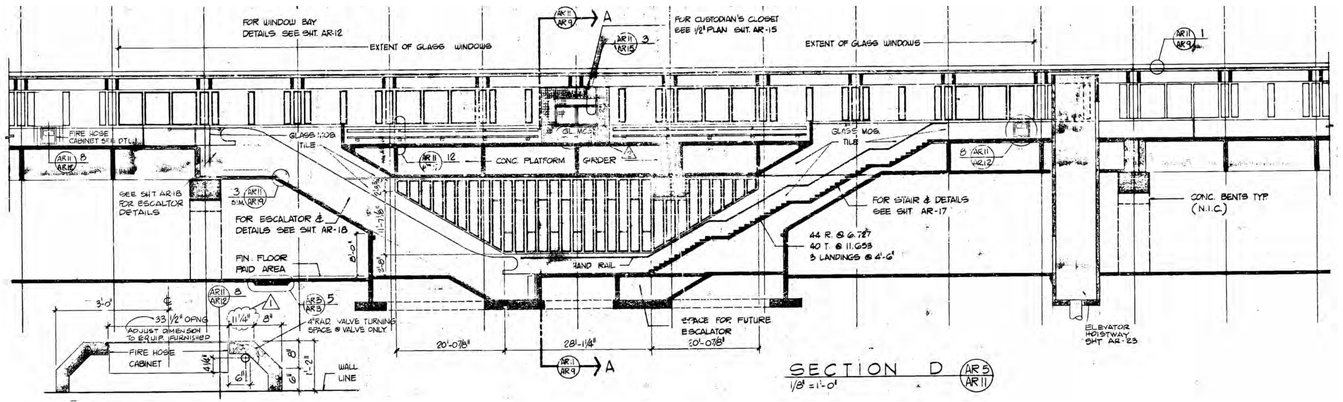
| Owner | Asset | Maintenance Provider | Permitting Agencies | Design Criteria/ Specifications | Design Criteria Exception Request and Notes |
|---|---|---|---|---|---|
| Developer | Parcel A North - Residential Building | Developer | City/BART | SPASP | BART Facilities Standards (BFS) |
| City | Parcel A North - Public Sidewalks & Street Trees (Willow Street and Richmond Street) | Developer/City (1, 2, 3) | City | SPASP | N/A |
| Developer | Parcel A North - Residential Open Space at Grade | Developer | City/BART | SPASP | BFS |
| Developer | Parcel A South - Residential Building | Developer | City/BART | SPASP | BFS |
| City | Parcel A South - Public Sidewalks & Street Trees (Richmond Street) | Developer/City (1, 2, 3) | City | SPASP | N/A |
| City | Parcel A South - Public Sidewalks & Street Trees (Central Avenue) | City | City | SPASP | Per 1965 Agreement between BART and the City, the City is responsible for frontage maintenance responsibilities. |
| Developer | Parcel A South - Residential Open Space at Grade | Developer | City/BART | SPASP | BFS |
| Developer | Parcel B - Residential Building & Parking (floors 2-7) | Developer | City/BART | SPASP | BFS |
| BART | Parcel B - BART Parking (floor 1) | BART | City/BART | SPASP + BART Basis of Design + BFS | The Developer will construct the BART parking garage within the first floor of a 7-story mixed use building (Type 3 Modular over Type 1 Podium). A vertical subdivision will be created with BART retaining ownership of the BART parking area / parcel and the Developer retaining ownership of the residential improvements / parcel. The residential parcel will require easements over the BART parcel to facilitate both pedestrian and vehicle access to the residential parcel. (This statement has not been legally reviewed. Pending negotation). |
| City | Parcel B - Public Sidewalks & Street Trees (Liberty Street) | Developer/City (1, 2, 3) | City | SPASP | N/A |
| City | Parcel B - Public Sidewalks & Street Trees (Central Avenue) | City | City | SPASP | Per 1965 Agreement between BART and the City, the City is responsible for frontage maintenance responsibilities. |
| Developer | Parcel B - Bioswales on Oak Street | Developer | City/BART | SPASP + BART Basis of Design | The Parcel B design includes bioswales at the base of the building on the Oak Street side. These bioswales would be part of the stormwater management system for the Parcel B building and would be maintained by the Developer. As with all stormwater management components, the bioswales would be subject to a long term maintenance agreement recorded with BART. |
| Developer | Parcel C West - Residential Building | Developer | City/BART | SPASP | BFS |
| City | Parcel C West - Public Sidewalks & Street Trees (Liberty Street) | Developer/City (1, 2, 3) | City | SPASP | N/A |
| City | Parcel C West - Public Sidewalks & Street Trees (Fairmount Avenue) | City | City | SPASP | Per 1965 Agreement between BART and the City, the City is responsible for frontage maintenance responsibilities. |
| Developer | Parcel C West - Residential Open Space at Grade | Developer | City/BART | SPASP | BFS |
| Developer | Parcel C East - Residential Building | Developer | City/BART | SPASP | BFS |
| City | Parcel C East - Public Sidewalks & Street Trees (Fairmount Avenue) | City | City | SPASP | Per 1965 Agreement between BART and the City, the City is responsible for frontage maintenance responsibilities. |
| Developer | Parcel C East - Residential Open Space at Grade | Developer | City/BART | SPASP | BFS |
| Developer | Parcel D - Residential Building | Developer | City/BART | SPASP | BFS |
| City | Parcel D - Public Sidewalks & Street Trees (Richmond Street) | Developer/City (1, 2, 3) | City | SPASP | N/A |
| City | Parcel D - Public Sidewalks & Street Trees (Central Avenue) | City | City | SPASP | Per 1965 Agreement between BART and the City, the City is responsible for frontage maintenance responsibilities. |
| Developer | Parcel D - Residential Open Space at Grade | Developer | City/BART | SPASP | BFS |
| City | Parcel E - Ohlone Open Space | City | City | SPASP | N/A -This open space will be constructed by the Developers using a mix of public and private financing. The City will take over responsibility for the maintenance of this area once it is complete. |
| BART | Ohlone Greenway | City | City/BART | | The Ohlone Greenway runs through BART property, but is maintained by the City. Responsibilities for maintenance of the Greenway are detailed in the City's license agreement with BART. The license agreement will need to be updated with the revised routing of the greenway and potential land swap at Parcel D. |
| BART | Public Open Space at Fairmount | City | City/BART | SPASP + BART Basis of Design | N/A -This open space will be constructed by the Developers using a mix of public and private financing. The City will take over responsibility for the maintenance of this area once it is complete. |
| City | Central Bikeway | City | City | SPASP | N/A |
| City | Fairmount Street Improvements | City | City | SPASP | N/A |
| BART | Oak Street Bus Way | BART | BART | BART Basis of Design | N/A |
| BART | Bike Station | BART | BART | BART Basis of Design | N/A |

*RESPONSE TO COMPLETENESS REVIEW REVISIONS IN RED

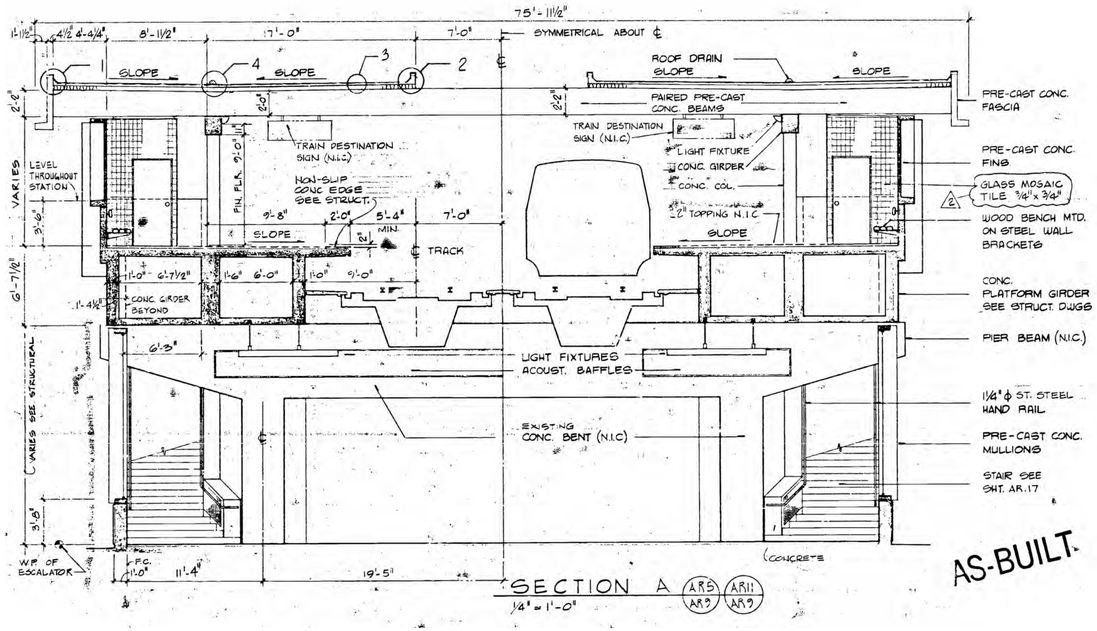
Notes Regarding Maintenance in Public Right of Way:
1. Per El Cerrito Municipal Code Section 13.20.090, consistent with State Streets and Highway Code 5610, the owner of real property adjacent to any sidewalk shall maintain such sidewalk in a non-dangerous condition, and shall repair and replace such sidewalk whenever necessary to maintain it in such condition.

2. Per El Cerrito Municipal Code 13.08.030, the property owner shall keep property clean. “Every owner, lessee, occupant, agent, claimant, or any other person having possession or control of any lands or lots of lands within the city, fronting on any improved street, shall remove all rubbish, weeds, and debris from areas between the property line of such lands, or lots of lands, and the curb line, and shall keep said space between the property line of such lands or lots of lands and the curb line free at all times from such matter.”

3. Per Municipal Code Section 9.25.050, development projects shall plant and maintain trees and shrubs so that at maturity they do not interfere with traffic safety sight areas, or public safety. Given the development of BART property, the developer/property lessee shall be responsible for sidewalk maintenance including parking strip landscape maintenance. Street trees shall be maintained for a minimum three-year plant establishment period.

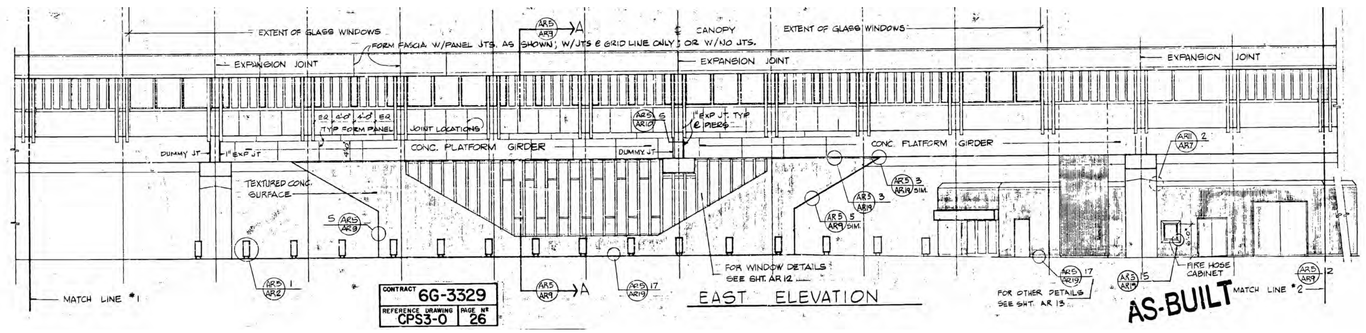



SECTION D
1/8" = 1'-0"



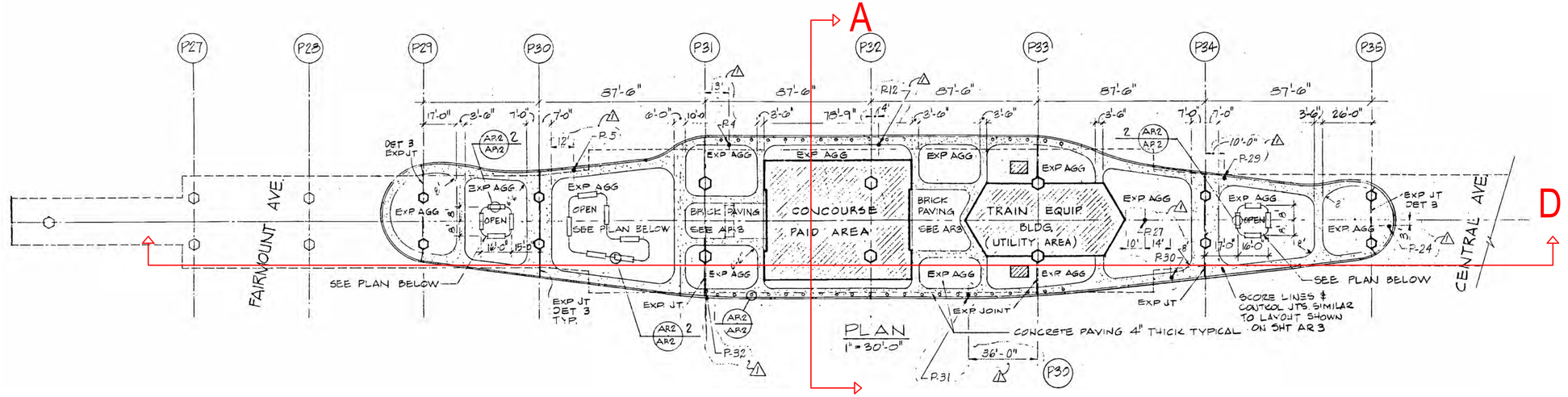

SECTION A
1/4" = 1'-0"

AS-BUILT




EAST ELEVATION

AS-BUILT




PLAN
1" = 30'-0"

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AB-2923 / SB-35 MINISTERIAL ENTITLEMENT
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BART STATION DRAWINGS

**G1.00**

# VESTING TENTATIVE PARCEL MAP

## MAP NO. XXXX

## SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

### EL CERRITO, CONTRA COSTA COUNTY, CALIFORNIA

BASIS OF BEARINGS

PARCEL 1:

LOTS 1 THROUGH 22, INCLUSIVE, BLOCK 19, AS SHOWN ON THE MAP OF THE HENDERSON TAPSCOTT TRACT NO. 1, FILED APRIL 1, 1907, BOOK 1 OF MAPS, PAGE 1, CONTRA COSTA COUNTY RECORDS.

EXCEPTING THEREFROM THAT PORTION DESCRIBED AS PARCEL FOUR IN THE DEED TO THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY, A CORPORATION, RECORDED MAY 17, 1973, INSTRUMENT NO. 73-47388, BOOK 6947, PAGE 82, OFFICIAL RECORDS.

APN: 504-050-012-5

PARCEL 2:

LOTS 1 THROUGH 20, INCLUSIVE, BLOCK 20, AS SHOWN ON THE MAP OF THE HENDERSON TAPSCOTT TRACT NO. 1, FILED APRIL 1, 1907, BOOK 1 OF MAPS, PAGE 1, CONTRA COSTA COUNTY RECORDS.

EXCEPTING THEREFROM THAT PORTION DESCRIBED AS PARCEL THREE IN THE DEED TO THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY, A CORPORATION, RECORDED MAY 17, 1973, INSTRUMENT NO. 73-47388, BOOK 6947, PAGE 82, OFFICIAL RECORDS.

ALSO EXCEPTING THEREFROM ANY PORTION THEREOF LYING WESTERLY OF THE WESTERLY LINE THE SAID PARCEL THREE LAST ABOVE MENTIONED.

APN: 504-121-017-9

PARCEL 3:

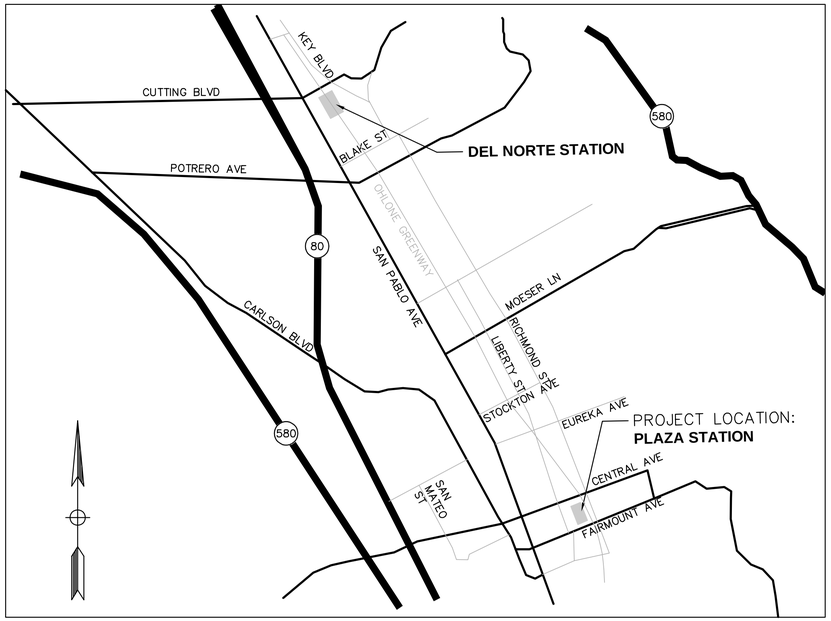
LOTS 1 THROUGH 21, INCLUSIVE, BLOCK 14, AS SHOWN ON THE MAP OF THE HENDERSON TAPSCOTT TRACT NO. 1, FILED APRIL 1, 1907, BOOK 1 OF MAPS, PAGE 1, CONTRA COSTA COUNTY RECORDS.

APN: 504-122-010-3

PARCEL 4:

LOTS 1 THROUGH 46, INCLUSIVE, BLOCK 13, AS SHOWN ON THE MAP OF THE HENDERSON TAPSCOTT TRACT NO. 1, FILED APRIL 1, 1907, BOOK 1 OF MAPS, PAGE 1, CONTRA COSTA COUNTY RECORDS.

APN: 504-130-031-9




VICINITY MAP
NOT TO SCALE

| SHEET LIST TABLE | |
|---|---|
| SHEET NUMBER | SHEET TITLE |
| TM-0 | TITLE SHEET |
| TM-1 | EXISTING CONDITIONS - TOPOGRAPHY |
| TM-2 | EXISTING CONDITIONS - PARCELS |
| TM-3 | EXISTING TREE REMOVAL |
| TM-4 | SITE PARCEL PLAN |
| TM-5 | PHASING PLAN |
| TM-6 | SITE LAYOUT PLAN |
| TM-7 | STREET CROSS SECTIONS |
| TM-8 | GRADING PLAN |
| TM-9 | UTILITY PLAN |
| TM-10 | STORMWATER CONTROL PLAN |
| TM-11 | EROSION CONTROL PLAN |

NOTES

1. BASED ON INFORMATION CONTAINED IN THE PRELIMINARY TITLE REPORT, ORDER NUMBER 36200305-362-LE4-DP, DATED JULY 1, 2022, PROVIDED BY CHICAGO TITLE COMPANY, THE SUBJECT PROPERTY IS OWNED BY SFBART BEING ASSESSOR PARCEL NUMBERS 504-050-012, 504-121-017, 504-122-010, AND 504-130-031.
2. THE CONTROL SURVEY WAS CONDUCTED IN MAY 2021.
3. ALL UNITS ARE IN US SURVEY FEET AND DECIMALS THEREOF.
4. THE TOPOGRAPHIC SURVEY IS BASED ON A FIELD SURVEY COMPLETED IN JUNE 21, 2021.
5. MULTIPLE MAPS MAY BE FILED FOR THIS PROJECT.

ENGINEER:
DANIEL SCHAEFER, P.E.#C051158
BKF ENGINEERS
1646 NORTH CALIFORNIA STREET, SUITE 400
WALNUT CREEK, CALIFORNIA 94596
925-940-2200

OWNER AND SUBDIVIDER:
SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 LAKESIDE DRIVE, 22ND FLOOR
OAKLAND, CA 94012
PHONE: 510-597-6300

PROPERTY ADDRESS:
6671 FAIRMOUNT AVE
EL CERRITO, CA 94530

FLOOD ZONE:
ALL PROPOSED PARCELS ARE WITHIN ZONE "X" AND ARE DETERMINED TO BE OUTSIDE THE 500-YEAR FLOOD PLAIN, PER FEMA FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NUMBER 06013C0243G, EFFECTIVE DATE: SEP 30, 2015

EXISTING LAND USE:
CF, COMMUNITY FACILITY

PROPOSED LAND USE:
MIXED USE RESIDENTIAL/RETAIL/TRANSIT

REGISTERED PROFESSIONAL ENGINEER
DANIEL G. SCHAEFER
No. 51158
CIVIL
STATE OF CALIFORNIA

ENGINEER'S STATEMENT:

THIS TENTATIVE MAP HAS BEEN PREPARED BY ME OR UNDER MY DIRECTION IN ACCORDANCE WITH STANDARD ENGINEERING PRACTICE.

DANIEL SCHAEFER, P.E. DATE
VICE PRESIDENT
BKF ENGINEERS

PRELIMINARY
NOT FOR CONSTRUCTION
DATE: 10/06/2023

BKF ENGINEERS
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EL CERRITO PLAZA BART STATION CIVIL IMPROVEMENT
APN 504-130-031, 503-122-010, 504-121-017, 504-050-012
6671 Fairmount Ave. El Cerrito, CA 94530

TITLE SHEET

| No. | Revisions | Date |
|---|---|---|
| 1 | RESPONSE TO COMPLETENESS REVIEW | 10/5/2023 |

Date: 07/20/2023
Scale: AS SHOWN
Design: JNM
Drawn: ---
Approved: ---
Job No: 20211616

Drawing Number:
TM-0
1 OF 12

Plot Oct 06, 2023 at 10:08am
211616_ECBART_00_CO.dwg

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## SYMBOLS & LEGEND

EXISTING

- VALVE
- FIRE HYDRANT
- BACKFLOW PREVENTION DEVICE
- RISER
- SIGN
- STREET LIGHT
- LIGHT POLE
- GUY ANCHOR
- UTILITY POLE
- TELEPHONE MANHOLE
- MANHOLE

EXISTING INTERIOR LOT LINE

EXISTING EXTERIOR PROPERTY LINE

LIBERTY ST.

FAIRMOUNT AVENUE

CENTRAL AVENUE

OAK STREET

OAK ST

BART ROW

EL CERRITO PLAZA
BART STATION

WILLOW STREET

RICHMOND STREET

RICHMOND ST

R33-10
D.N. 2012-40954

R33-11
D.N. 2012-40543

R33-4
D.N. 2003-0547426

R33-5
D.N. 2003-0547426

R33-8
D.N. 2003-0547426

R33-7
D.N. 2003-0547426

R33-6
D.N. 2003-0547426

ASPH

scale 1" = 40' feet (40 0 40 80)

**PRELIMINARY**
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DATE: 10/06/2023

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(925) 940-2200
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# EL CERRITO PLAZA BART STATION CIVIL IMPROVEMENT

APN 504-130-031, 503-122-010, 504-121-017, 504-050-012
6671 Fairmount Ave, El Cerrito, CA 94530

## EXISTING CONDITIONS - TOPOGRAPHY

| No. | Revisions | Date |
|---|---|---|
| 1 | RESPONSE TO COMPLETENESS REVIEW | 10/5/2023 |

Date: 07/20/2023
Scale: AS SHOWN
Design: JNM
Drawn: ---
Approved: ---
Job No: 20211616

Drawing Number:

TM-1

2 OF 12

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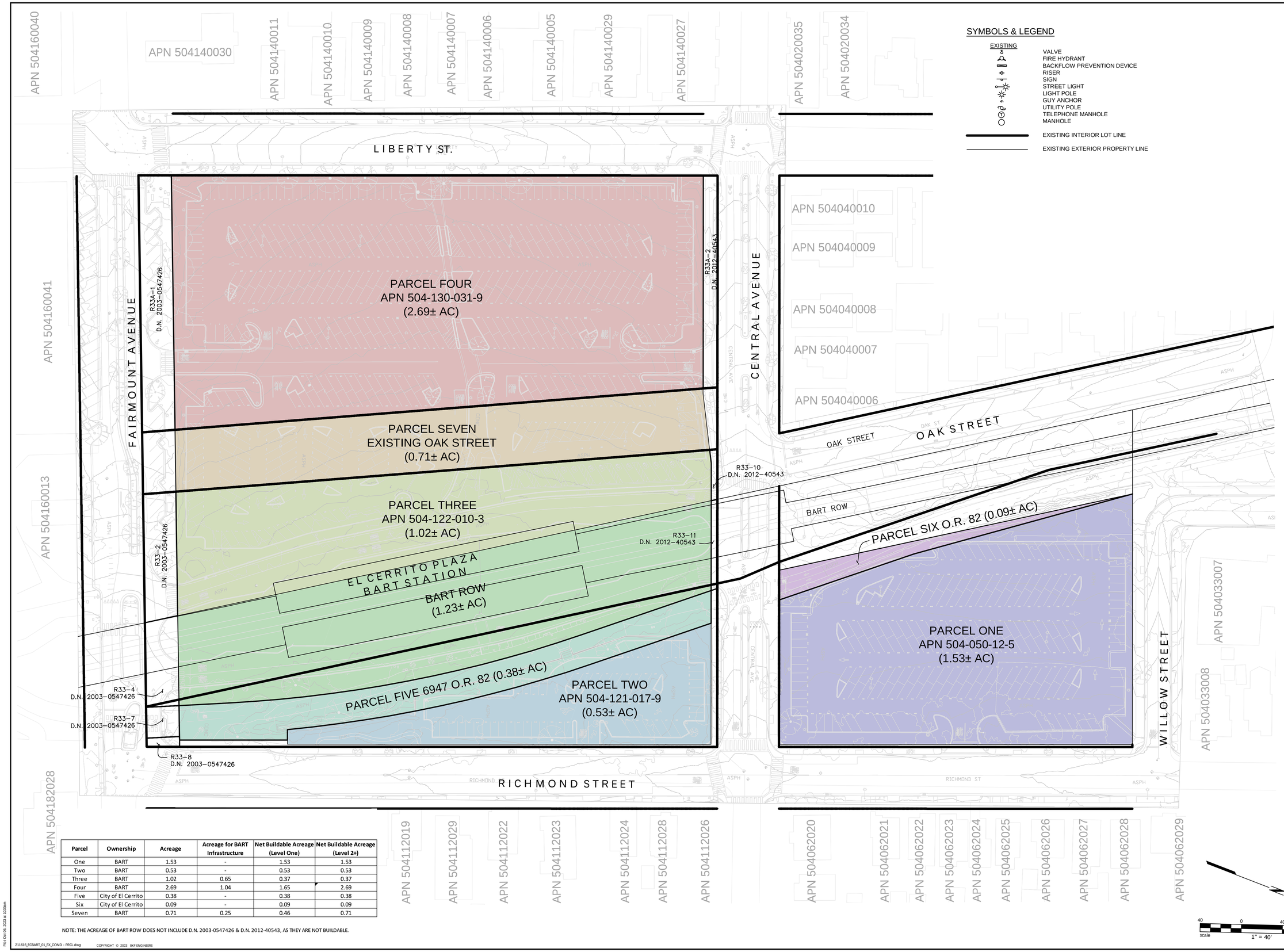
211616_ECBART_01_EX_COND - TOPO.dwg

Plot Oct 06, 2023 at 1038am




## SYMBOLS & LEGEND

EXISTING

- VALVE
- FIRE HYDRANT
- BACKFLOW PREVENTION DEVICE
- RISER
- SIGN
- STREET LIGHT
- LIGHT POLE
- GUY ANCHOR
- UTILITY POLE
- TELEPHONE MANHOLE
- MANHOLE
- EXISTING INTERIOR LOT LINE
- EXISTING EXTERIOR PROPERTY LINE

| Parcel | Ownership | Acreage | Acreage for BART Infrastructure | Net Buildable Acreage (Level One) | Net Buildable Acreage (Level 2+) |
|---|---|---|---|---|---|
| One | BART | 1.53 | - | 1.53 | 1.53 |
| Two | BART | 0.53 | - | 0.53 | 0.53 |
| Three | BART | 1.02 | 0.65 | 0.37 | 0.37 |
| Four | BART | 2.69 | 1.04 | 1.65 | 2.69 |
| Five | City of El Cerrito | 0.38 | - | 0.38 | 0.38 |
| Six | City of El Cerrito | 0.09 | - | 0.09 | 0.09 |
| Seven | BART | 0.71 | 0.25 | 0.46 | 0.71 |

NOTE: THE ACREAGE OF BART ROW DOES NOT INCLUDE D.N. 2003-0547426 & D.N. 2012-40543, AS THEY ARE NOT BUILDABLE.

scale 1" = 40' (40 0 40 80 feet)

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6671 Fairmount Ave. El Cerrito, CA 94530

EXISTING CONDITIONS - PARCELS

| No. | Revisions |
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Date: 07/20/2023
Scale: AS SHOWN
Design: JNM
Drawn: ---
Approved: ---
Job No: 20211616

Drawing Number:
TM-2
2 OF 12

Plot Oct 06, 2023 at 1039am
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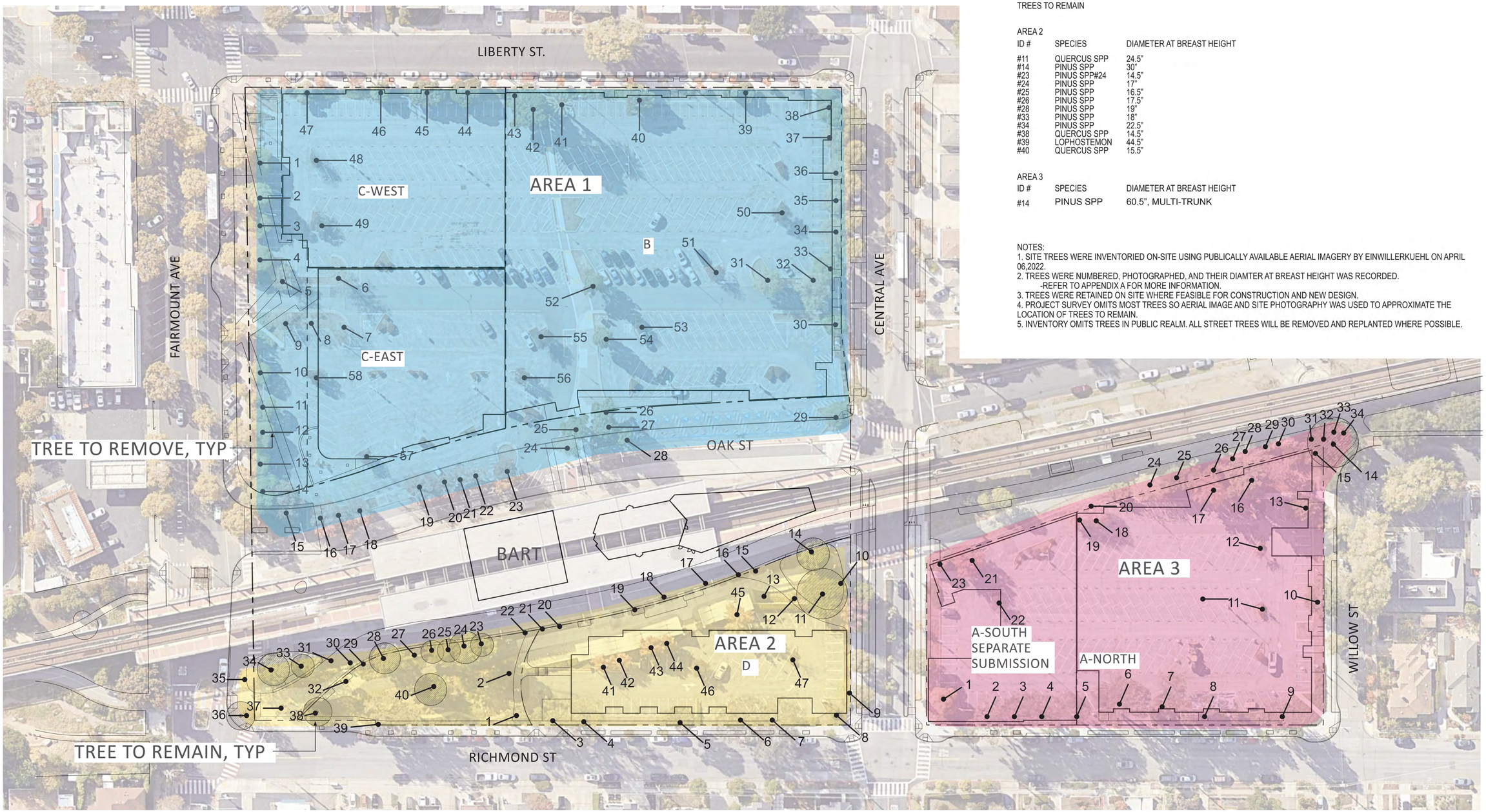


TREES TO REMAIN

AREA 2

| ID # | SPECIES | DIAMETER AT BREAST HEIGHT |
|---|---|---|
| #11 | QUERCUS SPP | 24.5" |
| #14 | PINUS SPP | 30" |
| #23 | PINUS SPP#24 | 14.5" |
| #24 | PINUS SPP | 17" |
| #25 | PINUS SPP | 16.5" |
| #26 | PINUS SPP | 17.5" |
| #28 | PINUS SPP | 19" |
| #33 | PINUS SPP | 18" |
| #34 | PINUS SPP | 22.5" |
| #38 | QUERCUS SPP | 14.5" |
| #39 | LOPHOSTEMON | 44.5" |
| #40 | QUERCUS SPP | 15.5" |

AREA 3

| ID # | SPECIES | DIAMETER AT BREAST HEIGHT |
|---|---|---|
| #14 | PINUS SPP | 60.5", MULTI-TRUNK |

NOTES:
1. SITE TREES WERE INVENTORIED ON-SITE USING PUBLICALLY AVAILABLE AERIAL IMAGERY BY EINWILLERKUEHL ON APRIL 06,2022.
2. TREES WERE NUMBERED, PHOTOGRAPHED, AND THEIR DIAMTER AT BREAST HEIGHT WAS RECORDED.
   -REFER TO APPENDIX A FOR MORE INFORMATION.
3. TREES WERE RETAINED ON SITE WHERE FEASIBLE FOR CONSTRUCTION AND NEW DESIGN.
4. PROJECT SURVEY OMITS MOST TREES SO AERIAL IMAGE AND SITE PHOTOGRAPHY WAS USED TO APPROXIMATE THE LOCATION OF TREES TO REMAIN.
5. INVENTORY OMITS TREES IN PUBLIC REALM. ALL STREET TREES WILL BE REMOVED AND REPLANTED WHERE POSSIBLE.

scale 40 0 40 80 feet
1" = 40'

**PRELIMINARY**
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EXISTING TREE REMOVAL

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Design: JNM
Drawn: ---
Approved: ---
Job No: 20211616

Drawing Number:
TM-3
3 OF 12

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211616_ECBART_01_EX_COND - PRCL.dwg

Print: Oct 06, 2023 at 10:40am

LEGEND

PARCEL LINE

EASEMENT OR ALTERNATE USE

LIBERTY ST.

528.34 LF , N 19D29'25.875" W

31.64 LF

194.18 LF

291.04 LF

LV 1 BART GARAGE

PARCEL
C-WEST
0.68 AC

LV 1 LIBRARY

ACCESS EASEMENT ACROSS PARCEL C-WEST FOR BENEFIT OF PARCEL C-EAST

156.03 LF

12.55 LF

LV 1 LIBRARY

22.20 LF

23.49 LF

PLAZA
0.35 AC

172.02 LF

PARCEL B
1.86 AC

211.91 LF , S 70D31'21.388" W

CENTRAL AVE.

FAIRMOUNT AVE.

347.08 LF , S 89D37'57.27" W

190.95 LF

PARCEL
C-EAST
0.65 AC

139.55 LF

LV 1 BART GARAGE

299.25 LF

OAK ST.

184.09 LF

S 5D30'45.339.00"W

OAK STREET BUSWAY
(PRIVATE STREET ON BART PROPERTY)

179.65 LF

51.06 LF

BIKE STATION

REMAINDER PARCEL
2.00 AC

OHLONE GREENWAY

281.82 LF

202.0 LF , S 69D37'57.27" W

232.36 LF

PARCEL E 0.26 AC
(CITY-OWNED)

4.0 LF
S 70D29'17.76" W

87.34 LF

PARCEL D
0.76 AC

163.23 LF

273.38 LF , S 70D30'35.125" W

276.07 LF

104.86 LF
N 19D30'42.236" W

411.59 LF , N 19D30'42.236" W

RICHMOND ST.

220.068LF , N 34D53'8.357" W

138.62LF , N 38D23'1.186" W

PARCEL
A-SOUTH
0.48 AC

184.65 LF

PARCEL
A-NORTH
1.05 AC

243.49 LF , S 70D29'17.766" W

140.31 LF , S 70D30'54.769" W

129.79 LF

213.64 LF

343.43 LF , N 19D30'33.884" W

scale 1" = 40' feet (40 0 40 80)

**PRELIMINARY**
NOT FOR CONSTRUCTION
DATE: 10/06/2023

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6671 Fairmount Ave, El Cerrito, CA 94530

SITE PARCEL PLAN

| No. | Revisions | |
|---|---|---|
| 1 | RESPONSE TO COMPLETENESS REVIEW | 10/5/2023 |

Date: 07/20/2023
Scale: AS SHOWN
Design: JNM
Drawn: ---
Approved: ---
Job No: 20211616

Drawing Number:
TM-4
4 OF 12

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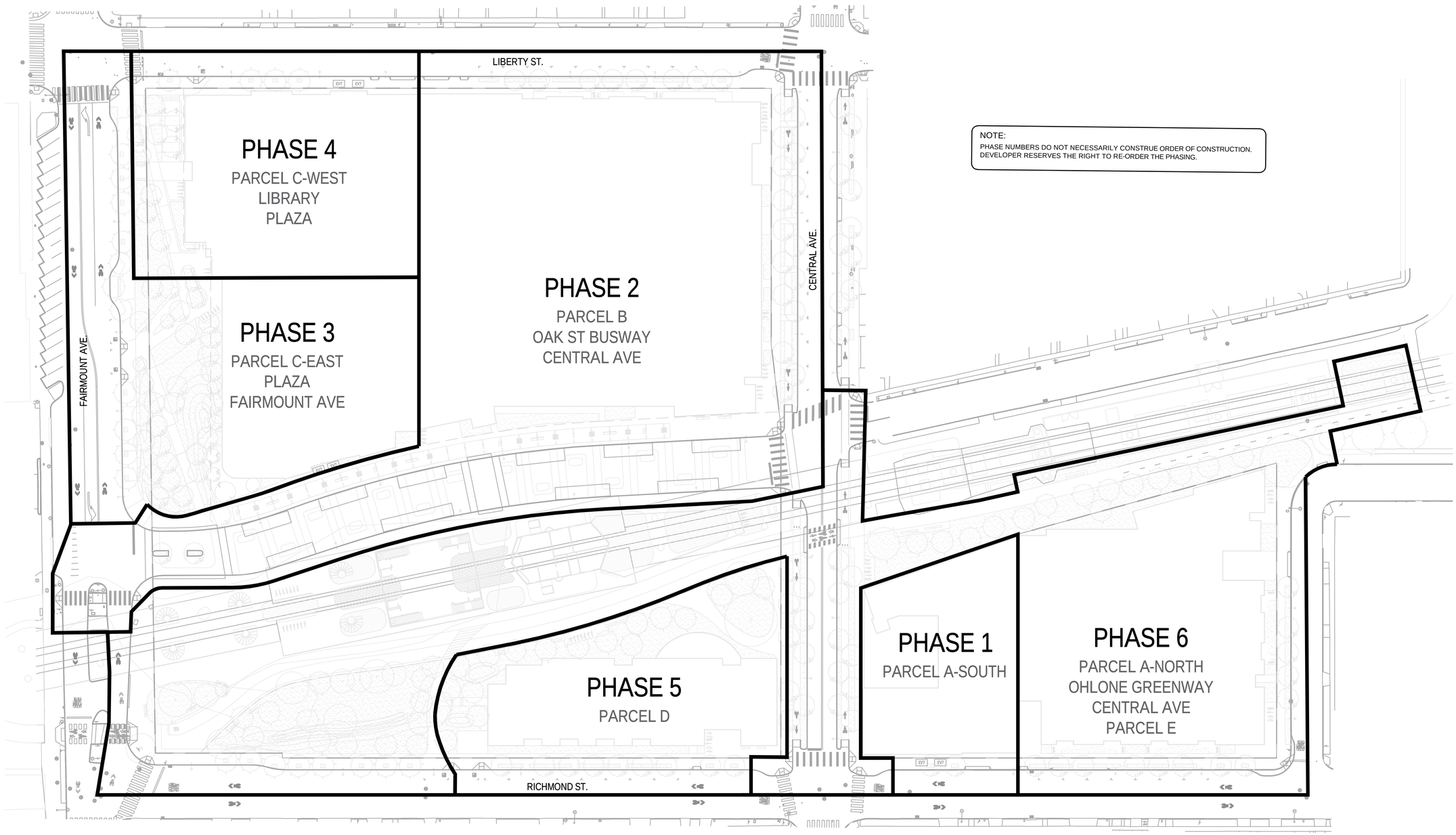
211616_ECBART_02_PRCL_PLAN.dwg

Plot: Oct 06, 2023 at 10:00am




NOTE:
PHASE NUMBERS DO NOT NECESSARILY CONSTRUE ORDER OF CONSTRUCTION.
DEVELOPER RESERVES THE RIGHT TO RE-ORDER THE PHASING.

40 0 40 80
scale 1" = 40' feet

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PHASING PLAN

| No. | Revisions | Date |
|---|---|---|
| 1 | RESPONSE TO COMPLETENESS REVIEW | 10/5/2023 |

Date: 07/20/2023
Scale: AS SHOWN
Design: JNM
Drawn: ---
Approved: ---
Job No: 20211616

Drawing Number:
TM-5
5 OF 12

Plot: Oct 06, 2023 at 10:43am
211616_ECBART_03_PHAS_PLAN.dwg
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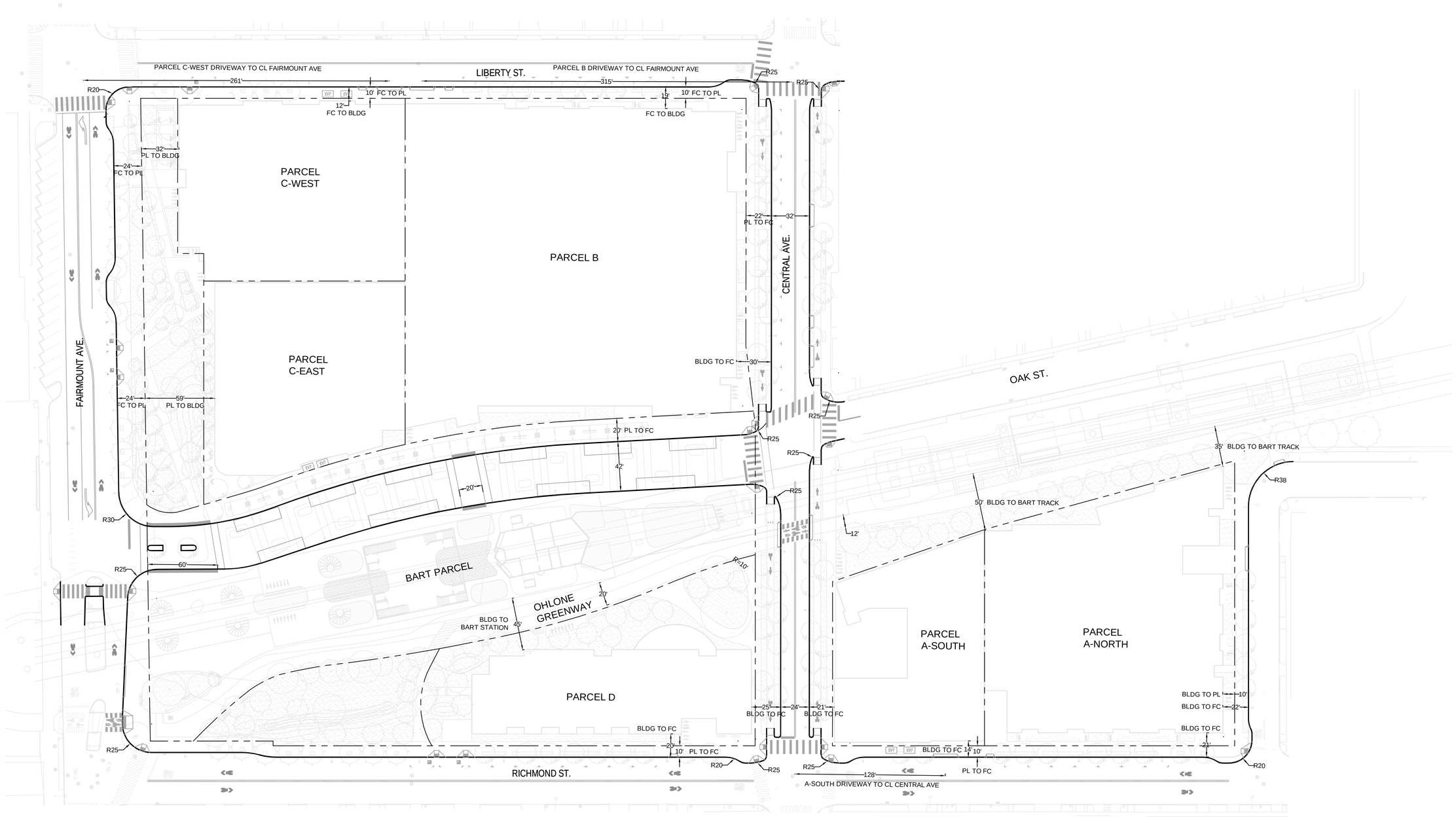


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# EL CERRITO PLAZA BART STATION CIVIL IMPROVEMENT

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6671 Fairmount Ave, El Cerrito, CA 94530

## SITE LAYOUT PLAN

| No. | Revisions | Date |
|---|---|---|
| 1 | RESPONSE TO COMPLETENESS REVIEW | 10/5/2023 |

Date: 07/20/2023
Scale: AS SHOWN
Design: JNM
Drawn: ---
Approved: ---
Job No: 20211616

Drawing Number:
TM-6
6 OF 12

scale 1" = 40' feet (40, 0, 40, 80)

Plot: Oct 06, 2023 at 10:41am
211616_ECBART_04_SITE_LAYT.dwg
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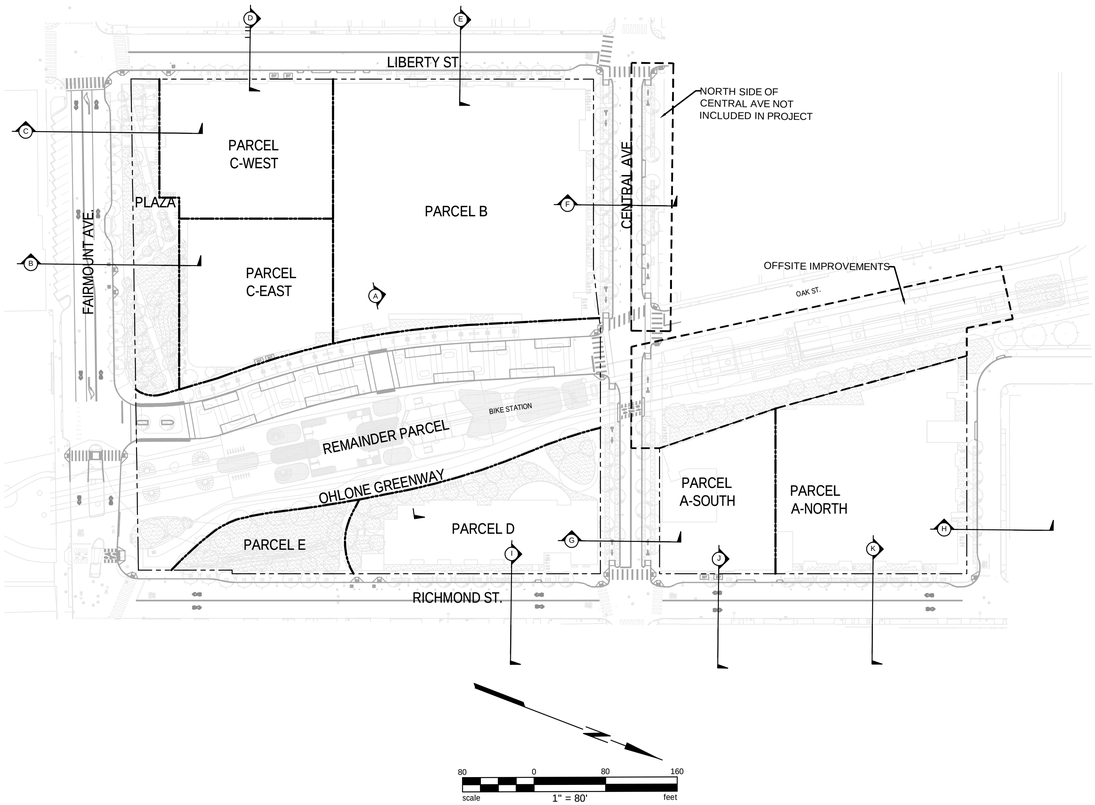
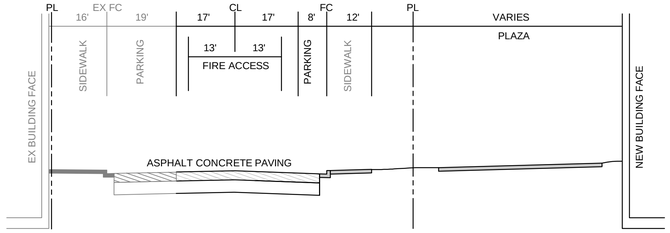
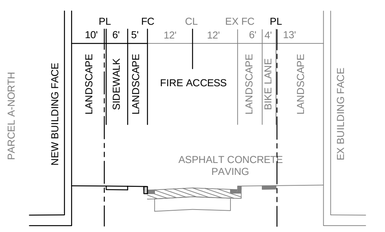
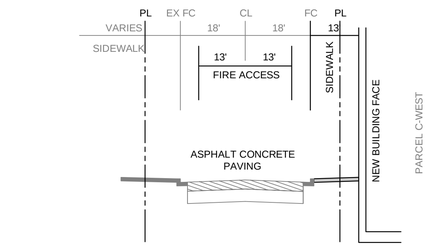


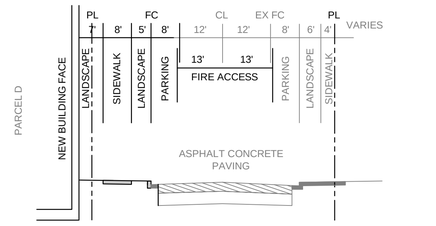

C SECTION C - FAIRMOUNT AVE.
SCALE 1"=20'



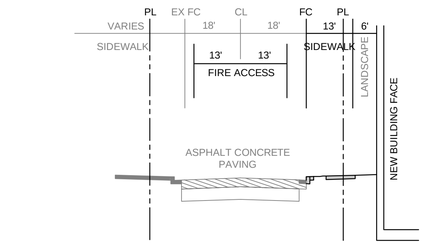

H SECTION H - WILLOW ST.
SCALE 1"=20'



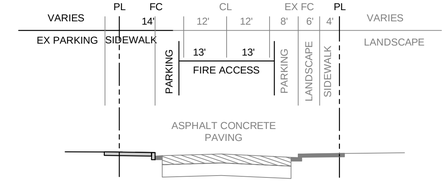

D SECTION D - LIBERTY ST.
SCALE 1"=20'



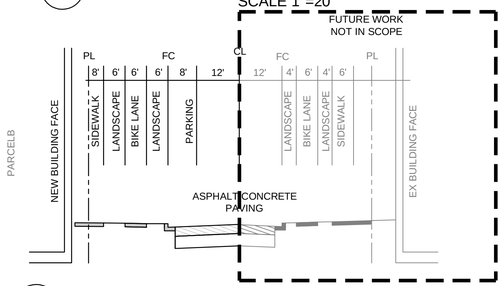

I SECTION I- RICHMOND ST.
SCALE 1"=20'



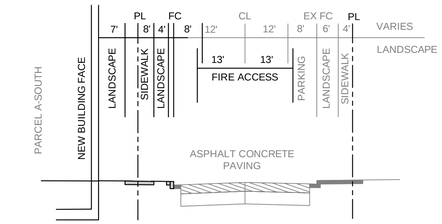

E SECTION E - LIBERTY ST.
SCALE 1"=20'



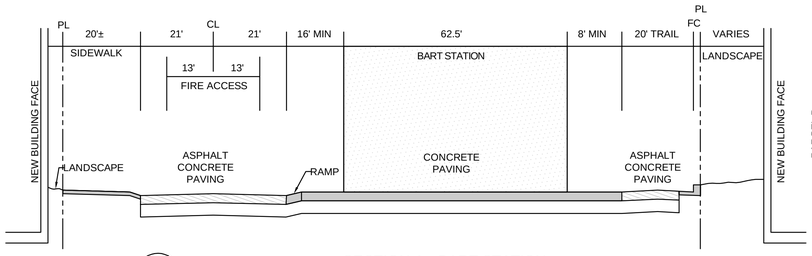

J SECTION J- RICHMOND ST.
SCALE 1"=20'



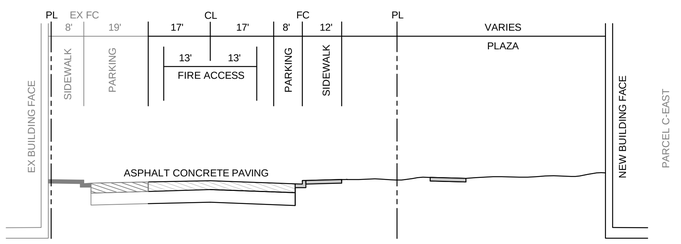

F SECTION F - CENTRAL AVE.
SCALE 1"=20'



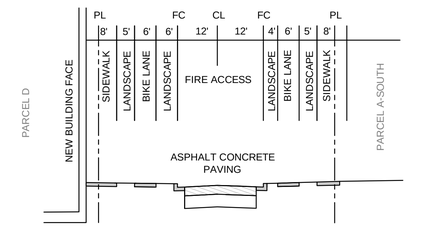

K SECTION K- RICHMOND ST.
SCALE 1"=20'




A SECTION A - BART STATION
SCALE 1"=20'




B SECTION B - FAIRMOUNT AVE.
SCALE 1"=20'




G SECTION G - CENTRAL AVE.
SCALE 1"=20'

**PRELIMINARY**
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DATE: 10/06/2023

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# EL CERRITO PLAZA BART STATION CIVIL IMPROVEMENT

APN 504-130-031, 503-122-010, 504-121-017, 504-121-012
6671 Fairmount Ave. El Cerrito, CA 94530

## STREET CROSS SECTIONS

| No. | Revisions | |
|---|---|---|
| 1 | RESPONSE TO COMPLETENESS REVIEW | 10/5/2023 |

Date: 07/20/2023
Scale: AS SHOWN
Design: JNM
Drawn: ---
Approved: ---
Job No: 20211616

Drawing Number:
TM-7
7 OF 12

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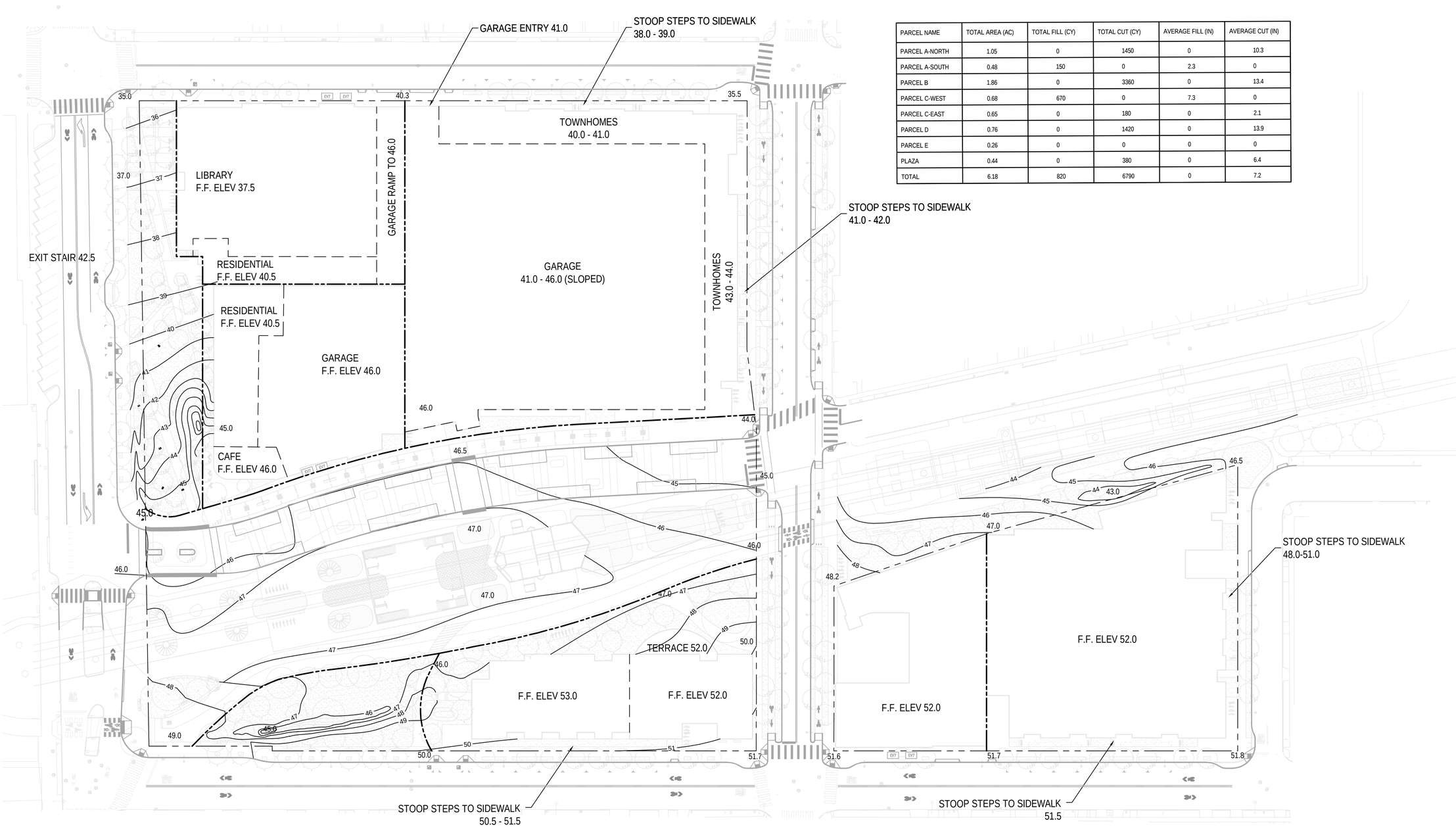
211616_ECBART_05_CSEC.dwg
Plot Oct 06, 2023 at 10:43am




| PARCEL NAME | TOTAL AREA (AC) | TOTAL FILL (CY) | TOTAL CUT (CY) | AVERAGE FILL (IN) | AVERAGE CUT (IN) |
|---|---|---|---|---|---|
| PARCEL A-NORTH | 1.05 | 0 | 1450 | 0 | 10.3 |
| PARCEL A-SOUTH | 0.48 | 150 | 0 | 2.3 | 0 |
| PARCEL B | 1.86 | 0 | 3360 | 0 | 13.4 |
| PARCEL C-WEST | 0.68 | 670 | 0 | 7.3 | 0 |
| PARCEL C-EAST | 0.65 | 0 | 180 | 0 | 2.1 |
| PARCEL D | 0.76 | 0 | 1420 | 0 | 13.9 |
| PARCEL E | 0.26 | 0 | 0 | 0 | 0 |
| PLAZA | 0.44 | 0 | 380 | 0 | 6.4 |
| TOTAL | 6.18 | 820 | 6790 | 0 | 7.2 |

40 0 40 80
scale 1" = 40' feet

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APN 504-130-031, 503-122-010, 504-121-017, 504-050-012
6671 Fairmount Ave. El Cerrito, CA 94530

## GRADING PLAN

| No. | Revisions | |
|---|---|---|
| 1 | RESPONSE TO COMPLETENESS REVIEW | 10/5/2023 |

Date: 07/20/2023
Scale: AS SHOWN
Design: JNM
Drawn: ---
Approved: ---
Job No: 20211616

Drawing Number:
TM-8
8 OF 12

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211616_ECBART_06_GR.dwg
Plot: Oct 06, 2023 at 1043am

PARCEL C-WEST LIBRARY
CONNECT NEW SEWER LATERAL
TO EXISTING 8" CITY MAIN
GROUND ELEVATION= 34.33
INVERT ELEVATION= 29.67

PARCEL C-WEST RESIDENTIAL
CONNECT NEW SEWER LATERAL
TO EXISTING 8" CITY MAIN
GROUND ELEVATION= 34.50
INVERT ELEVATION= 29.95

CONNECT NEW SEWER LATERAL
SEWER TO EXISTING 8" CITY MAIN
GROUND ELEVATION= 35.02
INVERT ELEVATION= 30.77

NEW
FIRE HYDRANT

EXISTING
FIRE HYDRANT

NEW DOMESTIC
WATER CONNECTION

NEW FIRE AND DOMESTIC
WATER CONNECTIONS

NEW FIRE AND DOMESTIC
WATER CONNECTIONS

NEW FIRE AND DOMESTIC
WATER CONNECTIONS

LIBERTY ST

PARCEL
C-WEST
26453 SF

PARCEL B
80856 SF

CONNECT NEW SEWER LATERAL
TO EXISTING 10" CITY MAIN
GROUND ELEVATION= 38.72
INVERT ELEVATION= 33.62

CONNECT NEW STORM LATERAL
TO EXISTING 48" CITY MAIN
GROUND ELEVATION= 39.09
INVERT ELEVATION= 31.54

NEW FIRE AND DOMESTIC
WATER CONNECTIONS

PARCEL
C-EAST
26251 SF

FAIRMOUNT AVE

EXISTING
FIRE HYDRANT
TO BE RELOCATED

BUSWAY STORMDRAIN
CONNECT NEW LATERAL
TO FAIRMOUNT AVE

EXISTING
FIRE HYDRANT
TO BE RELOCATED

BIKE STATION

PARCEL E
92158 SF

OHLONE GREENWAY

PARCEL E
11347 SF

PARCEL D
28109 SF

RICHMOND ST

CONNECT NEW STORM LATERAL
TO EXISTING 8" CITY MAIN
GROUND ELEVATION= 49.70
INVERT ELEVATION= 46.0

PARCEL
A-SOUTH
21082 SF

PARCEL
A-NORTH
45736 SF

OAK ST

NEW FIRE AND DOMESTIC
WATER CONNECTIONS

NEW FIRE AND DOMESTIC
WATER CONNECTIONS

NEW FIRE AND DOMESTIC
WATER CONNECTIONS

EXISTING
FIRE HYDRANT

CONNECT NEW STORM LATERAL
TO EXISTING 48" CITY MAIN
GROUND ELEVATION= 52.05
INVERT ELEVATION= 44.63

CONNECT NEW SEWER LATERAL
TO EXISTING 24" CITY MAIN
GROUND ELEVATION= 52.14
INVERT ELEVATION= 37.45

CONNECT NEW STORM LATERAL
TO EXISTING 48" CITY MAIN
GROUND ELEVATION= 51.75
INVERT ELEVATION= 46.1

CONNECT NEW SEWER LATERAL
TO EXISTING 12" CITY MAIN
GROUND ELEVATION= 51.70
INVERT ELEVATION= 45.5

NEW
FIRE HYDRANT

CONNECT NEW STORM LATERAL
TO EX CITY CATCH BASIN

CONNECT NEW SEWER LATERAL
TO EXISTING 18" CITY MAIN
GROUND ELEVATION= 52.73
INVERT ELEVATION= 43.52

## LEGEND

- SS — SANITARY SEWER
- SD — STORM DRAIN
- W — DOMESTIC WATER
- FW — FIRE WATER

40 0 40 80
scale 1" = 40' feet

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# EL CERRITO PLAZA BART STATION CIVIL IMPROVEMENT

APN 504-130-031, 503-122-010, 504-121-017, 504-050-012
6671 Fairmount Ave, El Cerrito, CA 94530

## UTILITY PLAN

| No. | Revisions | Date |
|---|---|---|
| 1 | RESPONSE TO COMPLETENESS REVIEW | 10/5/2023 |

Date: 07/20/2023
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Design: JNM
Drawn: ---
Approved: ---
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Drawing Number:
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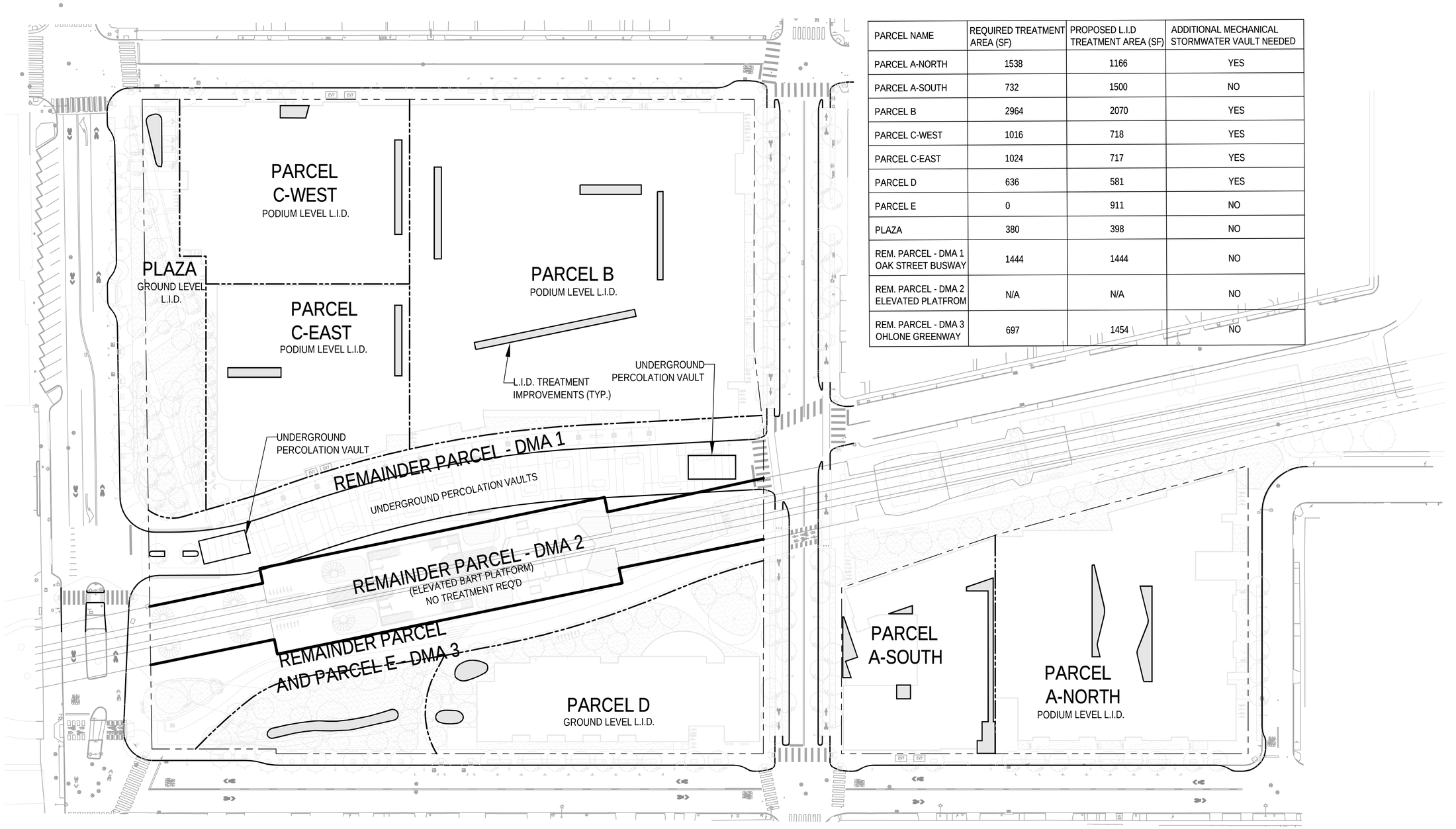
211616_ECBART_07_UTIL.dwg

Plot: Oct 06, 2023 at 10:42am




| PARCEL NAME | REQUIRED TREATMENT AREA (SF) | PROPOSED L.I.D TREATMENT AREA (SF) | ADDITIONAL MECHANICAL STORMWATER VAULT NEEDED |
|---|---|---|---|
| PARCEL A-NORTH | 1538 | 1166 | YES |
| PARCEL A-SOUTH | 732 | 1500 | NO |
| PARCEL B | 2964 | 2070 | YES |
| PARCEL C-WEST | 1016 | 718 | YES |
| PARCEL C-EAST | 1024 | 717 | YES |
| PARCEL D | 636 | 581 | YES |
| PARCEL E | 0 | 911 | NO |
| PLAZA | 380 | 398 | NO |
| REM. PARCEL - DMA 1 OAK STREET BUSWAY | 1444 | 1444 | NO |
| REM. PARCEL - DMA 2 ELEVATED PLATFROM | N/A | N/A | NO |
| REM. PARCEL - DMA 3 OHLONE GREENWAY | 697 | 1454 | NO |

40 0 40 80
scale 1" = 40' feet

**PRELIMINARY**
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6671 Fairmount Ave, El Cerrito, CA 94530

STORMWATER CONTROL PLAN

| No. | Revisions | |
|---|---|---|
| 1 | RESPONSE TO COMPLETENESS REVIEW | 10/5/2023 |

Date: 07/20/2023
Scale: AS SHOWN
Design: JNM
Drawn: ---
Approved: ---
Job No: 20211616

Drawing Number:
TM-10
10 OF 12

Plot: Oct 06, 2023 at 10:42am
211616_ECBART_08_SWCP.dwg
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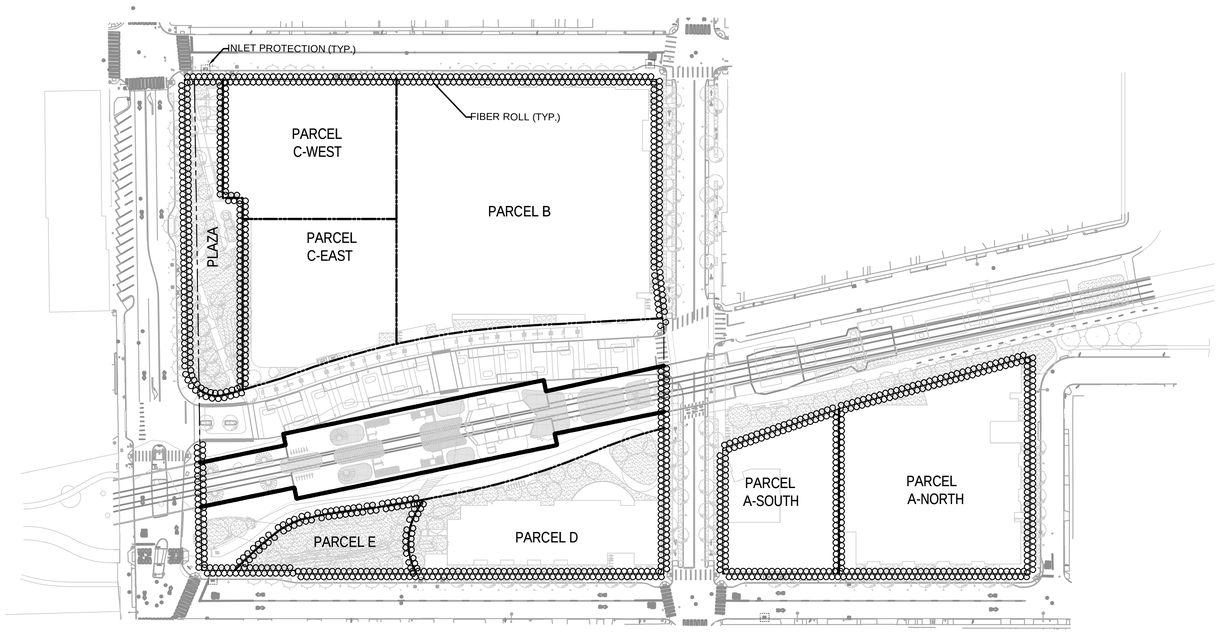
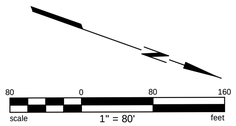



## LEGEND

FIBER ROLLS (1)

STORM DRAIN INLET PROTECTION (2)

## OWNER'S CERTIFICATION

I, THE UNDERSIGNED, CERTIFY THAT ALL LAND CLEARING, CONSTRUCTION AND DEVELOPMENT SHOULD BE DONE PURSUANT TO THE APPROVED PLAN.

SIGNATURE _____ DATE _____

PRINT NAME _____ TITLE _____

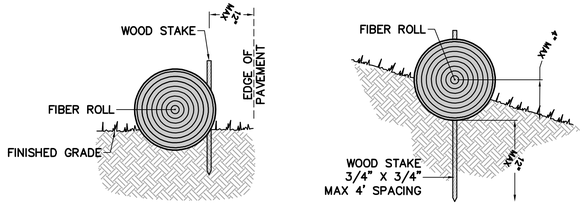
COMPANY _____

## GENERAL NOTES

1. THE CONTRACTOR SHALL NOTIFY THE BUREAU OF ENVIRONMENTAL REGULATION AND MANAGEMENT WITHIN 48 HOURS PRIOR TO COMMENCEMENT OF CONSTRUCTION.
2. REVIEW AND/OR APPROVAL OF THE ESCP SHOULD NOT RELIEVE THE CONTRACTOR FROM HIS OR HER RESPONSIBILITIES FOR COMPLIANCE WITH THE REQUIREMENTS OF THE CONSTRUCTION SITE RUNOFF CONTROL ORDINANCE, NOR SHOULD AN APPROVED ESCP RELIEVE THE CONTRACTOR FROM ERRORS OR OMISSONS IN THE APPROVED PLAN.

## EROSION CONTROL NOTES

1. EROSION AND SEDIMENT CONTROL MEASURES SHALL BE IN EFFECT AND MAINTAINED BY THE CONTRACTOR ON A YEAR-ROUND BASIS UNTIL ALL DISTURBED AREAS ARE STABILIZED UNLESS OTHERWISE PERMITTED BY THE CITY INSPECTOR.
2. ALL INLETS RECEIVING STORM WATER RUNOFF FROM THE PROJECT AREA MUST BE EQUIPPED WITH REQUIRED INLET PROTECTION.
3. DURING EXCAVATION OF SUBSURFACE GARAGE, CONTRACTOR SHALL COLLECT STORM WATER IN SEDIMENT POND OR BAKER TANK WITH INLET PROTECTION ON RAISED SDCB. CONTRACTOR TO CONFIRM EROSION CONTROL COMPLIANCE PRIOR TO CONSTRUCTION.
4. THIS PLAN MAY NOT COVER ALL THE SITUATIONS OR PHASES THAT ARISE DURING CONSTRUCTION DUE TO UNANTICIPATED FIELD CONDITIONS. IN GENERAL, THE CONTRACTOR IS RESPONSIBLE FOR KEEPING SEDIMENT STORM RUNOFF FROM LEAVING THE SITE. SEDIMENT ROLLS AND SILT FENCES SHALL BE USED BY THE CONTRACTOR ON AN AS NEEDED BASIS TO INHIBIT SILT FROM LEAVING THE SITE AND ENTERING THE STORM DRAIN SYSTEM. TEMPORARY EROSION CONTROL DEVICES SHOWN ON GRADING PLAN WHICH INTERFERE WITH THE WORK SHALL BE RELOCATED OR MODIFIED WHEN THE INSPECTOR SO DIRECTS AS THE WORK PROGRESSES.
5. EROSION CONTROL FACILITIES SHALL BE MAINTAINED DAILY. THESE FACILITIES SHALL CONTROL AND CONTAIN EROSION-CAUSED SILT DEPOSITS AND PROVIDE FOR THE SAFE DISCHARGE OF SILT FREE STORM WATER INTO EXISTING AND PROPOSED STORM DRAIN FACILITIES. DESIGN OF THESE FACILITIES MUST BE APPROVED AND UPDATED EACH YEAR BY THE ENGINEER (OCTOBER 1 TO APRIL 15)
6. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT ALL SUB-CONTRACTORS AND SUPPLIERS ARE AWARE OF ALL STORM WATER QUALITY MEASURES AND IMPLEMENT SUCH MEASURES. FAILURE TO COMPLY WITH THE APPROVED CONSTRUCTION WILL RESULT IN THE ISSUANCE OF CORRECTION NOTICES, CITATIONS, AND/OR A PROJECT STOP ORDER.
7. THE SITE SHALL BE MAINTAINED SO AS TO MINIMIZE SEDIMENT LADEN RUNOFF TO ANY STORM DRAIN SYSTEM.
8. DURING THE RAINY SEASON, ALL PAVED AREAS ARE TO BE KEPT CLEAR OF EARTH MATERIAL AND DEBRIS. THE SITE IS TO BE MAINTAINED SO AS TO MINIMIZE SEDIMENT RUNOFF TO ANY STORM DRAIN SYSTEM.
9. THOROUGHLY SWEEP ALL PAVED AREAS EXPOSED TO SOIL EXCAVATION AND PLACEMENT.
10. STAND-BY CREWS SHALL BE ALERTED BY THE PERMIT APPLICANT OR CONTRACTOR FOR EMERGENCY WORK DURING RAINSTORMS.
11. AFTER OCTOBER 1ST TO APRIL 15TH, ALL EROSION CONTROL MEASURES WILL BE INSPECTED DAILY AND AFTER EACH STORM. BREACHES IN DIKES AND TEMPORARY SWALES WILL BE REPAIRED AT THE CLOSE OF EACH DAY AND WHENEVER RAIN IS FORECAST.
12. AS A PART OF THE EROSION CONTROL MEASURES, UNDERGROUND STORM DRAIN FACILITIES SHALL BE INSTALLED COMPLETE AS SHOWN ON THE IMPROVEMENT PLANS.
13. BORROW AREAS AND TEMPORARY STOCKPILES SHALL BE PROTECTED WITH APPROPRIATE EROSION CONTROL MEASURES TO THE SATISFACTION OF THE CITY ENGINEER.
14. SANDBAGS SHALL BE STOCKPILED ON SITE AND PLACED AT INTERVALS SHOWN ON EROSION CONTROL PLANS, WHEN THE RAIN FORECAST IS 40% OF GREATER, OR WHEN DIRECTED BY THE INSPECTOR.
15. SANDBAGS SHALL BE REFERRED TO IN THE PRECEDING ITEMS MUST BE FULL. APPROVED SANDBAG FILL MATERIALS ARE SAND, DECOMPOSED GRANITE AND/OR GRAVEL, OR OTHER MATERIALS APPROVED BY THE INSPECTOR.
16. CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING SAFETY OF VEHICLES OPERATING IN ROADWAY ADJACENT TO EROSION CONTROL FACILITIES.
17. AFTER RAINSTORMS, CONTRACTOR SHALL CHECK FOR AND REMOVE SEDIMENT TRAPPED BY SAND BAGS AT STAGING AREA. REPLACE SAND BAGS IF DETERIORATION IS EVIDENT.
18. DUST CONTROL SHOULD BE PRACTICED ON ALL CONSTRUCTION SITES WITH EXPOSED SOILS AS NEEDED. IT IS IMPORTANT IN WINDY OR WIND-PRONE AREAS. DUST CONTROL IS CONSIDERED A TEMPORARY MEASURE AND AS AN INTERMEDIATE TREATMENT BETWEEN SITE DISTURBANCE AND CONSTRUCTION, PAVING, OR REVEGETATION.
19. DURING PERIODS WHEN STORMS ARE FORECAST:
    A. EXCAVATED SOILS SHOULD NOT BE PLACED IN STREETS OR ON PAVED AREAS.
    B. WHERE STOCKPILING IS NECESSARY, USE A TARPAULIN OR SURROUND THE STOCKPILED MATERIAL WITH FIBER ROLLS, GRAVEL SEDIMENT BARRIER, SILT FENCE, OR OTHER RUNOFF CONTROLS.
    C. USE INLET CONTROLS AS NEEDED (E.G. BLOCK AND GRAVEL SEDIMENT BARRIER) FOR STORM DRAIN ADJACENT TO THE PROJECT SITE OR STOCKPILED SOIL.
    D. CONTRACTOR SHALL ABIDE BY SOIL MANAGEMENT PLAN.



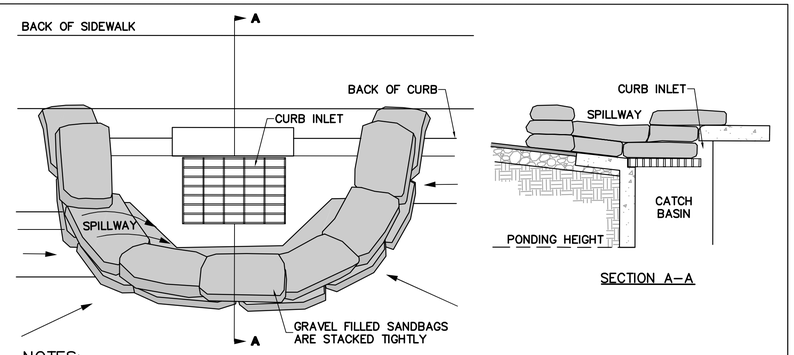

ENTRENCHMENT DETAIL
IN FLAT AREA

ENTRENCHMENT DETAIL
IN SLOPED AREA

### INSTALLATION PROCEDURES

1. FIBER ROLLS ARE TUBES MADE FROM POROUS BIODEGRADABLE FIBER STUFFED IN A PHOTO-DEGRADABLE OPEN WEAVE NETTING. THEY ARE APPROX. 8" DIAMETER.
2. FIBER ROLL INSTALLATION REQUIRES THE PLACEMENT AND SECURE STAKING OF THE ROLL IN A TRENCH, 2"-4" DEEP, DUG ON CONTOUR. RUNOFF MUST NOT BE ALLOWED TO RUN UNDER OR AROUND ROLL. ROLLS SHOULD BE ABUTTED SECURELY TO PROVIDE A TIGHT JOINT, NOT OVERLAPPED.

FIBER ROLL
NOT TO SCALE | 1




SECTION A–A

NOTES:

1. PLACE CURB TYPE SEDIMENT BARRIERS ON GENTLY SLOPING STREET SEGMENTS, WHERE WATER CAN POND AND ALLOW SEDIMENT TO SEPARATE FROM RUNOFF.
2. SANDBAGS OF EITHER BURLAP OR WOVEN 'GEOTEXTILE' FABRIC, ARE FILLED WITH GRAVEL LAYERED AND PACKED TIGHTLY.
3. LEAVE A ONE SANDBAG GAP IN THE TOP ROW TO PROVIDE A SPILLWAY FOR OVERFLOW.
4. INSPECT BARRIERS AND REMOVE SEDIMENT AFTER EACH STORM EVENT. SEDIMENT AND GRAVEL MUST BE REMOVED FROM THE TRAVELED WAY IMMEDIATELY.

CURB INLET PROTECTION
NOT TO SCALE | 2

**PRELIMINARY**
NOT FOR CONSTRUCTION
DATE: 10/06/2023

BKF ENGINEERS
1646 N. CALIFORNIA BLVD.
SUITE 400
WALNUT CREEK, CA 94596
(925) 940-2200
www.bkf.com

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EL CERRITO PLAZA BART STATION CIVIL IMPROVEMENT
APN 504-130-031, 503-122-010, 504-121-017, 504-050-012
6671 Fairmount Ave. El Cerrito, CA 94530

EROSION CONTROL PLAN

| No. | Revisions | Date |
|---|---|---|
| 1 | RESPONSE TO COMPLETENESS REVIEW | 10/5/2023 |

Date: 07/20/2023
Scale: AS SHOWN
Design: JNM
Drawn: ---
Approved: ---
Job No: 20211616

Drawing Number:
TM-11
11 OF 12

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211616_ECBART_09_ER.dwg

Plot: Oct 06, 2023 at 1042am

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# EL CERRITO PLAZA BART TOD

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**REVISIONS**

| # | DESCRIPTION | DATE |
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## SITE RENDERED VIEW

**L0.01**

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## SITE RENDERED VIEW

**L0.02**

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## SITE RENDERED VIEW

**L0.03**

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|---|---|---|
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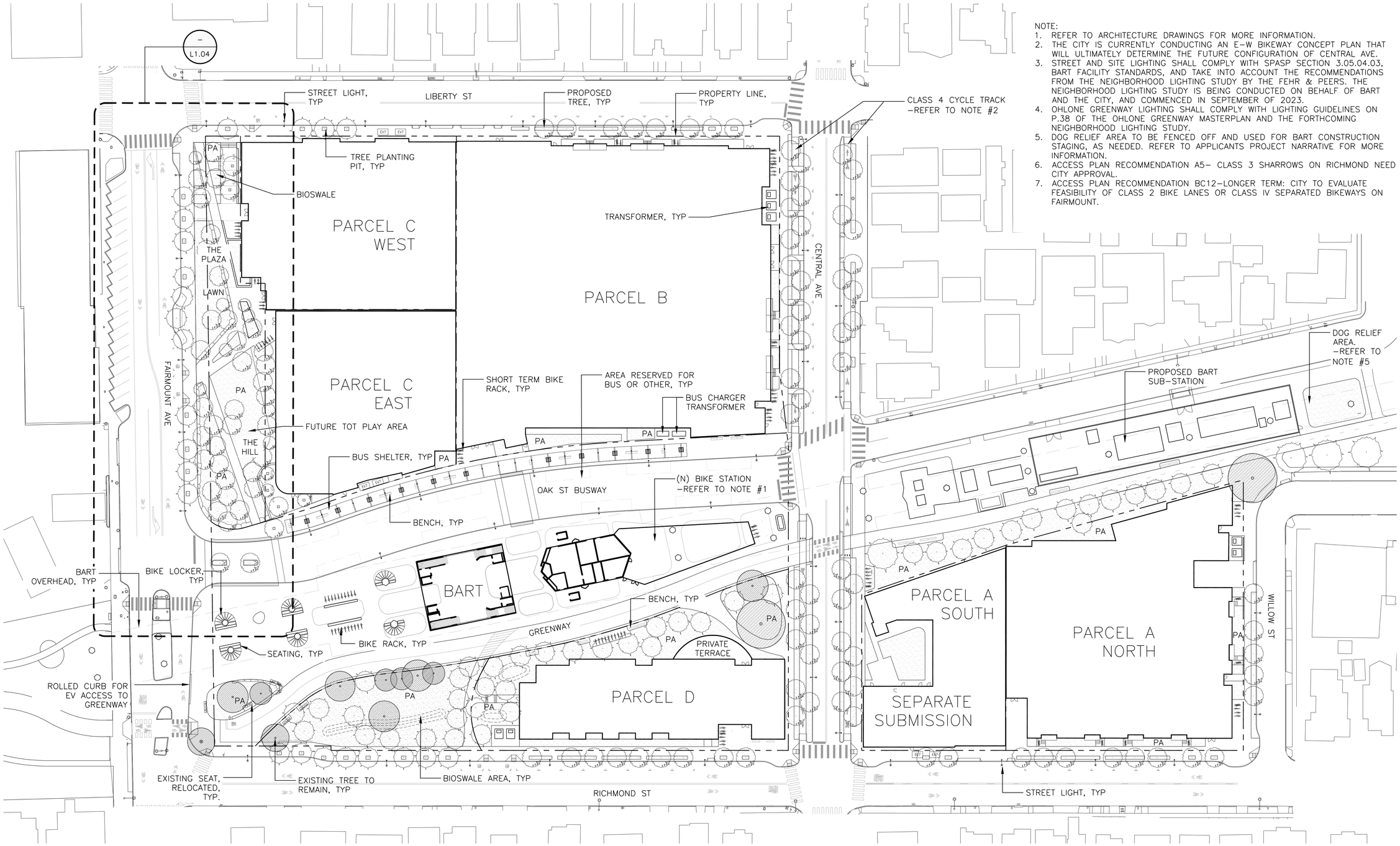
## SITE RENDERED VIEW

**L0.04**




NOTE:
1. REFER TO ARCHITECTURE DRAWINGS FOR MORE INFORMATION.
2. THE CITY IS CURRENTLY CONDUCTING AN E–W BIKEWAY CONCEPT PLAN THAT WILL ULTIMATELY DETERMINE THE FUTURE CONFIGURATION OF CENTRAL AVE.
3. STREET AND SITE LIGHTING SHALL COMPLY WITH SPASP SECTION 3.05.04.03, BART FACILITY STANDARDS, AND TAKE INTO ACCOUNT THE RECOMMENDATIONS FROM THE NEIGHBORHOOD LIGHTING STUDY BY THE FEHR & PEERS. THE NEIGHBORHOOD LIGHTING STUDY IS BEING CONDUCTED ON BEHALF OF BART AND THE CITY, AND COMMENCED IN SEPTEMBER OF 2023.
4. OHLONE GREENWAY LIGHTING SHALL COMPLY WITH LIGHTING GUIDELINES ON P.38 OF THE OHLONE GREENWAY MASTERPLAN AND THE FORTHCOMING NEIGHBORHOOD LIGHTING STUDY.
5. DOG RELIEF AREA TO BE FENCED OFF AND USED FOR BART CONSTRUCTION STAGING, AS NEEDED. REFER TO APPLICANTS PROJECT NARRATIVE FOR MORE INFORMATION.
6. ACCESS PLAN RECOMMENDATION A5– CLASS 3 SHARROWS ON RICHMOND NEED CITY APPROVAL.
7. ACCESS PLAN RECOMMENDATION BC12–LONGER TERM: CITY TO EVALUATE FEASIBILITY OF CLASS 2 BIKE LANES OR CLASS IV SEPARATED BIKEWAYS ON FAIRMOUNT.

PLANTING AND IRRIGATION STATEMENT:
1. THE PROJECT SHALL COMPLY WITH SECTION 2.05.07 LANDSCAPING, FENCING, AND SCREENING STANDARDS, PER THE SPASP,
2. THE PLANTING DESIGN IN THE PUBLIC RIGHT OF WAY WILL SHOWCASE DURABLE URBAN PLANTS THAT HAVE BEEN PROVEN TO BE SUCCESSFUL IN EL CERRITO AND ARE COMPLIANT WITH CITY STANDARDS AND GUIDELINES. MEDIUM SIZED SPECIES WILL BE SPACED +/– 20' ON CENTER AND WILL BE INSTALLED AT 24" BOX SIZES WITH APPROVED ROOT BARRIERS, AND 3" OF MULCH WILL BE PROVIDED AT ALL PLANTING AREAS.
3. THE IRRIGATION DESIGN FOR THE SITE SHALL ALSO COMPLY WITH THE STATE OF CALIFORNIA MODEL WATER EFFICIENT LANDSCAPE ORDINANCE (TITLE 23 – WATERS DIVISION 2–CHAPTER 2.7). (AS STATED IN SPASP SECTION 2.05.07.05)
4. THE IRRIGATION SYSTEMS WILL BE AUTOMATICALLY CONTROLLED BY AN ET IRRIGATION CONTROLLER CAPABLE OF MULTIPLE PROGRAMMING AND INDEPENDENT TIMING OF INDIVIDUAL IRRIGATION SYSTEMS. THE CONTROLLER WILL HAVE A 24–HOUR CLOCK TO ALLOW MULTIPLE START TIMES AND REPEAT CYCLES TO ADJUST FOR SOIL PERCOLATION RATES. THE IRRIGATION SYSTEMS WILL CONSIST PRIMARILY OF LOW VOLUME, LOW FLOW BUBBLERS FOR TREES, AND POINT SOURCE DRIP IRRIGATION FOR SHRUBS AND GROUNDCOVERS. PLANTS WILL BE GROUPED ONTO SEPARATE VALVES ACCORDING TO SUN EXPOSURE AND WATER USE TO ALLOW FOR IRRIGATION APPLICATION BY HYDROZONE. THE IRRIGATION SCHEDULING WILL REFLECT THE REGIONAL EVAPO–TRANSPIRATION RATES. THE ENTIRE SITE WILL BE DESIGNED TO RUN DURING NIGHTTIME HOURS WHEN IRRIGATION IS MOST EFFICIENT.

0 20' 40' 80'
SCALE: 1" = 40'-0"
NORTH

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|---|---|---|
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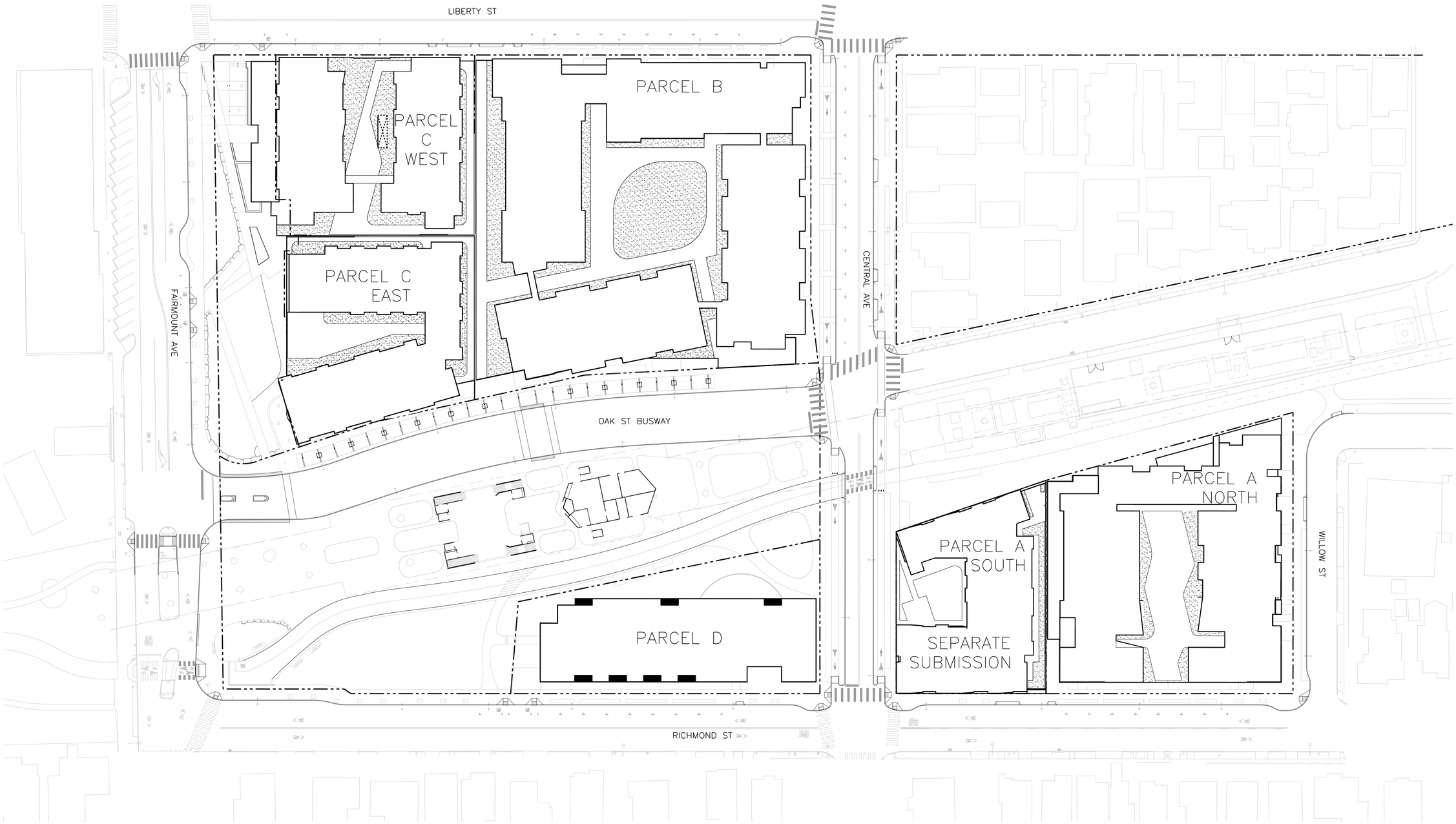
## OVERALL SITE PLAN GROUND LEVEL

**L1.00**

NOTE: PODIUM LEVEL LANDSCAPE PLAN SHOWN FOR ALL BUILDINGS WHERE CONDITION OCCURS.




0 20' 40' 80'
SCALE: 1" = 40'-0"

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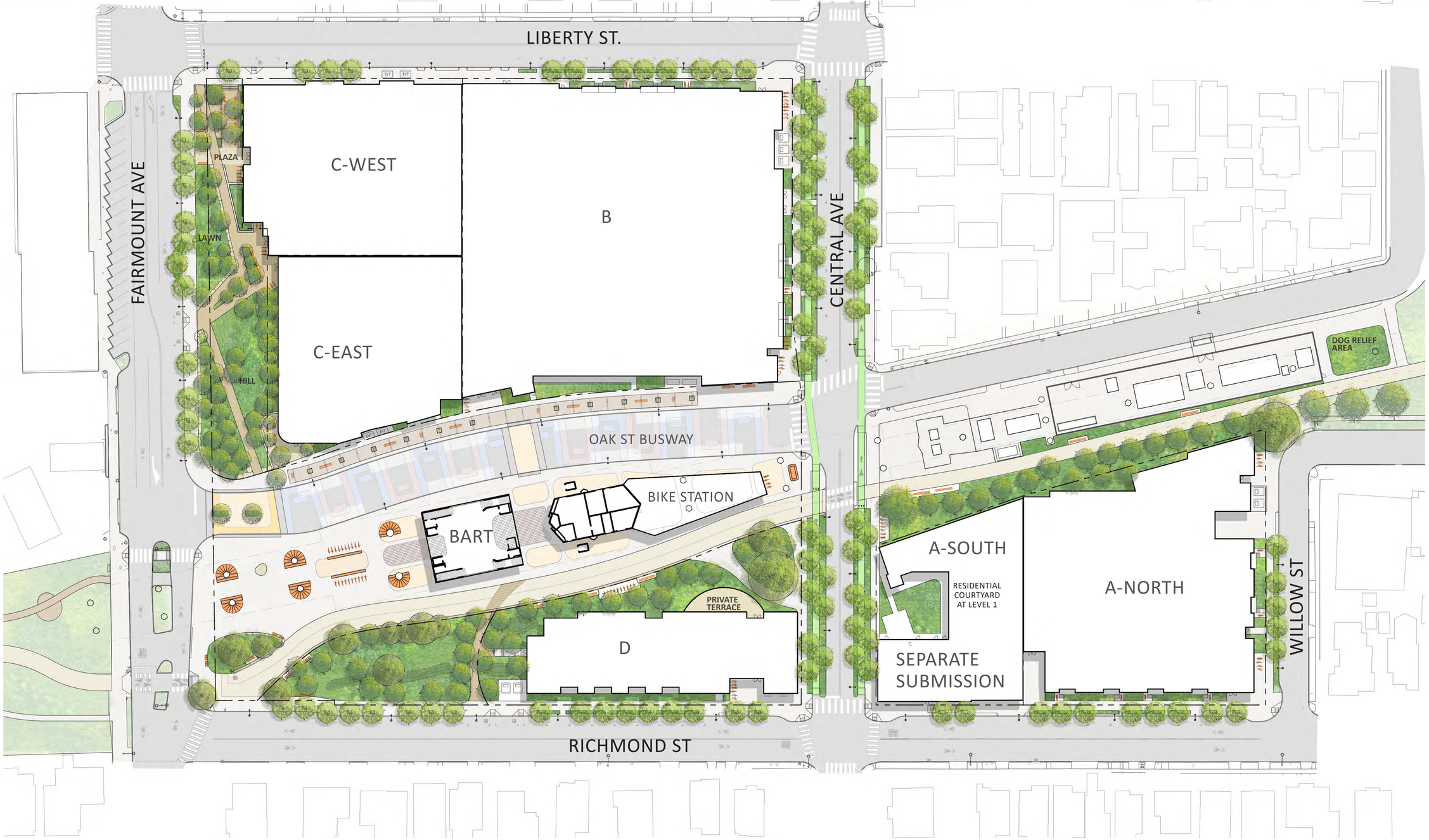
## OVERALL SITE PLAN UPPER FLOORS

**L1.01**




0 20' 40' 80'
SCALE: 1" = 40'-0"

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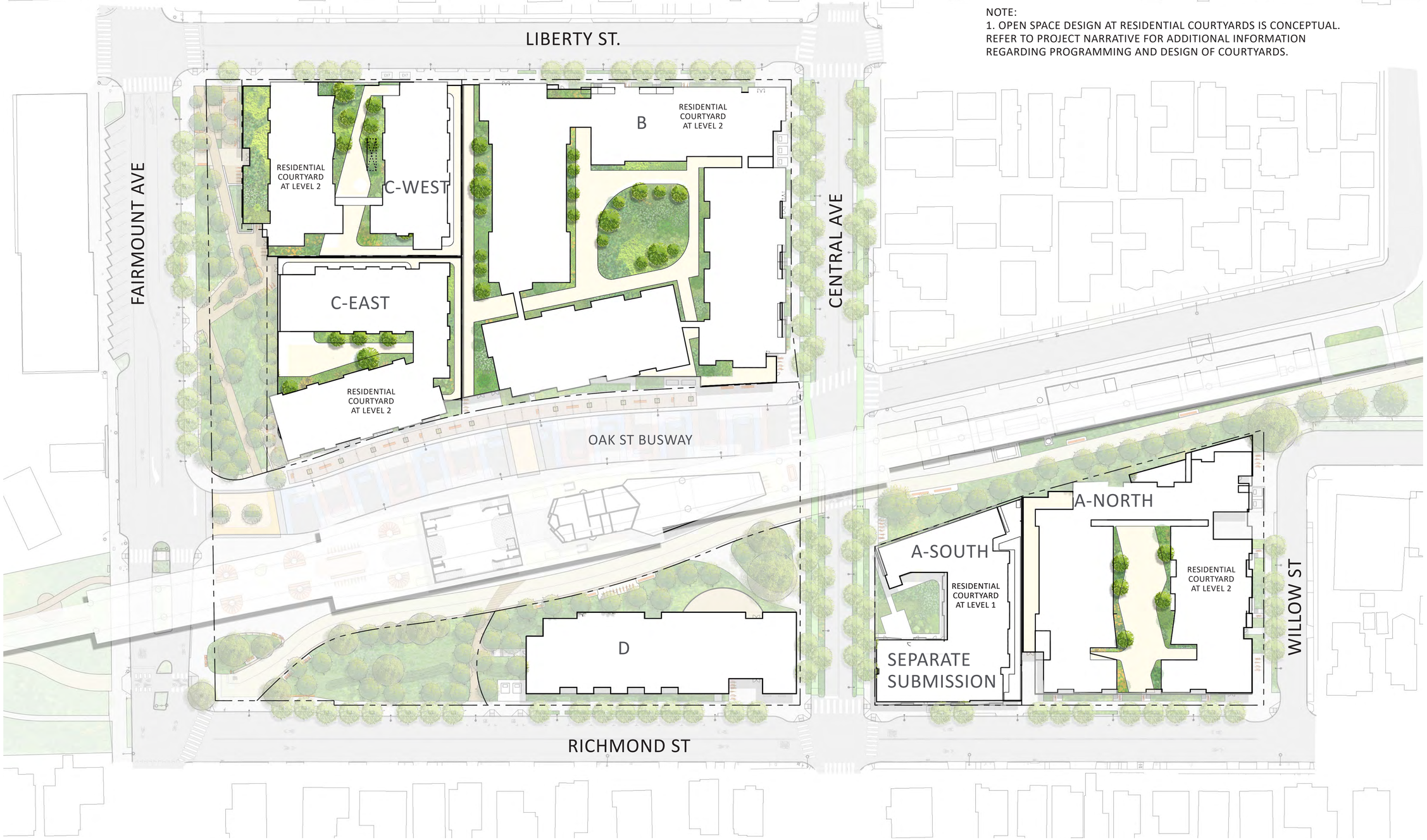
|---|---|---|
| 1 | RESPONSE TO COMPLETENESS REVIEW | 10/5/2023 |

## OPEN SPACE PLAN GROUND LEVEL

**L1.02**

NOTE:
1. OPEN SPACE DESIGN AT RESIDENTIAL COURTYARDS IS CONCEPTUAL. REFER TO PROJECT NARRATIVE FOR ADDITIONAL INFORMATION REGARDING PROGRAMMING AND DESIGN OF COURTYARDS.




0 20' 40' 80'
SCALE: 1" = 40'-0"

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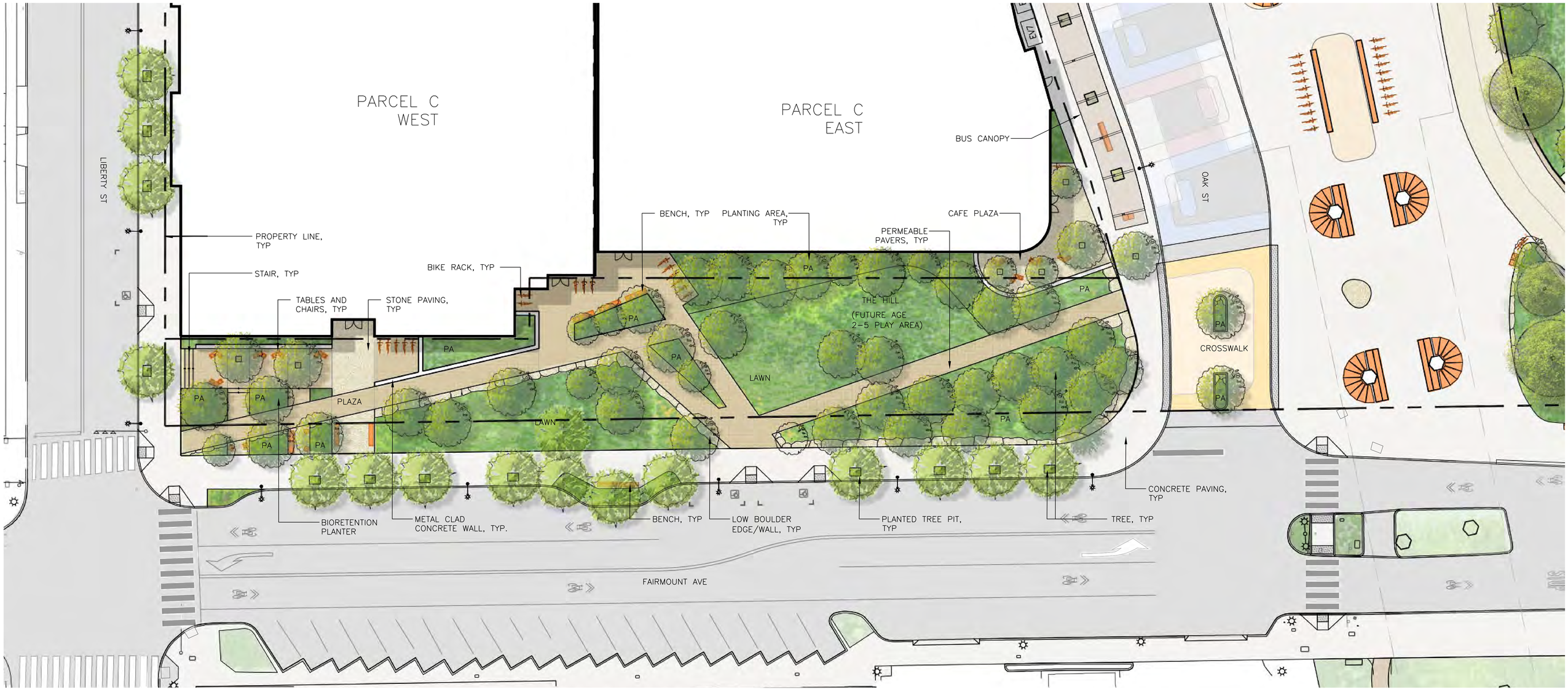
## OPEN SPACE PLAN UPPER FLOORS

**L1.03**




0 8' 16' 32'
SCALE: 1/16" = 1'-0"

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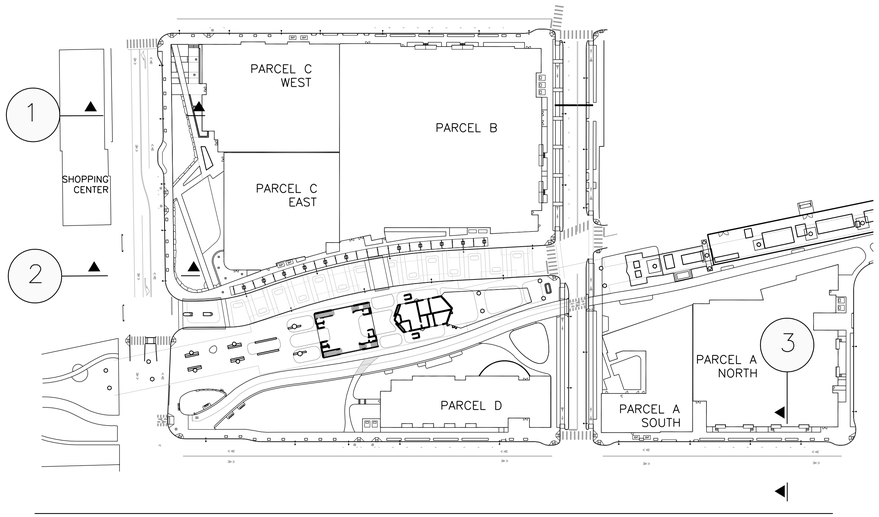
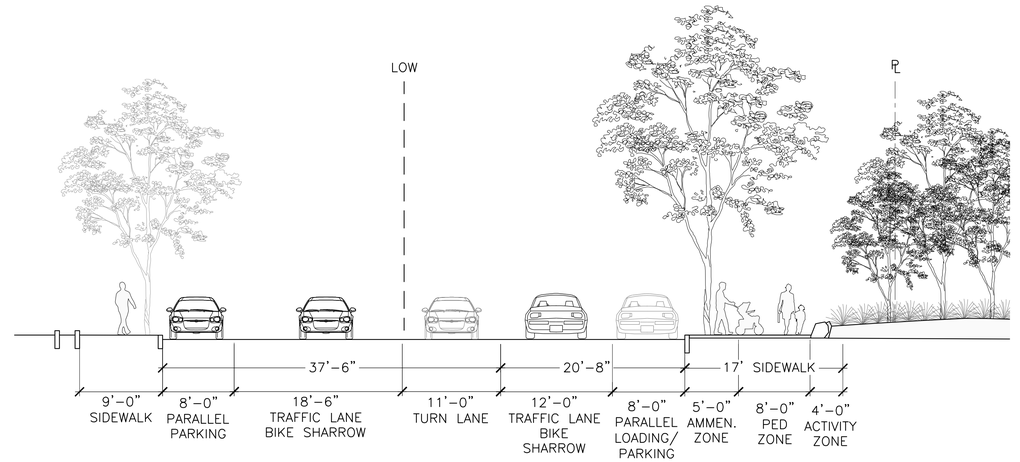
## ENLARGED PLAZA PLAN

**L1.04**

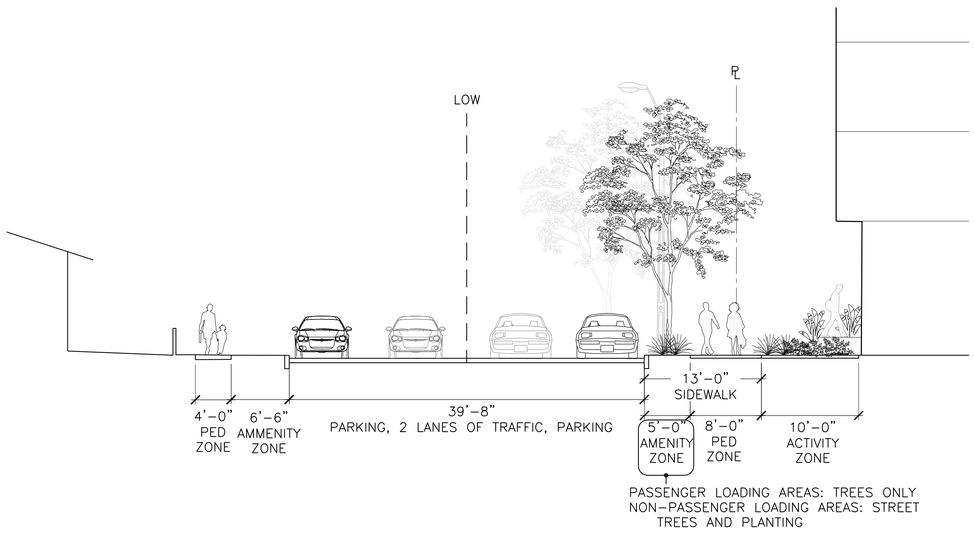



KEY PLAN NTS



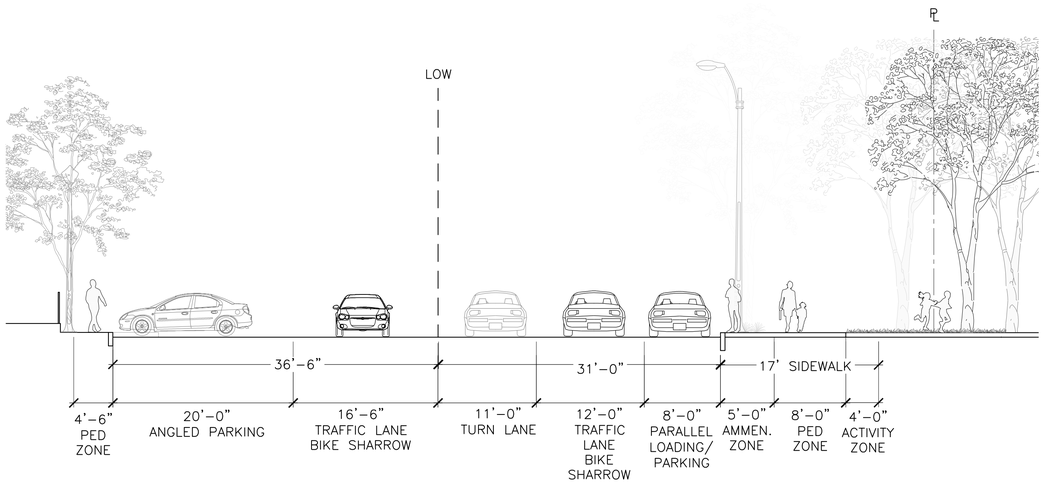

2 FAIRMOUNT AVE CONDITION 2: MAJOR COMMERCIAL STREET

SCALE: 1/8" = 1'–0"____ ILLUSTRATIVE SECTION




3 RICHMOND AVE.: RESIDENTIAL STREET

SCALE: 1/8" = 1'–0"____ ILLUSTRATIVE SECTION




1 FAIRMOUNT AVE CONDITION 1: MAJOR COMMERCIAL STREET

SCALE: 1/8" = 1'–0"____ ILLUSTRATIVE SECTION

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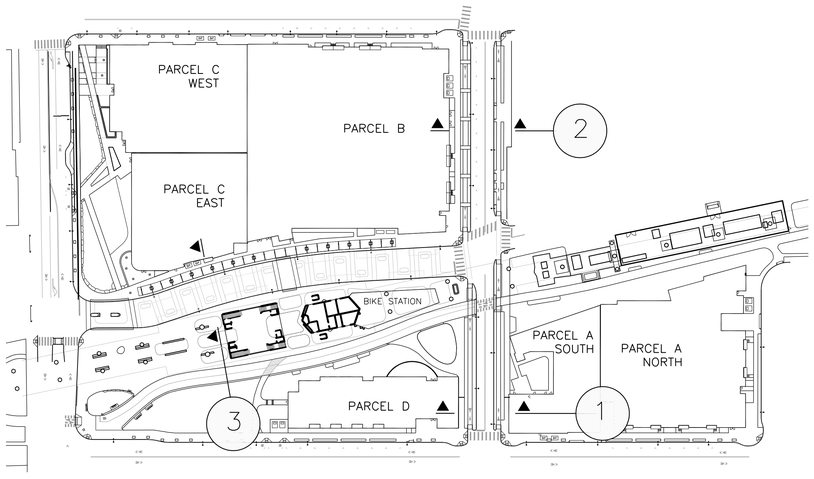
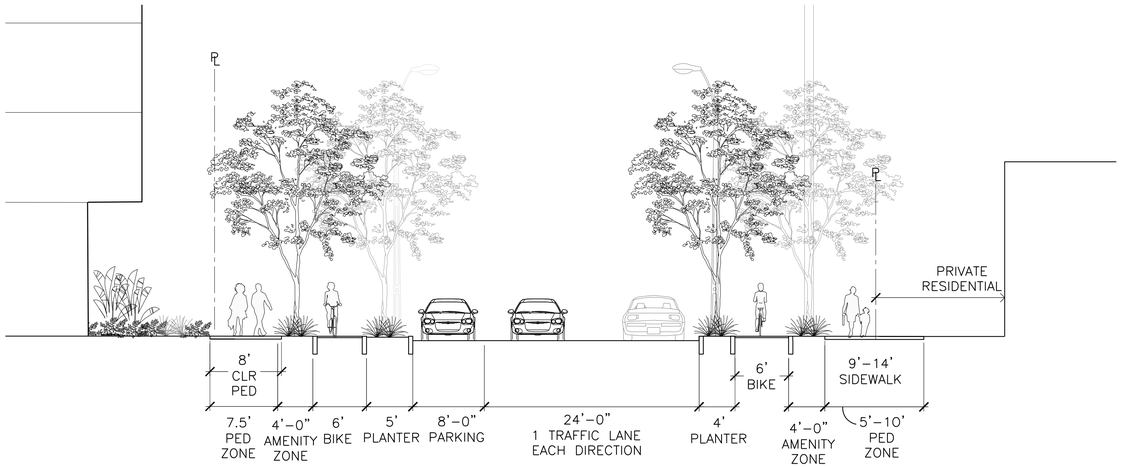
## SITE SECTIONS

**L1.05**




KEY PLAN

NTS

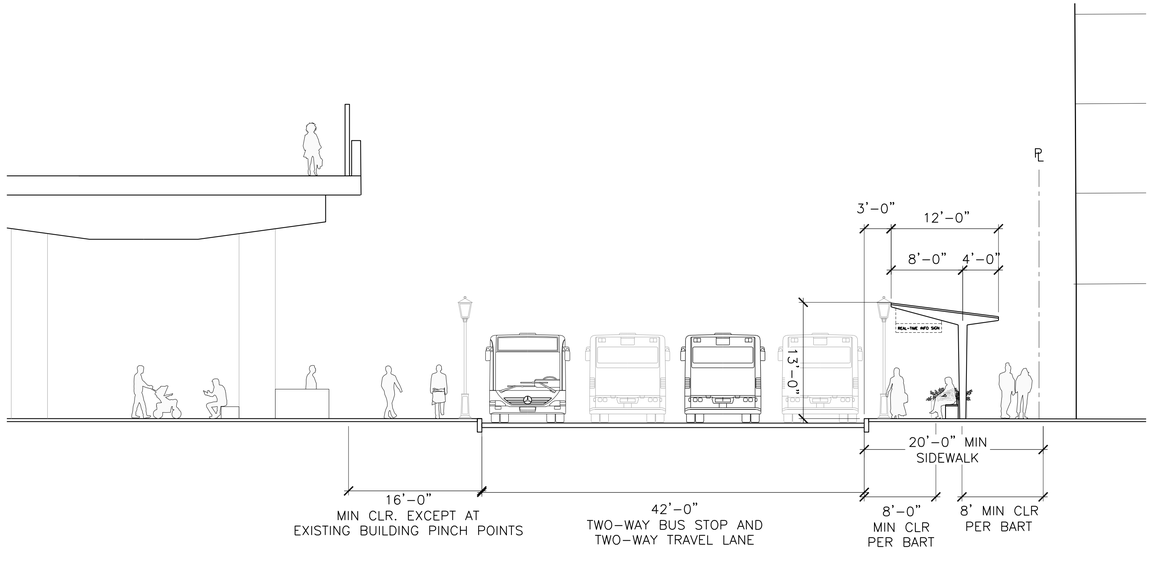



2 CENTRAL AVE WEST OF OAK ST. : GATEWAY STREET

SCALE: 1/8" = 1'–0"____ ILLUSTRATIVE SECTION

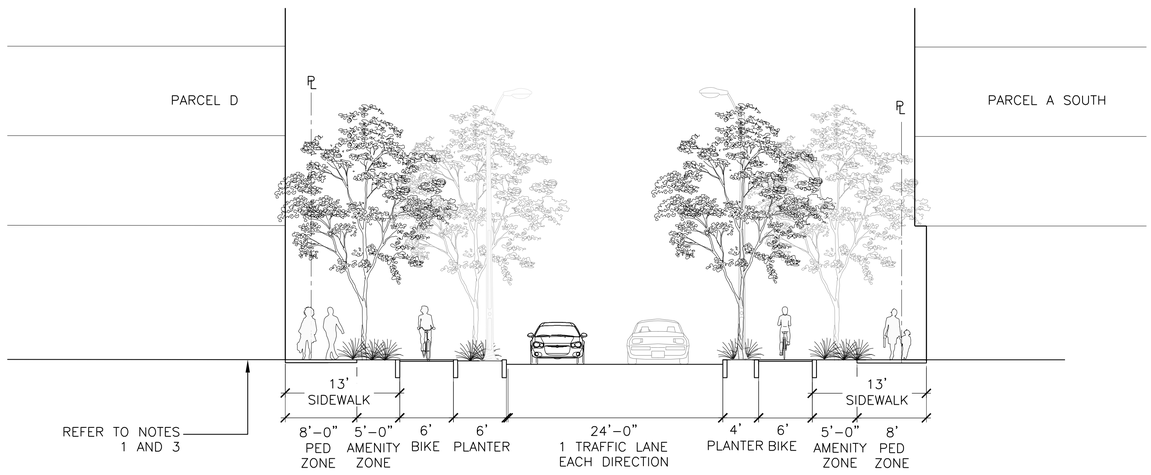
— DETAIL NAME

SCALE: 1"=8'–0" 0 8'–0" 2" 3" TYPICAL SECTION




3 OAK ST.: BUSWAY

SCALE: 1/8" = 1'–0"____ ILLUSTRATIVE SECTION




1 CENTRAL AVE EAST OF OAK ST.: RESIDENTIAL STREET

SCALE: 1/8" = 1'–0"____ ILLUSTRATIVE SECTION

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## SITE SECTIONS

**L1.06**

LEGEND

- Active Use: Lobby, Cafe, Main Entry
- TOD passenger loading
- BART or shared passenger loading
- Commercial Loading
- Waste Bin Staging Area
- Parking Space
- Maintenance/EV/CASH (10’Wx60’L)
- Paratransit (10’Wx45’L)
- Bus Bay (10’Wx40’L)
  *27’ min clear between bus bays
- Taxi (10’Wx50’L)
- Ohlone Greenway
- Driveway

LIBERTY ST
170’ (1 ADA)
20’
20’
QTY: 9
30’
PARCEL C WEST
PARCEL B
PARCEL C EAST
THE PLAZA
THE HILL
100’
100’ (2 ADA)
50’
30’
FAIRMOUNT AVE
CENTRAL AVE
QTY: 12
charging
32’
32’
OAK ST BUSWAY
27’
27’
22’ CLR TYP
Paratransit
40’
BIKE STATION
BART
BART OVERHEAD, TYP
GREENWAY
PRIVATE TERRACE
PARCEL D
230’ (2 ADA)
QTY: 8
20’
RICHMOND ST
PARCEL A SOUTH
PARCEL A NORTH
SEPARATE SUBMISSION
WILLOW ST
30’
20’
QTY: 7
30’

0 20’ 40’ 80’
SCALE: 1” = 40’-0”

NORTH

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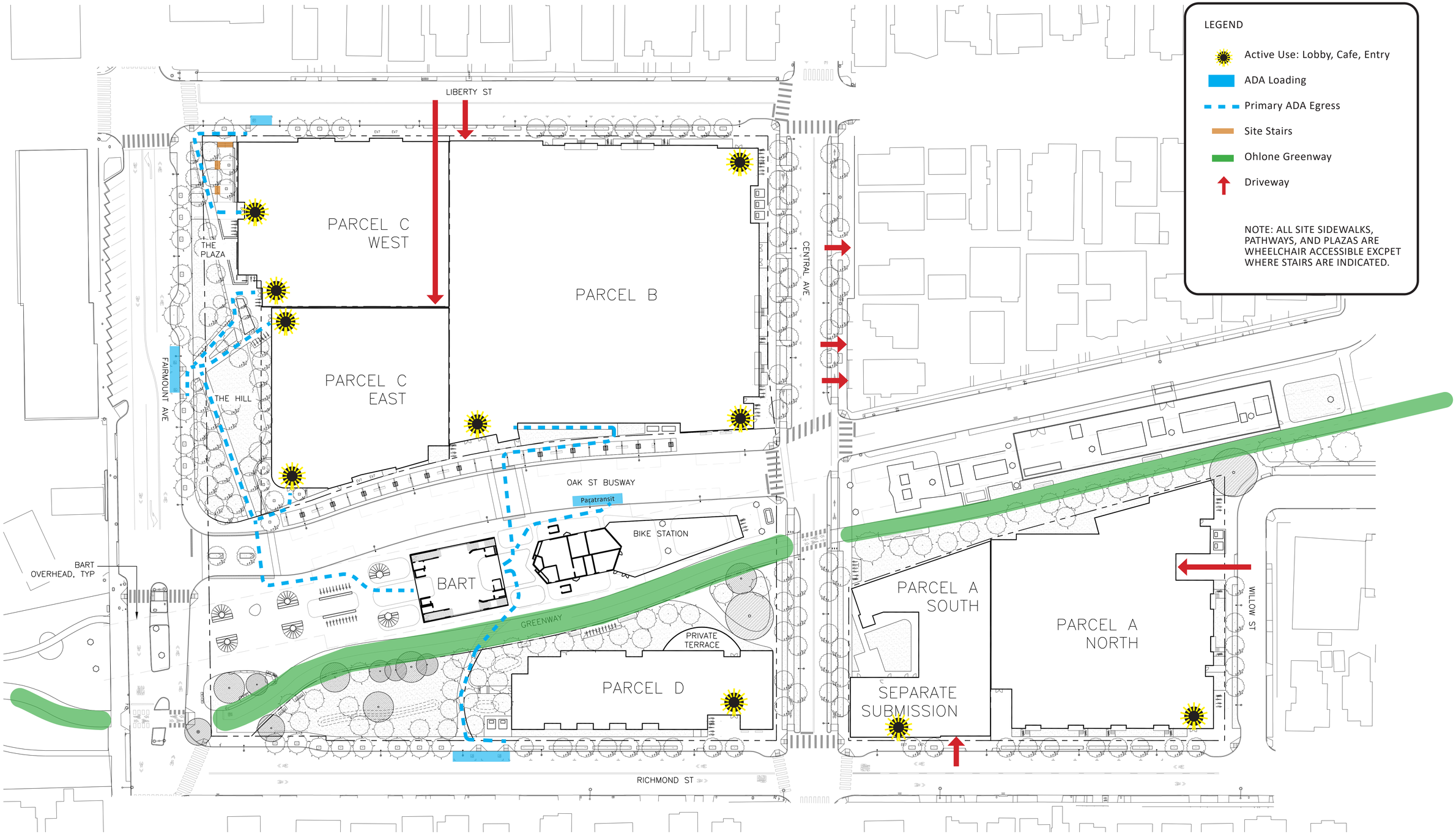
## CURBSIDE ACCESS PLAN

**L1.07**

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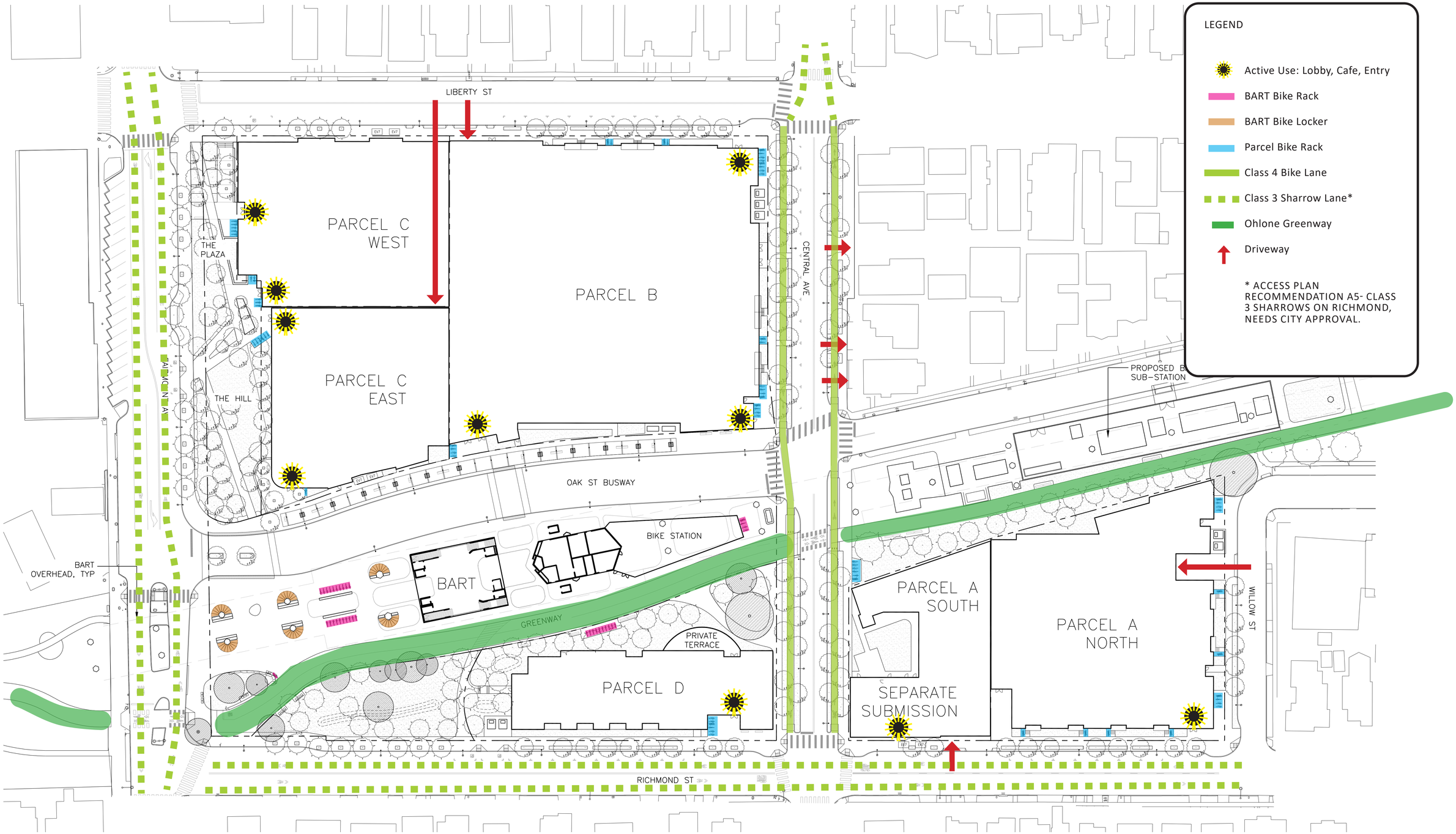
|---|---|---|
| 1 | RESPONSE TO COMPLETENESS REVIEW | 10/5/2023 |

## PEDESTRIAN ACCESS PLAN

**L1.08**

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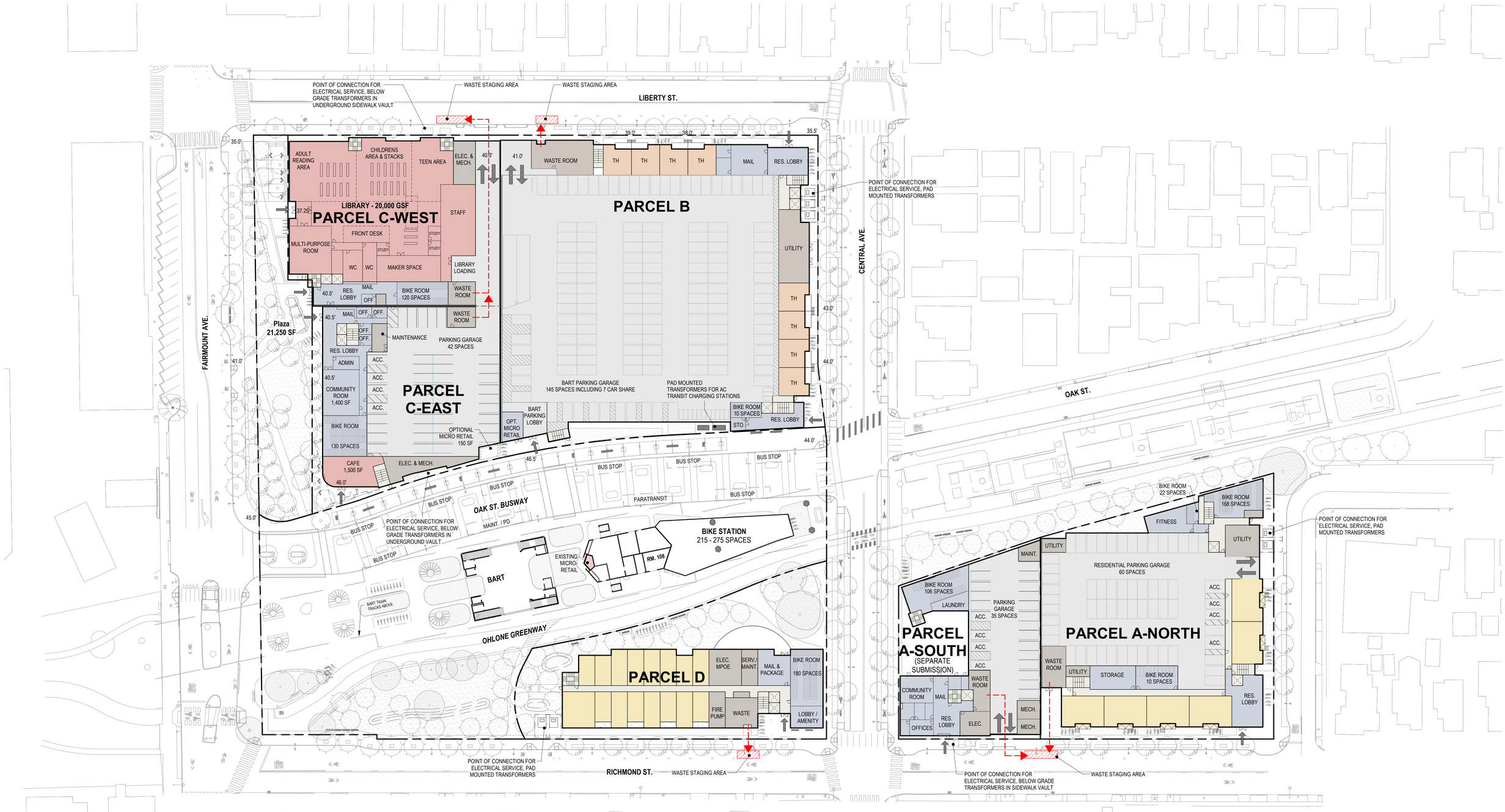
|---|---|---|
| 1 | RESPONSE TO COMPLETENESS REVIEW | 10/5/2023 |

## BIKE ACCESS PLAN

**L1.09**




SITE PLAN - GROUND FLOORS (1)
1" = 40'-0"

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BKF

# EL CERRITO PLAZA BART TOD

AB-2923 / SB-35 MINISTERIAL ENTITLEMENT
07/20/2023

**REVISIONS**

| # | DESCRIPTION | DATE |
|---|---|---|
| 1 | RESPONSE TO COMPLETENESS REVIEW | 10/5/2023 |

## OVERALL SITE PLAN - GROUND FLOORS

**A1.00**

SITE PLAN - UPPER FLOORS (1)
1" = 40'-0"

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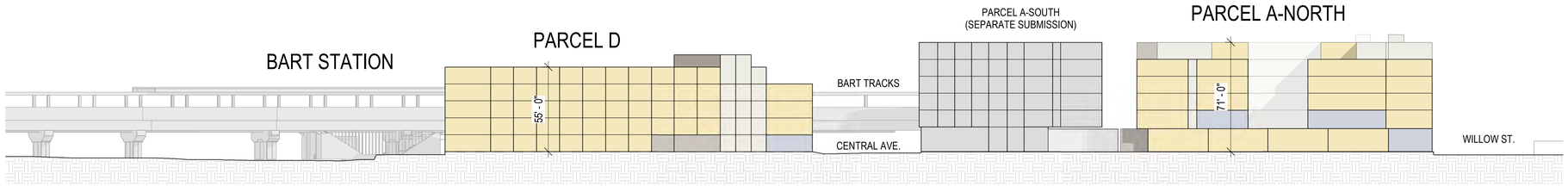
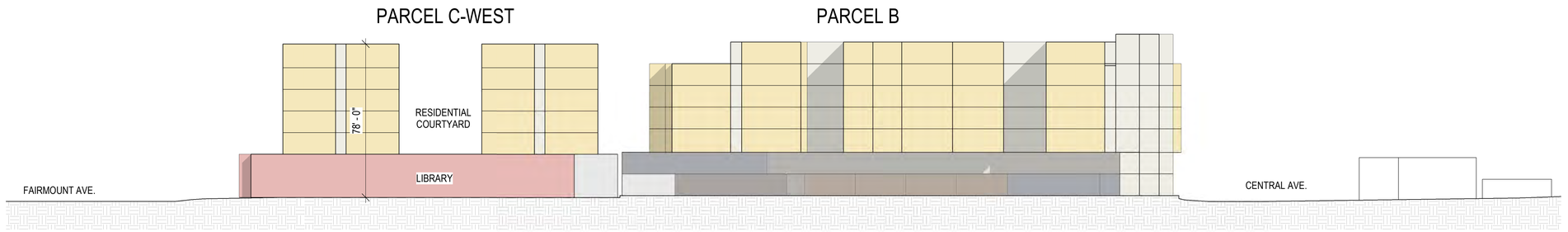
|---|---|---|
| 1 | RESPONSE TO COMPLETENESS REVIEW | 10/5/2023 |

## OVERALL SITE PLAN - UPPER FLOORS

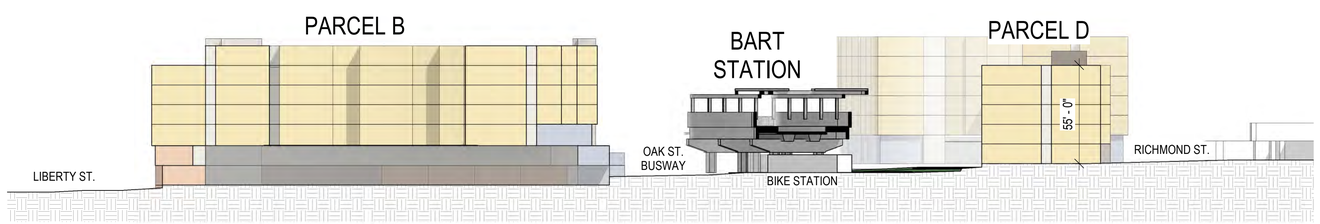
**A1.01**




SITE SECTION PARCELS A-NORTH & D - LOOKING WEST (3)
1" = 40'-0"

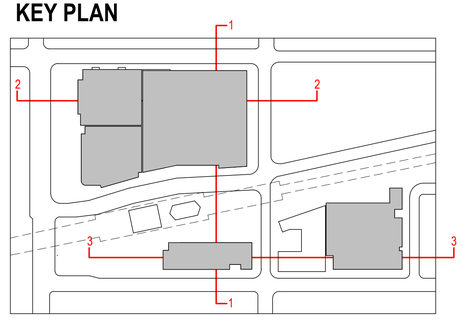



SITE SECTION PARCELS B & C-WEST - LOOKING WEST (2)
1" = 30'-0"




SITE SECTION PARCELS B & D - LOOKING NORTH (1)
1" = 40'-0"

**KEY PLAN**

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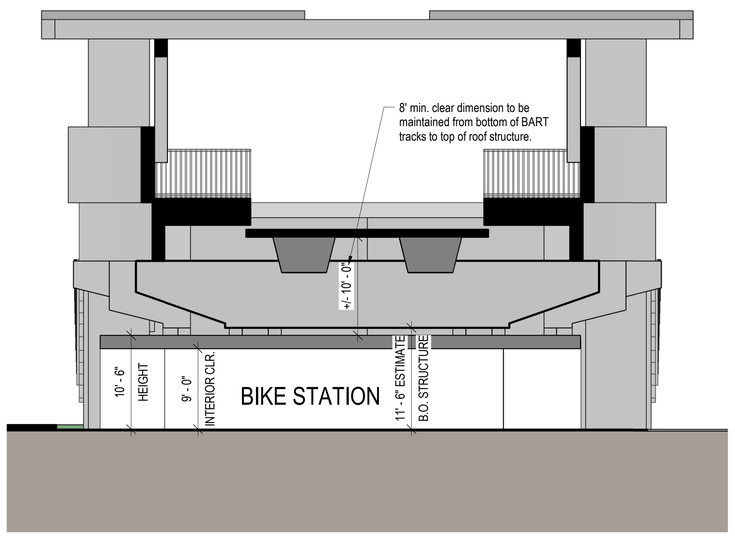
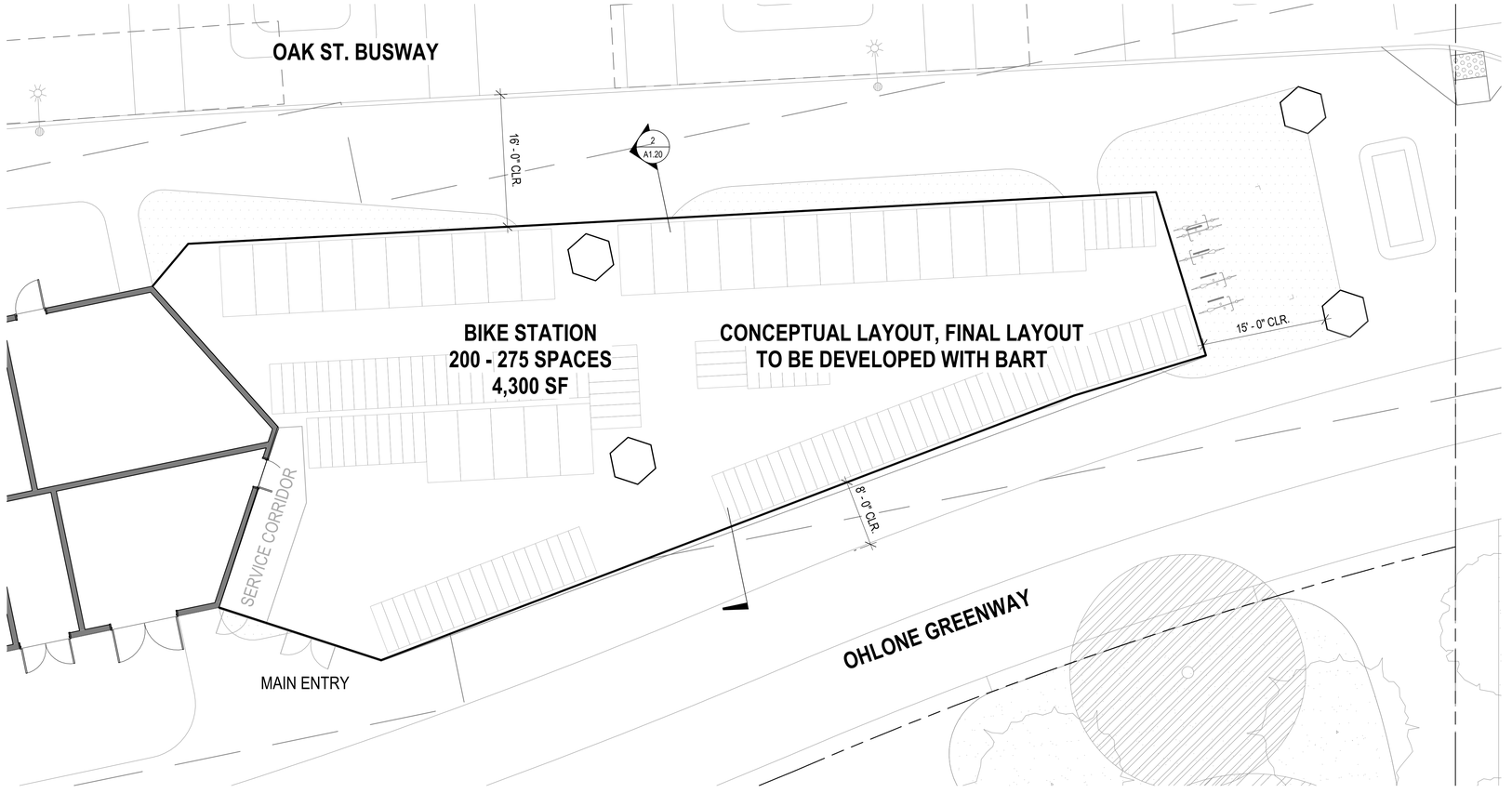
|---|---|---|
| 1 | RESPONSE TO COMPLETENESS REVIEW | 10/5/2023 |

SITE SECTIONS

**A1.10**




BIKE STATION SECTION (2)
1/8" = 1'-0"




BIKE STATION PLAN - NO ATTENDANT STATION (1)
1/8" = 1'-0"

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# EL CERRITO PLAZA BART TOD

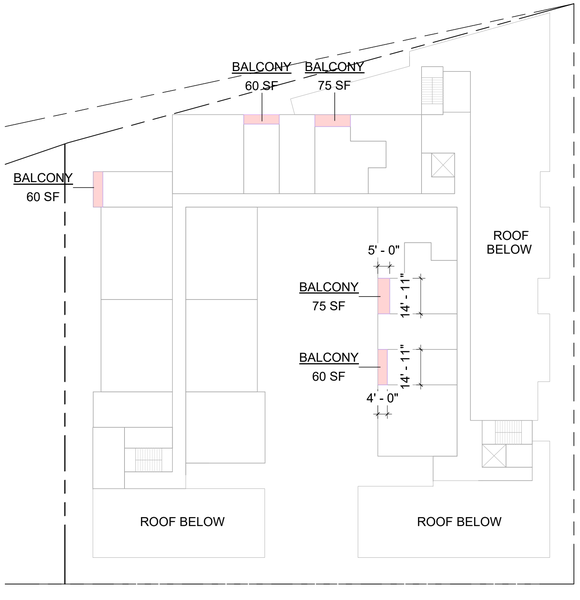
AB-2923 / SB-35 MINISTERIAL ENTITLEMENT
07/20/2023

**REVISIONS**

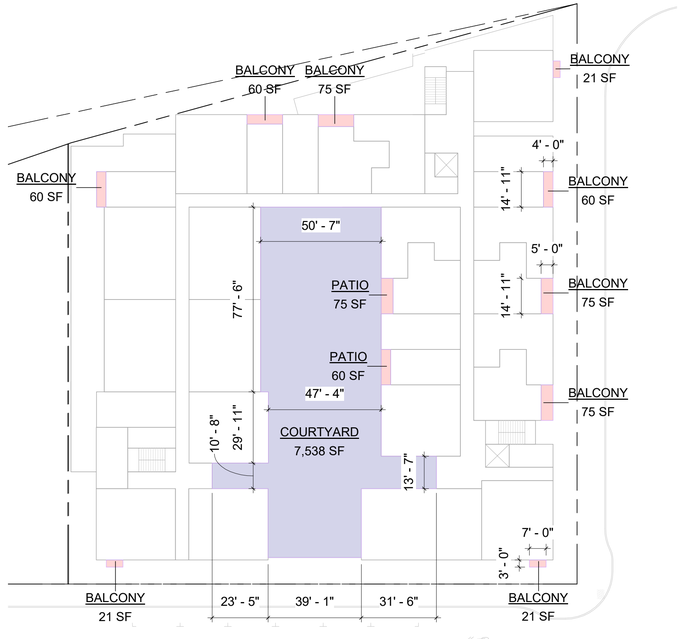
| # | DESCRIPTION | DATE |
|---|---|---|
| 1 | RESPONSE TO COMPLETENESS REVIEW | 10/5/2023 |

BIKE STATION

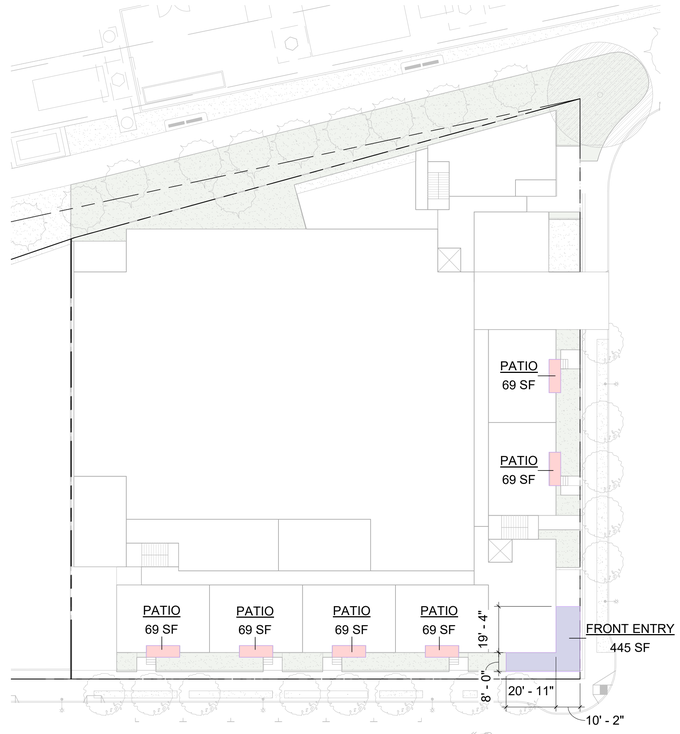
**A1.20**




PARCEL AN - OPEN SPACE DIAGRAM - LEVEL 6 (3)
1" = 30'-0"




PARCEL AN - OPEN SPACE DIAGRAM - LEVEL 2-5 (2)
1" = 30'-0"




PARCEL AN - OPEN SPACE DIAGRAM - LEVEL 1 (1)
1" = 30'-0"

## REQUIRED OPEN SPACE

PER SAN PABLO AVENUE SPECIFIC PLAN 2.05.06.01
**PRIVATE / COMMON OPEN SPACE:**
REQUIRED:
80 SF/UNIT x 133 UNITS = **10,640 SF**

PROVIDED:
7,983 SF (COMMON) + 3,141 (PRIVATE) = **11,124 SF**

REQUIRED:
MINIMUM **30%** OF PRIVATE / COMMON OPEN SPACE SHALL
BE PROVIDED AS PRIVATE OPEN SPACE TO SERVE INDIVIDUAL UNITS.

PROVIDED:
3,141 SF (PATIOS / BALCONIES) / 10,640 REQUIRED OPEN SPACE = **30%**

**PUBLIC OPEN SPACE:**
SEE SHEET G0.20 FOR PUBLIC OPEN SPACE CALCULATIONS

| OPEN SPACE CALCULATIONS | | | |
|---|---|---|---|
| Name | Area | Level | Count |
| COMMON OPEN SPACE | | | |
| FRONT ENTRY | 445 SF | PARCEL AN - L1 | 1 |
| COURTYARD | 7,538 SF | PARCEL AN - L2 | 1 |
| | 7,983 SF | | |
| PRIVATE OPEN SPACE | | | |
| PATIO | 413 SF | PARCEL AN - L1 | 6 |
| BALCONY | 466 SF | PARCEL AN - L2 | 9 |
| PATIO | 134 SF | PARCEL AN - L2 | 2 |
| BALCONY | 600 SF | PARCEL AN - L3 | 11 |
| BALCONY | 600 SF | PARCEL AN - L4 | 11 |
| BALCONY | 600 SF | PARCEL AN - L5 | 11 |
| BALCONY | 328 SF | PARCEL AN - L6 | 5 |
| | 3,141 SF | | |

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# EL CERRITO PLAZA BART TOD

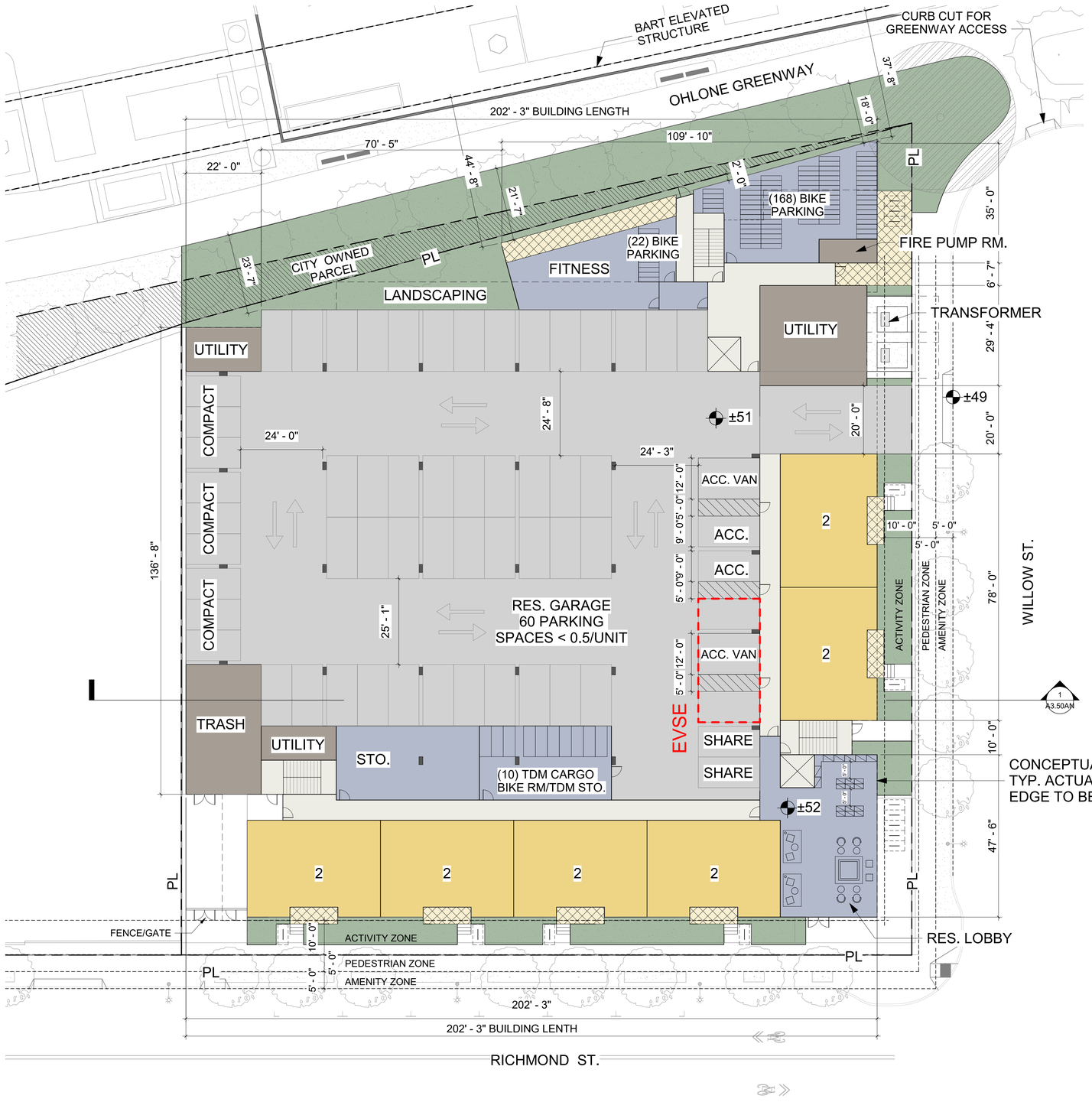
AB-2923 / SB-35 MINISTERIAL ENTITLEMENT
07/20/2023

**REVISIONS**

| # | DESCRIPTION | DATE |
|---|---|---|
| 1 | RESPONSE TO COMPLETENESS REVIEW | 10/5/2023 |

PARCEL AN - OPEN SPACE DIAGRAMS

**A1.50AN**




## UNIT MIX

| | UNITS | | | | |
|---|---|---|---|---|---|
| | STUDIO | 1BR | 2BR | 3BR | TOTAL |
| LEVEL 1 | | | 6 | | 6 |
| LEVEL 2 | 6 | 10 | 10 | 0 | 26 |
| LEVEL 3 | 6 | 10 | 11 | 1 | 28 |
| LEVEL 4 | 6 | 10 | 11 | 1 | 28 |
| LEVEL 5 | 6 | 10 | 11 | 1 | 28 |
| LEVEL 6 | 4 | 6 | 7 | | 17 |
| TOTALS | 28 | 46 | 56 | 3 | 133 |
| | 21.05% | 34.59% | 42.11% | 2.26% | 100.00% |

## PARKING

| RESIDENTIAL PARKING | |
|---|---|
| STANDARD STALL | 54 |
| ACC. STALL | 3 |
| EVSE SPACE * | 2 |
| ACC. EVSE SPACE * | 1 |
| TOTAL VEHICLES | 60 |

*EVSE : ELECTRIC VEHICLE SERVICE EQUIPMENT (CHARGER INSTALLED)

| BIKE PARKING | |
|---|---|
| LONG TERM BIKE | 200 |
| SHORT TERM BIKE | 28 |

REQUIRED BIKE PARKING
SHORT TERM BIKE PARKING: ONE SPACE PER TEN UNITS
LONG TERM BIKE PARKING: 1.5 SPACE PER UNIT
CARGO BIKE PARKING 10% OF REQUIRED
LONG TERM SPACES (NOT MEETING)

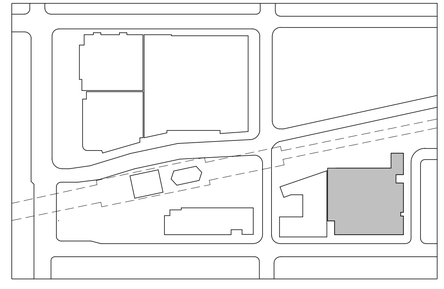
## COLOR

- RESIDENTIAL
- AMENITY
- COMMERCIAL
- SERVICE
- GARAGE
- CIRCULATION

## AREA

| | |
|---|---|
| AN - AMENITY | 8,069 SF |
| AN - CIRCULATION | 24,154 SF |
| AN - GARAGE | 20,321 SF |
| AN - RESIDENTIAL | 107,163 SF |
| AN - SERVICE | 6,536 SF |
| TOTAL | 166,244 SF |

## KEY



0' 8' 16' 32' 64'

SCALE: 1" = 16'

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AB-2923 / SB-35 MINISTERIAL ENTITLEMENT

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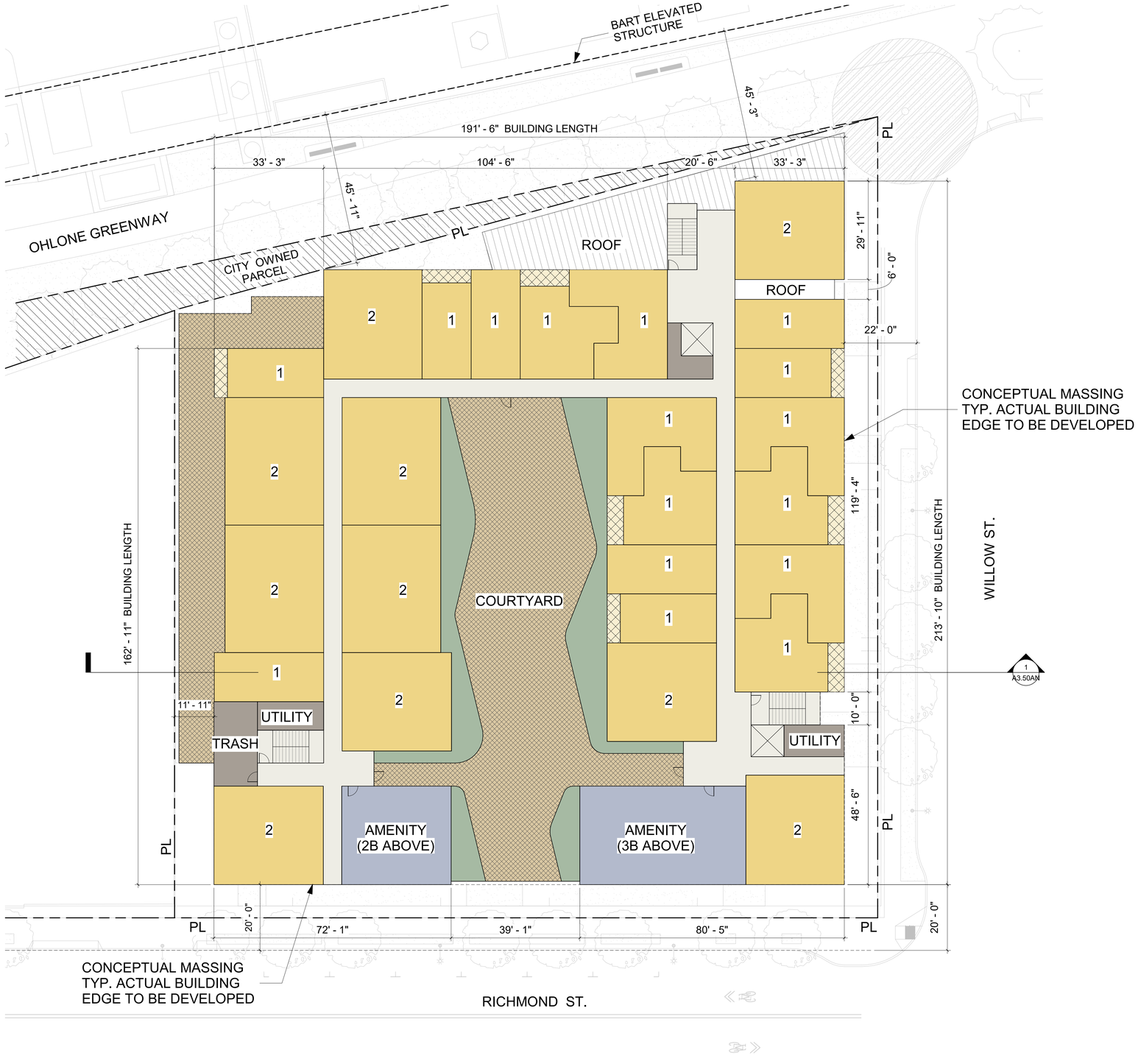
| # | DESCRIPTION | DATE |
|---|---|---|
| 1 | RESPONSE TO COMPLETENESS REVIEW | 10/5/2023 |

PARCEL A - NORTH -
FLOOR PLAN - LEVEL 1

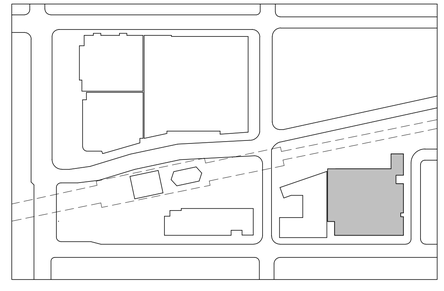
**A2.01AN**




## COLOR

- RESIDENTIAL
- AMENITY
- COMMERCIAL
- SERVICE
- GARAGE
- CIRCULATION

## KEY



0' 8' 16' 32' 64'

SCALE: 1" = 16'

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**REVISIONS**

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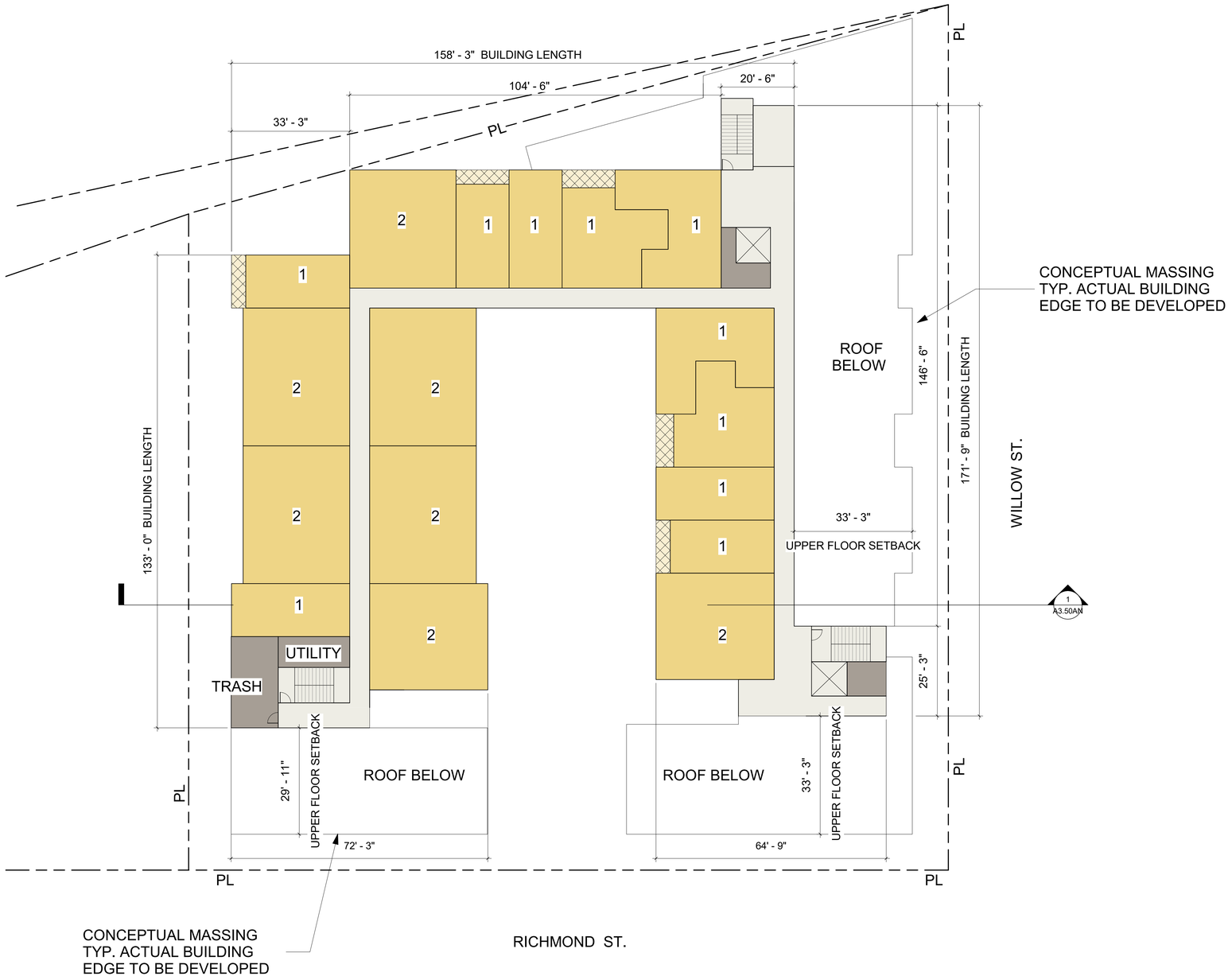
|---|---|---|
| 1 | RESPONSE TO COMPLETENESS REVIEW | 10/5/2023 |

PARCEL A - NORTH -
LEVEL 2 (PODIUM)
LEVEL 3-5 SIMILAR

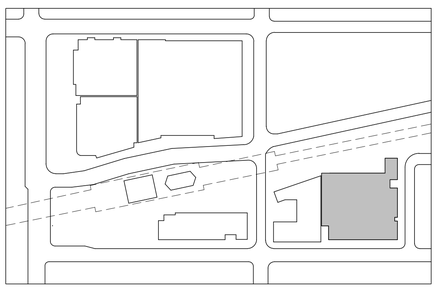
**A2.02AN**




## COLOR

- RESIDENTIAL
- AMENITY
- COMMERCIAL
- SERVICE
- GARAGE
- CIRCULATION

## KEY



0' 8' 16' 32' 64'

SCALE: 1" = 16'

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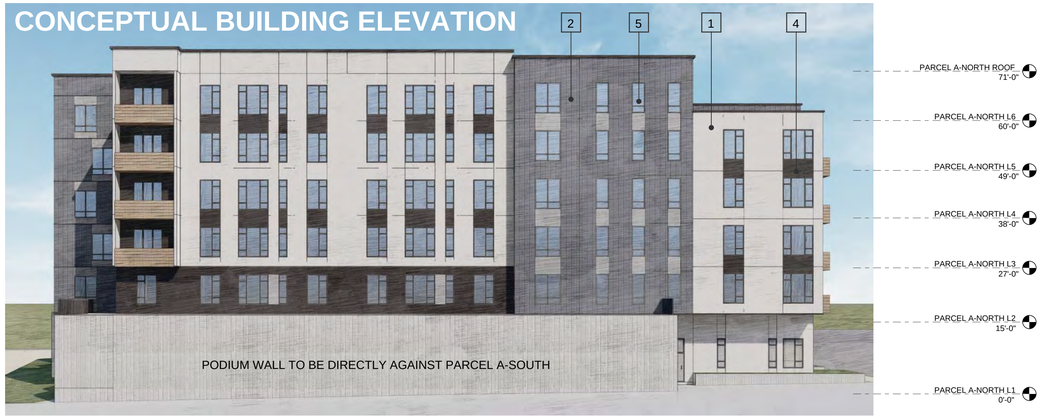
| 1 | RESPONSE TO COMPLETENESS REVIEW | 10/5/2023 |

## PARCEL A - NORTH - FLOOR PLAN - LEVEL6

**A2.03AN**




PARCEL AN - ELEVATION - SOUTH (INTERIOR) 4

1/16" = 1'-0"

PARCEL AN - ELEVATION - WEST (OHLONE GREENWAY) 3

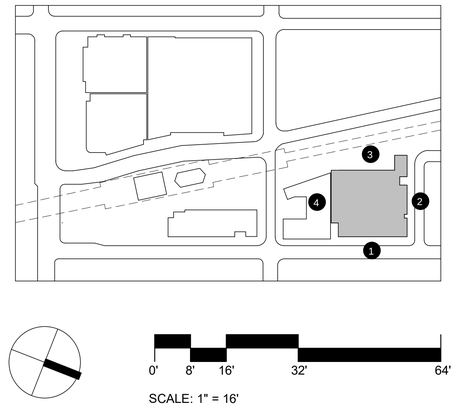
1/16" = 1'-0"

PARCEL AN - ELEVATION - NORTH (WILLOW STREET) 2

1/16" = 1'-0"

**Conceptual building elevations are provided to indicate the general level of proposed building articulation. Final building elevations will be submitted for city review as part of the final entitlement submittal for each development parcel.**

## KEY PLAN




## COLORS AND MATERIALS

1. STUCCO
2. BOARD AND BATTEN
3. BOARD FORMED CONCRETE
4. FC PANEL
5. VINYL WINDOWS
6. ALUMINUM STOREFRONT
7. METAL LOUVER

PARCEL B- ELEVATION - EAST (OAK STREET)

PARCEL AN - ELEVATION - EAST (RICHMOND STREET) 1

1/16" = 1'-0"

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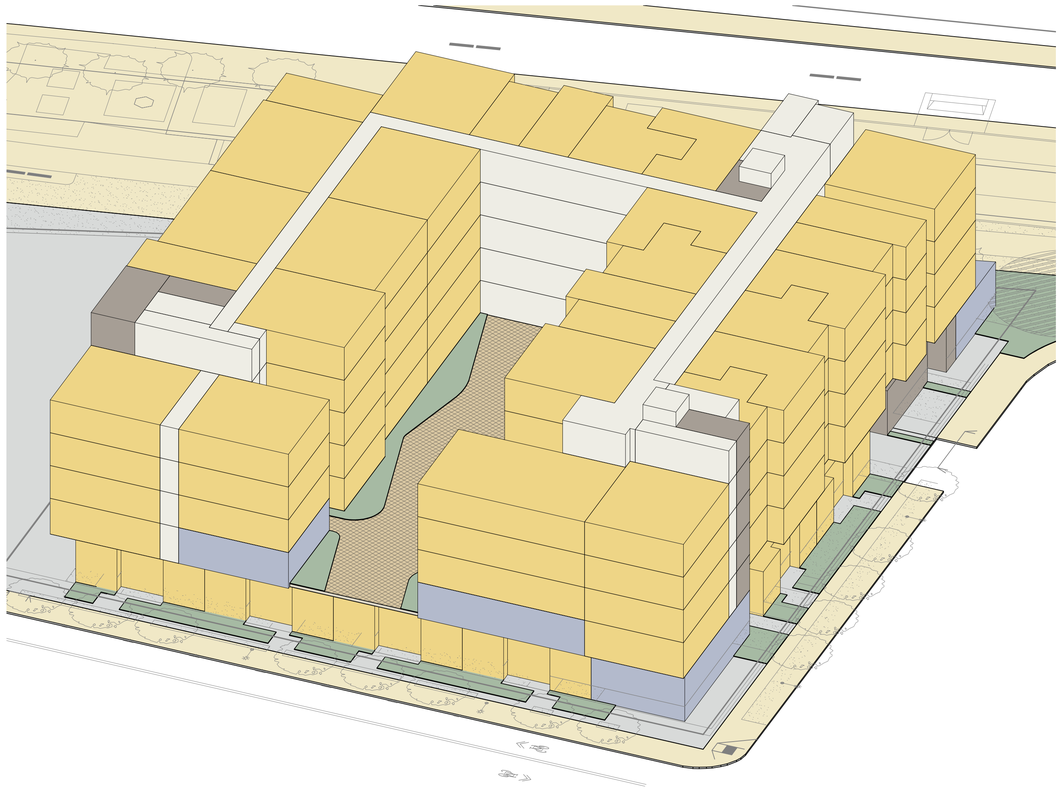
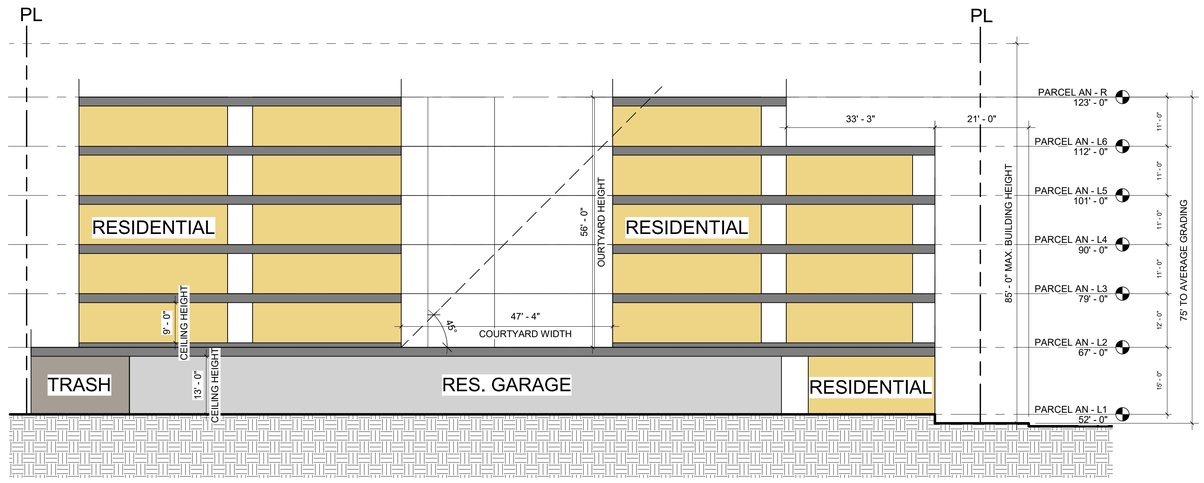
PARCEL A -NORTH - ELEVATIONS

**A3.01AN**

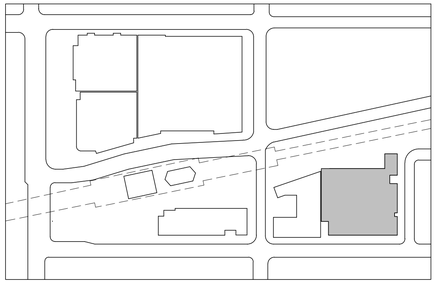


AERIAL 3D VIEW_FROM NORTHEAST (2)




NORTH-SOUTH SECTION (1)
1/16" = 1'-0"

## KEY



## COLOR

- RESIDENTIAL
- AMENITY
- COMMERCIAL
- SERVICE
- GARAGE
- CIRCULATION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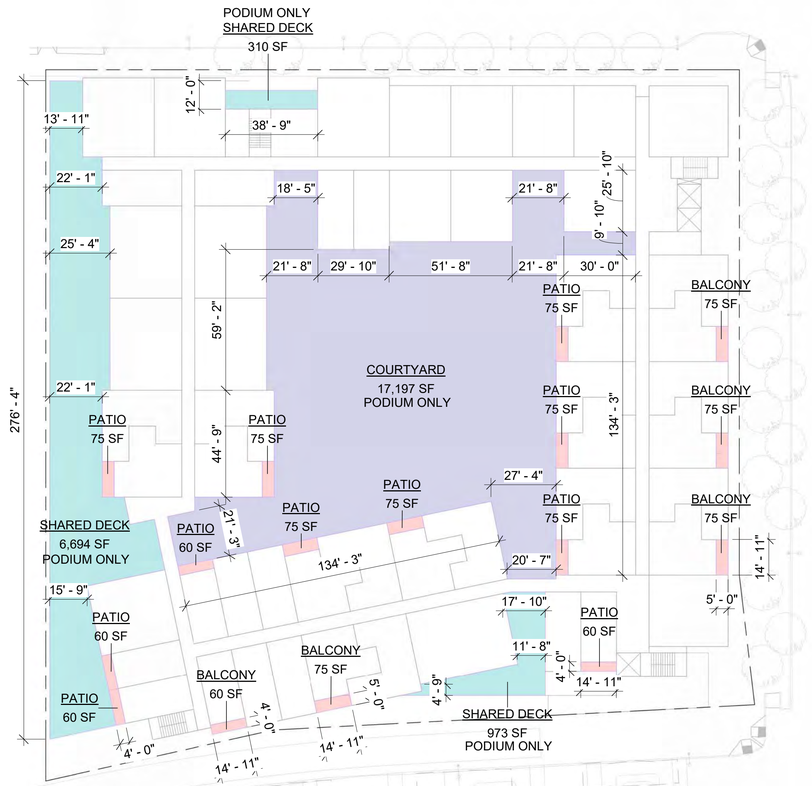
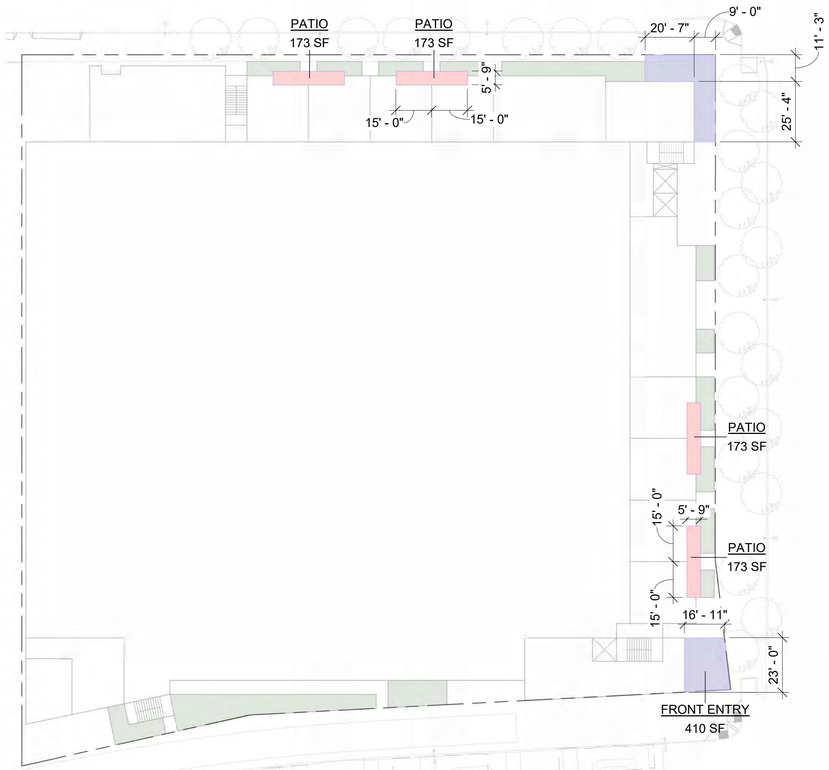
PARCEL AN - SECTION & 3D VIEW

**A3.50AN**

PARCEL B - L7 (3)
1" = 30'-0"




PARCEL B - L3-L6 SIMILAR (2)
1" = 30'-0"




PARCEL B - L1 (1)
1" = 30'-0"

## REQUIRED OPEN SPACE

PER SAN PABLO AVENUE SPECIFIC PLAN 2.05.06.01

**PRIVATE / COMMON OPEN SPACE:**
REQUIRED:
80 SF/UNIT x 259 UNITS = **20,720 SF**

PROVIDED:
26,142 SF (COMMON) + 6,165 (PRIVATE) = **32,307 SF**

REQUIRED:
MINIMUM **30%** OF PRIVATE / COMMON OPEN SPACE SHALL
BE PROVIDED AS PRIVATE OPEN SPACE TO SERVE INDIVIDUAL UNITS.

PROVIDED:
6,165 SF (PATIOS / BALCONIES) / 20,720 REQUIRED OPEN SPACE = **30%**

**PUBLIC OPEN SPACE:**
SEE SHEET G0.20 FOR PUBLIC OPEN SPACE CALCULATIONS

| OPEN SPACE CALCULATIONS | | | |
|---|---|---|---|
| Name | Area | Level | Count |
| COMMON OPEN SPACE | | | |
| FRONT ENTRY | 968 SF | PARCEL B - L1 | 2 |
| COURTYARD | 17,197 SF | PARCEL B - L3 | 1 |
| SHARED DECK | 7,977 SF | PARCEL B - L3 | 3 |
| | 26,142 SF | | |
| PRIVATE OPEN SPACE | | | |
| PATIO | 690 SF | PARCEL B - L1 | 4 |
| BALCONY | 358 SF | PARCEL B - L3 | 5 |
| PATIO | 761 SF | PARCEL B - L3 | 11 |
| BALCONY | 1,193 SF | PARCEL B - L4 | 17 |
| BALCONY | 1,193 SF | PARCEL B - L5 | 17 |
| BALCONY | 1,193 SF | PARCEL B - L6 | 17 |
| BALCONY | 776 SF | PARCEL B - L7 | 11 |
| | 6,165 SF | | |

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|---|---|---|
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## PARCEL B - OPEN SPACE DIAGRAMS

**A1.50B**

## UNIT MIX

| | UNITS | | | | |
|---|---|---|---|---|---|
| | TH | STUDIO | 1BR | 2BR | TOTAL |
| LEVEL 1-2(TH) | 8 | | | 1 | 9 |
| LEVEL 3 | | 14 | 29 | 10 | 53 |
| LEVEL 4 | | 14 | 31 | 10 | 55 |
| LEVEL 5 | | 14 | 31 | 10 | 55 |
| LEVEL 6 | | 14 | 31 | 10 | 55 |
| LEVEL 7 | | 11 | 19 | 2 | 32 |
| TOTALS | 8 | 67 | 141 | 43 | 259 |
| | 3.09% | 25.87% | 54.44% | 16.60% | 100.00% |

## PARKING

| BART PARKING | |
|---|---|
| STANDARD STALL | 106 |
| ACC. STALL | 5 |
| EVSE SPACE * | 23 |
| ACC. EVSE SPACE* | 3 |
| CAR SHARE | 5 |
| STATION AGENT | 3 |
| TOTAL VEHICLES | 145 |
| TOTAL MOTORCYCLES | 14 |

*EVSE : ELECTRIC VEHICLE SERVICE EQUIPMENT (CHARGER INSTALLED)

| RESIDENTIAL PARKING | |
|---|---|
| STANDARD STALL | 115 |
| ACC. STALL | 5 |
| EVSE SPACE * | 5 |
| ACC. EVSE SPACE* | 2 |
| CAR SHARE | 2 |
| TOTAL VEHICLES | 129 |

*EVSE : ELECTRIC VEHICLE SERVICE EQUIPMENT (CHARGER INSTALLED)

| BIKE PARKING | |
|---|---|
| LONG TERM BIKE | 390 |
| SHORT TERM BIKE | 52 |

REQUIRED BIKE PARKING
SHORT TERM BIKE PARKING: ONE SPACE PER TEN UNITS
LONG TERM BIKE PARKING: 1.5 SPACE PER UNIT
CARGO BIKE PARKING 10% OF REQUIRED
LONG TERM SPACES (NOT MEETING)

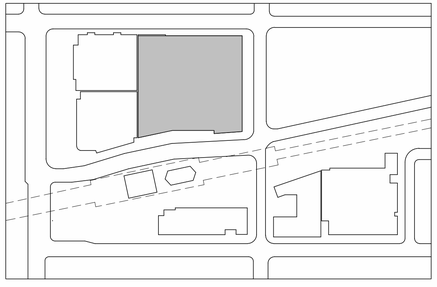
## COLOR

- RESIDENTIAL
- AMENITY
- COMMERCIAL
- SERVICE
- GARAGE
- CIRCULATION

## AREA

| | |
|---|---|
| B - AMENITY | 14,451 SF |
| B - CIRCULATION | 39,493 SF |
| B - GARAGE | 109,618 SF |
| B - RESIDENTIAL | 189,036 SF |
| B - SERVICE | 4,569 SF |
| Mass 1 RETAIL | 497 SF |
| TOTAL | 357,665 SF |

## KEY



0' 8' 16' 32' 64'

SCALE: 1" = 16'

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EINWILLERKUEHL LANDSCAPE ARCHITECTURE

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# EL CERRITO PLAZA BART TOD

AB-2923 / SB-35 MINISTERIAL ENTITLEMENT

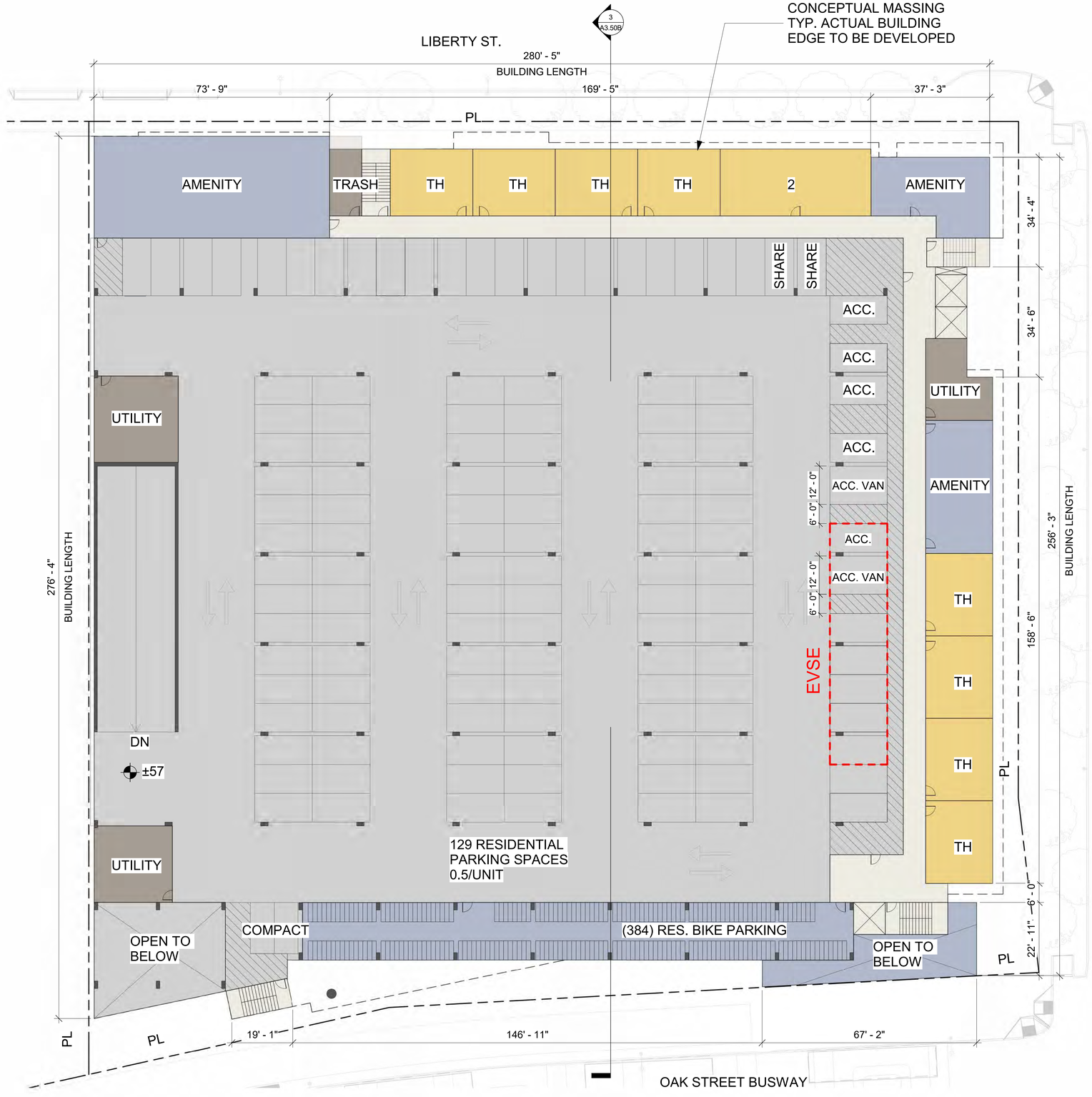
07/20/2023

**REVISIONS**

| # | DESCRIPTION | DATE |
|---|---|---|
| 1 | RESPONSE TO COMPLETENESS REVIEW | 10/5/2023 |

PARCEL B - FLOOR PLAN - LEVEL 1

**A2.01B**




## UNIT MIX

| | UNITS | | | | |
|---|---|---|---|---|---|
| | TH | STUDIO | 1BR | 2BR | TOTAL |
| LEVEL 1-2(TH) | 8 | | | 1 | 9 |
| LEVEL 3 | | 14 | 29 | 10 | 53 |
| LEVEL 4 | | 14 | 31 | 10 | 55 |
| LEVEL 5 | | 14 | 31 | 10 | 55 |
| LEVEL 6 | | 14 | 31 | 10 | 55 |
| LEVEL 7 | | 11 | 19 | 2 | 32 |
| TOTALS | 8 | 67 | 141 | 43 | 259 |
| | 3.09% | 25.87% | 54.44% | 16.60% | 100.00% |

## PARKING

| BART PARKING | |
|---|---|
| STANDARD STALL | 106 |
| ACC. STALL | 5 |
| EVSE SPACE * | 23 |
| ACC. EVSE SPACE* | 3 |
| CAR SHARE | 5 |
| STATION AGENT | 3 |
| TOTAL VEHICLES | 145 |
| TOTAL MOTORCYCLES | 14 |

*EVSE : ELECTRIC VEHICLE SERVICE EQUIPMENT (CHARGER INSTALLED)

| RESIDENTIAL PARKING | |
|---|---|
| STANDARD STALL | 115 |
| ACC. STALL | 5 |
| EVSE SPACE * | 5 |
| ACC. EVSE SPACE* | 2 |
| CAR SHARE | 2 |
| TOTAL VEHICLES | 129 |

*EVSE : ELECTRIC VEHICLE SERVICE EQUIPMENT (CHARGER INSTALLED)

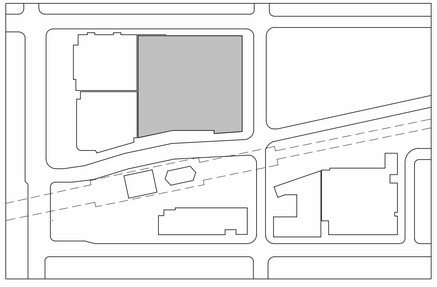
| BIKE PARKING | |
|---|---|
| LONG TERM BIKE | 390 |
| SHORT TERM BIKE | 52 |

REQUIRED BIKE PARKING
SHORT TERM BIKE PARKING: ONE SPACE PER TEN UNITS
LONG TERM BIKE PARKING: 1.5 SPACE PER UNIT
CARGO BIKE PARKING 10% OF REQUIRED
LONG TERM SPACES (NOT MEETING)

## COLOR

- RESIDENTIAL
- AMENITY
- COMMERCIAL
- SERVICE
- GARAGE
- CIRCULATION

## KEY



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AB-2923 / SB-35 MINISTERIAL ENTITLEMENT

07/20/2023

**REVISIONS**

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|---|---|---|
| 1 | RESPONSE TO COMPLETENESS REVIEW | 10/5/2023 |

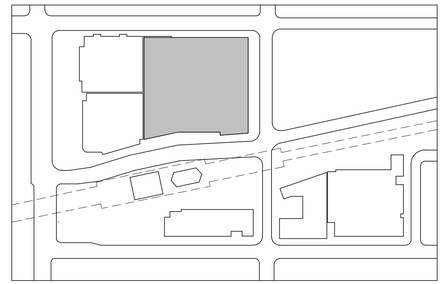
PARCEL B - FLOOR PLAN - LEVEL 2

**A2.02B**

## COLOR

- RESIDENTIAL
- AMENITY
- COMMERCIAL
- SERVICE
- GARAGE
- CIRCULATION

## KEY



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AB-2923 / SB-35 MINISTERIAL ENTITLEMENT

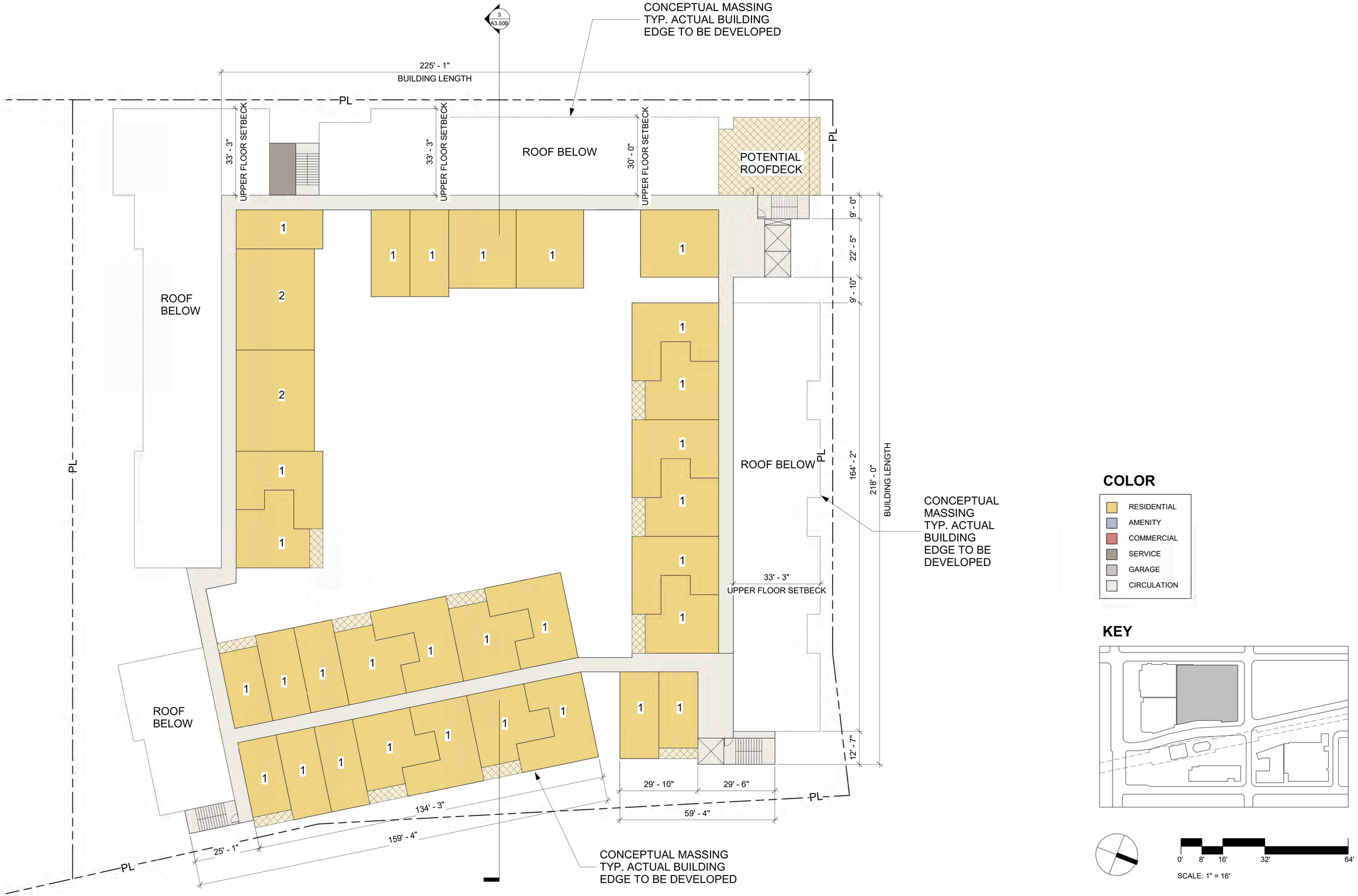
07/20/2023

**REVISIONS**

| # | DESCRIPTION | DATE |
|---|---|---|
| 1 | RESPONSE TO COMPLETENESS REVIEW | 10/5/2023 |

## PARCEL B - FLOOR PLAN - LEVEL 3 (PODIUM) LEVEL 4-6 SIMILAR

**A2.03B**




## COLOR

- RESIDENTIAL
- AMENITY
- COMMERCIAL
- SERVICE
- GARAGE
- CIRCULATION

## KEY



0' 8' 16' 32' 64'

SCALE: 1" = 16'

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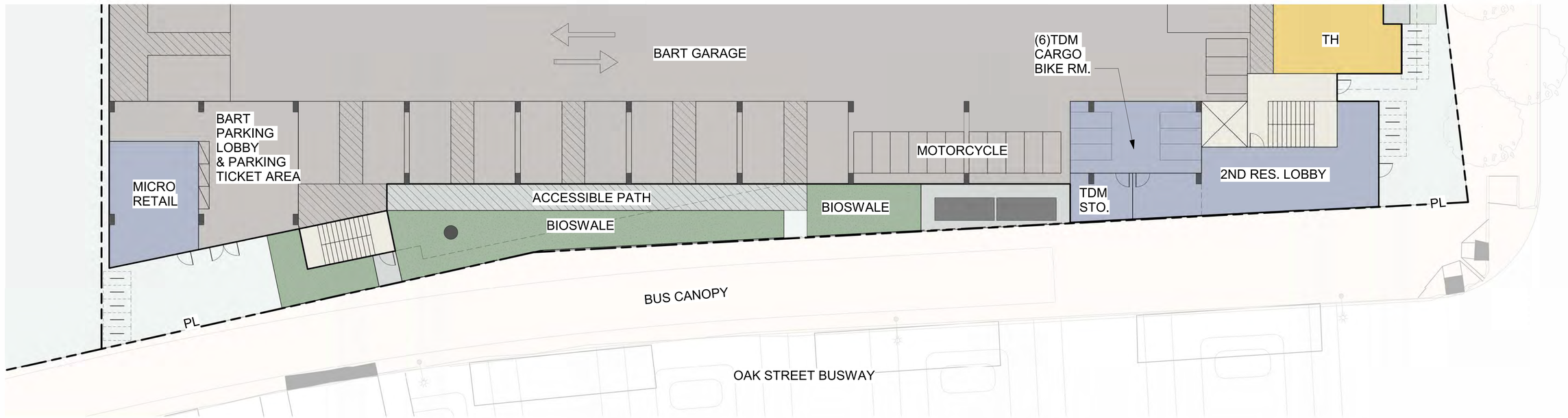
07/20/2023

**REVISIONS**

| # | DESCRIPTION | DATE |
|---|---|---|
| 1 | RESPONSE TO COMPLETENESS REVIEW | 10/5/2023 |

## PARCEL B - FLOOR PLAN - LEVEL7

**A2.04B**



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# EL CERRITO PLAZA BART TOD

AB-2923 / SB-35 MINISTERIAL ENTITLEMENT

07/20/2023

**REVISIONS**

| # | DESCRIPTION | DATE |
|---|---|---|
| 1 | RESPONSE TO COMPLETENESS REVIEW | 10/5/2023 |

PARCEL B - OAK STREET FRONTAGE

**A2.05B**

PARCEL B- ELEVATION - NORTH (CENTRAL AVENUE) 2

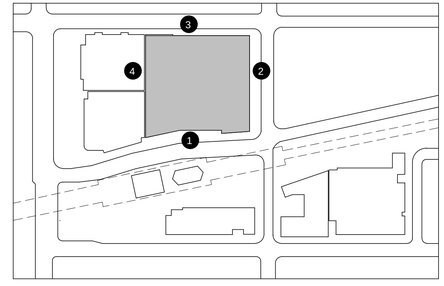
1/16" = 1'-0"

PARCEL B- ELEVATION - EAST (OAK STREET) 1

1/16" = 1'-0"

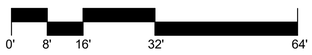
**Conceptual building elevations are provided to indicate the general level of proposed building articulation. Final building elevations will be submitted for city review as part of the final entitlement submittal for each development parcel.**

## KEY PLAN




## COLORS AND MATERIALS

1. STUCCO
2. BOARD AND BATTEN
3. BOARD FORMED CONCRETE
4. FC PANEL
5. VINYL WINDOWS
6. ALUMINUM STOREFRONT
7. METAL LOUVER
8. BART PARKING ACCESS
9. MICRO RETAIL




SCALE: 1" = 16'

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# EL CERRITO PLAZA BART TOD

AB-2923 / SB-35 MINISTERIAL ENTITLEMENT

07/20/2023

**REVISIONS**

| # | DESCRIPTION | DATE |
|---|---|---|
| 1 | RESPONSE TO COMPLETENESS REVIEW | 10/5/2023 |

PARCEL B - ELEVATIONS

**A3.01B**

PARCEL B- ELEVATION - SOUTH (INTERIOR) 4

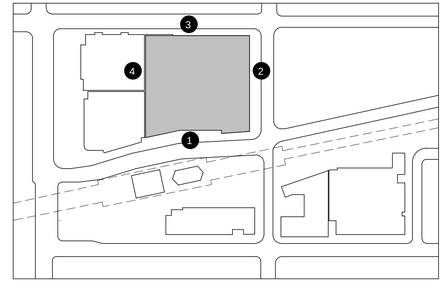
1/16" = 1'-0"

PARCEL B- ELEVATION - WEST (LIBERTY STREET) 3

1/16" = 1'-0"

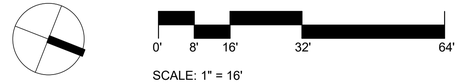
**Conceptual building elevations are provided to indicate the general level of proposed building articulation. Final building elevations will be submitted for city review as part of the final entitlement submittal for each development parcel.**

## KEY PLAN




## COLORS AND MATERIALS

1. STUCCO
2. BOARD AND BATTEN
3. BOARD FORMED CONCRETE
4. FC PANEL
5. VINYL WINDOWS
6. ALUMINUM STOREFRONT
7. METAL LOUVER
8. BART PARKING ACCESS

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**REVISIONS**

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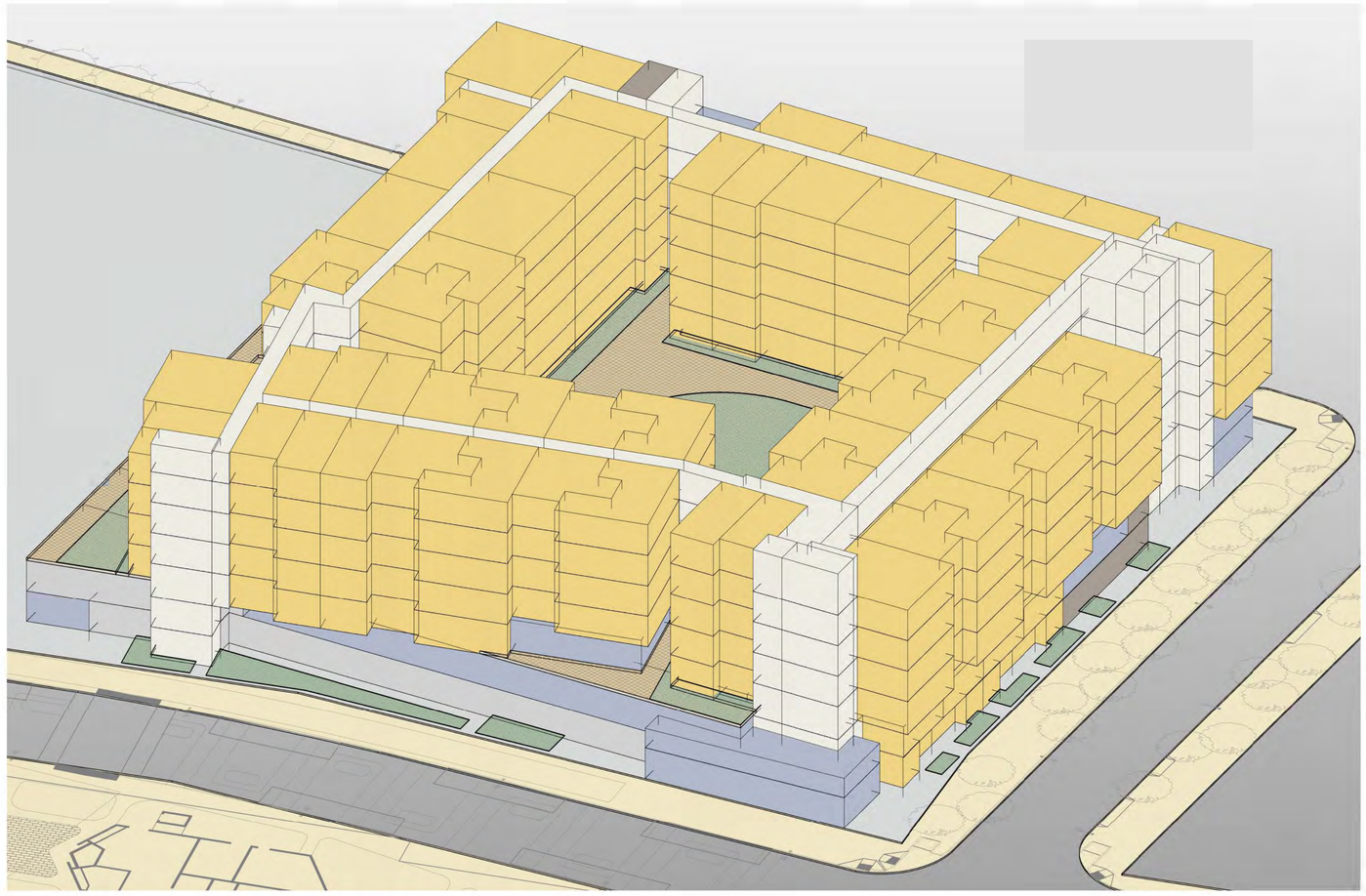
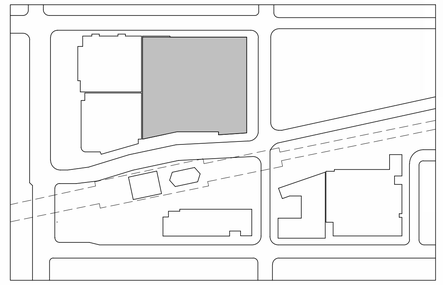
| 1 | RESPONSE TO COMPLETENESS REVIEW | 10/5/2023 |

PARCEL B - ELEVATIONS

**A3.02B**

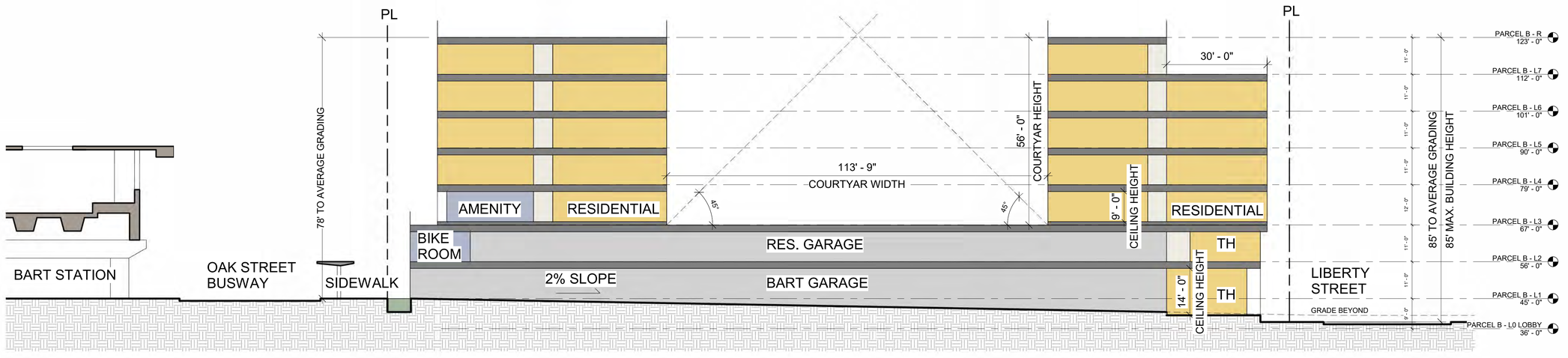




**KEY**

**COLOR**

- RESIDENTIAL
- AMENITY
- COMMERCIAL
- SERVICE
- GARAGE
- CIRCULATION





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**REVISIONS**

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|---|---|---|
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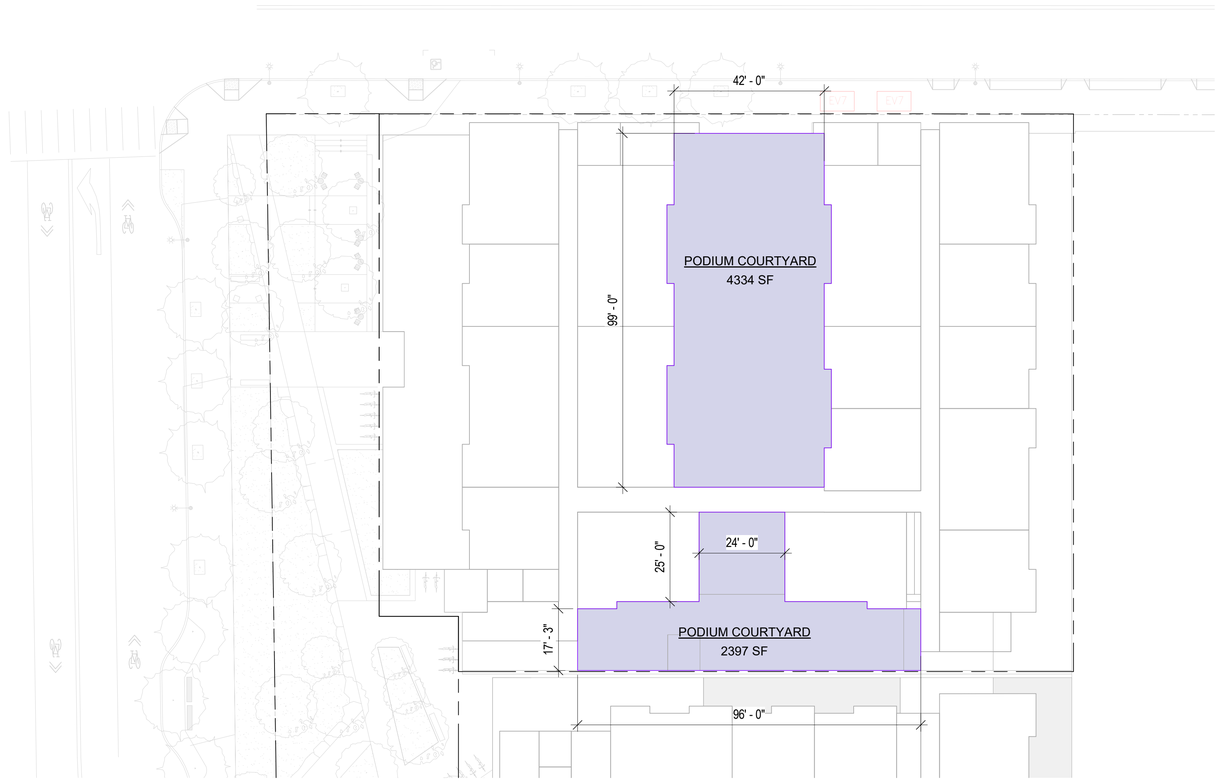
## PARCEL B - SECTION & 3D VIEW

**A3.50B**




PARCEL C-WEST - OPEN SPACE DIAGRAM - LEVEL 2 (1)
1" = 20'-0"

| OPEN SPACE CALCULATIONS | | |
|---|---|---|
| Name | Area | Level |
| COMMON OPEN SPACE | | |
| PODIUM COURTYARD | 2397 SF | PARCEL C-W - L2 |
| PODIUM COURTYARD | 4334 SF | PARCEL C-W - L2 |
| | 6731 SF | |

## REQUIRED OPEN SPACE

PER SAN PABLO AVENUE SPECIFIC PLAN 2.05.06.01

**PRIVATE / COMMON OPEN SPACE:**
REQUIRED:
80 SF/UNIT x 79 UNITS = **6,320 SF**

PROVIDED:
8,640 SF (COMMON) = **6,731 SF**

REQUIRED:
MINIMUM **30%** OF PRIVATE / COMMON OPEN SPACE SHALL
BE PROVIDED AS PRIVATE OPEN SPACE TO SERVE INDIVIDUAL UNITS.

PROVIDED:
0 SF - WAIVER REQUESTED

**PUBLIC OPEN SPACE:**
SEE SHEET G0.20 FOR PUBLIC OPEN SPACE CALCULATIONS

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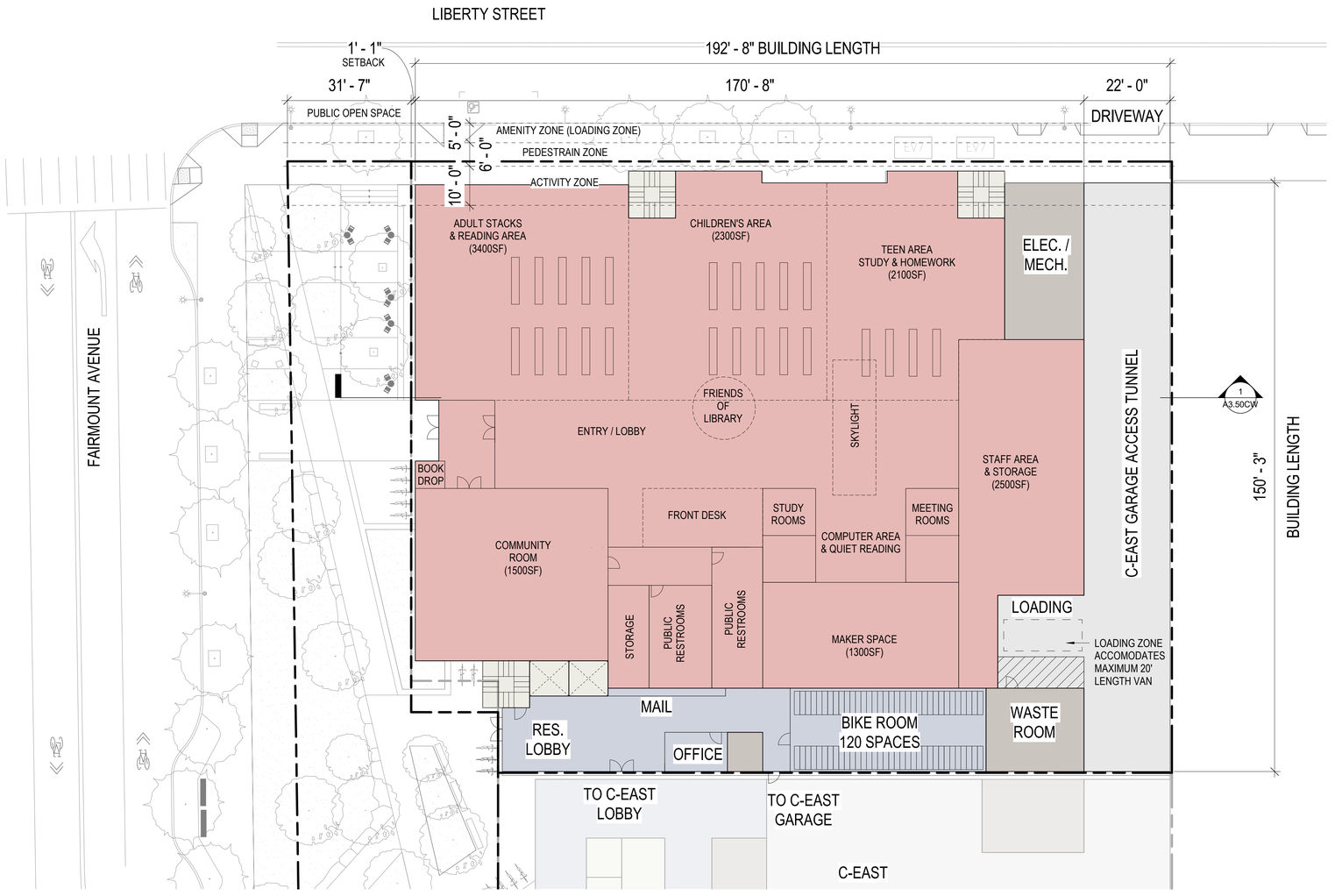
C-WEST - OPEN SPACE DIAGRAMS

**A1.50CW**




PARCEL C WEST - FLOOR PLAN - LEVEL 1 (1)
1/16" = 1'-0"

## UNIT MIX

| | UNITS | | | | |
|---|---|---|---|---|---|
| | STUDIO | 1BR | 2BR | 3BR | TOTAL |
| LEVEL 1 | | | | | 0 |
| LEVEL 2 | | 7 | 4 | 4 | 15 |
| LEVEL 3 | | 7 | 5 | 4 | 16 |
| LEVEL 4 | | 7 | 5 | 4 | 16 |
| LEVEL 5 | | 7 | 5 | 4 | 16 |
| LEVEL 6 | | 7 | 5 | 4 | 16 |
| TOTALS | 0 | 35 | 24 | 20 | 79 |
| | | 44.3% | 30.4% | 25.3% | 100.0% |

## PARKING

| BIKE PARKING | |
|---|---|
| LONG TERM | 120 |
| SHORT TERM | 16 |
| TOTAL BIKES | 136 |

REQUIRED BIKE PARKING

SHORT TERM BIKE PARKING: 1 SPACE PER 10 UNITS

LONG TERM BIKE PARKING: 1.5 SPACES PER UNIT

CARGO BIKE PARKING: 10% OF REQUIRED LONG TERM SPACES

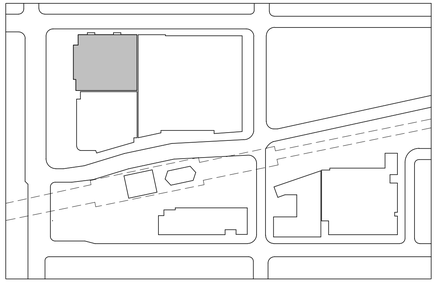
## COLOR KEY

- RESIDENTIAL
- AMENITY
- COMMERCIAL
- SERVICE
- GARAGE
- CIRCULATION

## AREA TABULATION

| | |
|---|---|
| C WEST - AMENITY | 5773 SF |
| C WEST - CIRCULATION | 16476 SF |
| C WEST - GARAGE | 3828 SF |
| C WEST - LIBRARY | 20126 SF |
| C WEST - RESIDENTIAL | 65313 SF |
| C WEST - SERVICE | 3031 SF |
| TOTAL | 114547 SF |

## KEY PLAN



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C WEST - FLOOR PLAN - LEVEL 1

**A2.01CW**

PARCEL C WEST - FLOOR PLAN - TYP. UPPER LEVELS (1)
1/16" = 1'-0"

## UNIT MIX

| | UNITS | | | | |
|---|---|---|---|---|---|
| | STUDIO | 1BR | 2BR | 3BR | TOTAL |
| LEVEL 1 | | | | | 0 |
| LEVEL 2 | | 7 | 4 | 4 | 15 |
| LEVEL 3 | | 7 | 5 | 4 | 16 |
| LEVEL 4 | | 7 | 5 | 4 | 16 |
| LEVEL 5 | | 7 | 5 | 4 | 16 |
| LEVEL 6 | | 7 | 5 | 4 | 16 |
| TOTALS | 0 | 35 | 24 | 20 | 79 |
| | | 44.3% | 30.4% | 25.3% | 100.0% |

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| LONG TERM | 120 |
| SHORT TERM | 16 |
| TOTAL BIKES | 136 |

REQUIRED BIKE PARKING

SHORT TERM BIKE PARKING: 1 SPACE PER 10 UNITS

LONG TERM BIKE PARKING: 1.5 SPACES PER UNIT

CARGO BIKE PARKING: 10% OF REQUIRED LONG TERM SPACES

## COLOR KEY

- RESIDENTIAL
- AMENITY
- COMMERCIAL
- SERVICE
- GARAGE
- CIRCULATION

## AREA TABULATION

| | |
|---|---|
| C WEST - AMENITY | 5773 SF |
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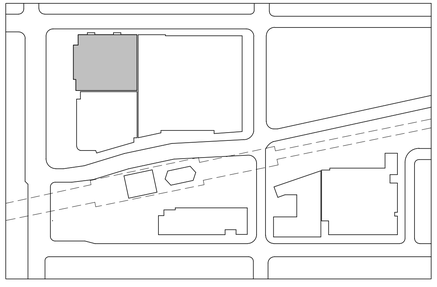
## KEY PLAN



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07/20/2023

**REVISIONS**

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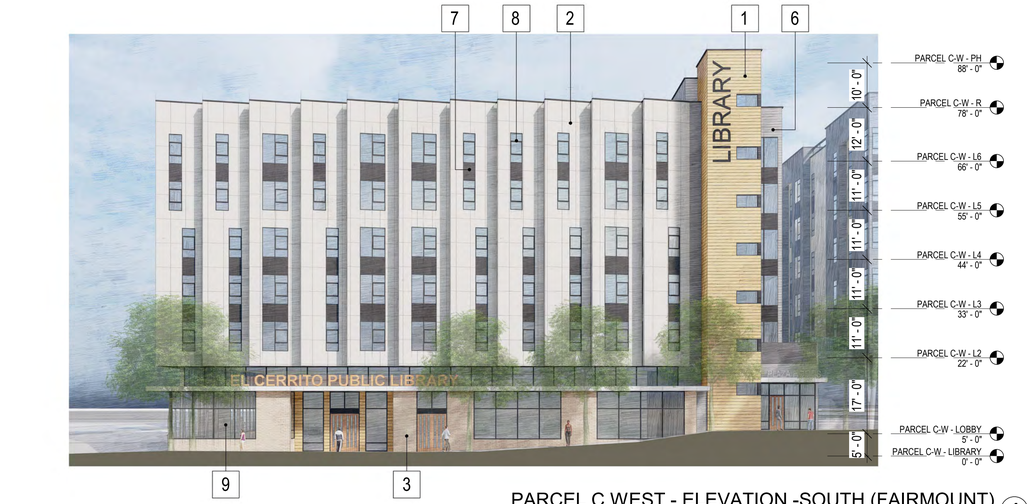
|---|---|---|
| 1 | RESPONSE TO COMPLETENESS REVIEW | 10/5/2023 |

C WEST - FLOOR PLAN - UPPER FLOORS

**A2.02CW**

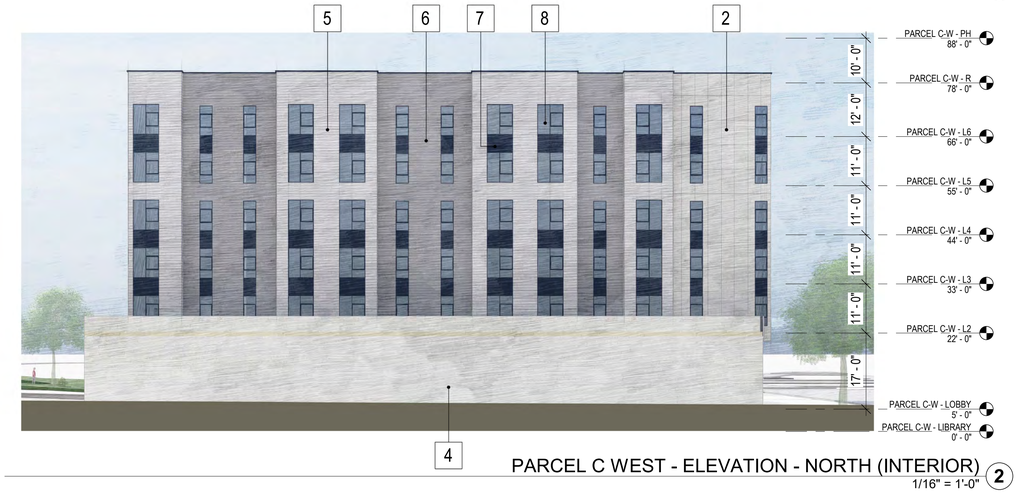



PARCEL C WEST - ELEVATION -SOUTH (FAIRMOUNT) 4

1/16" = 1'-0"

PARCEL C WEST - ELEVATION - WEST (LIBERTY) 3

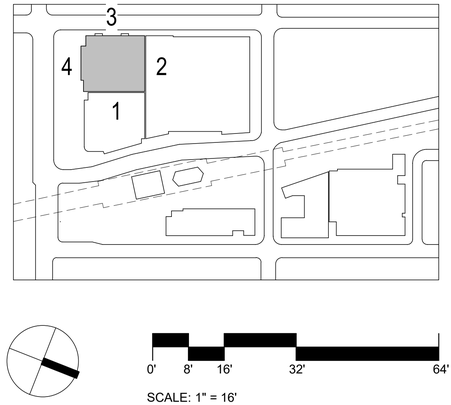
1/16" = 1'-0"




PARCEL C WEST - ELEVATION - NORTH (INTERIOR) 2

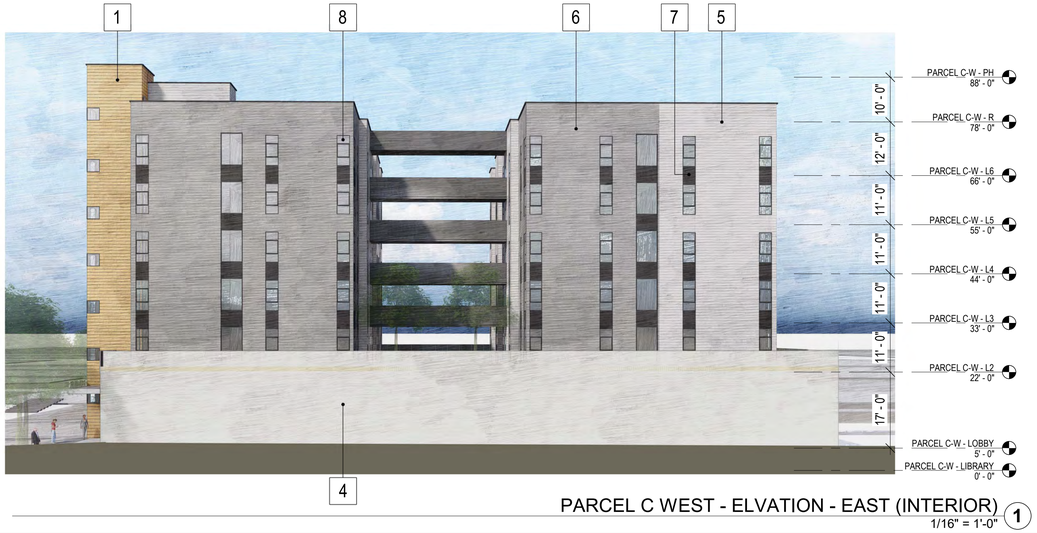
1/16" = 1'-0"

## KEY PLAN




## COLORS AND MATERIALS

1. METAL SIDING - COLOR A
2. FIBER CEMENT PANELS - COLOR B
3. THIN BRICK - COLOR C
4. BOARD FORMED CONCRETE
5. CEMENT BOARD SIDING - COLOR B
6. CEMENT BOARD SIDING - COLOR D
7. FIBER CEMENT ACCENT PANEL - COLOR E
8. VINYL WINDOWS - DARK
9. ALUMINUM STOREFRONT - DARK




PARCEL C WEST - ELVATION - EAST (INTERIOR) 1

1/16" = 1'-0"

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EINWILLERKUEHL LANDSCAPEARCHITECTURE

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# EL CERRITO PLAZA BART TOD

AB-2923 / SB-35 MINISTERIAL ENTITLEMENT

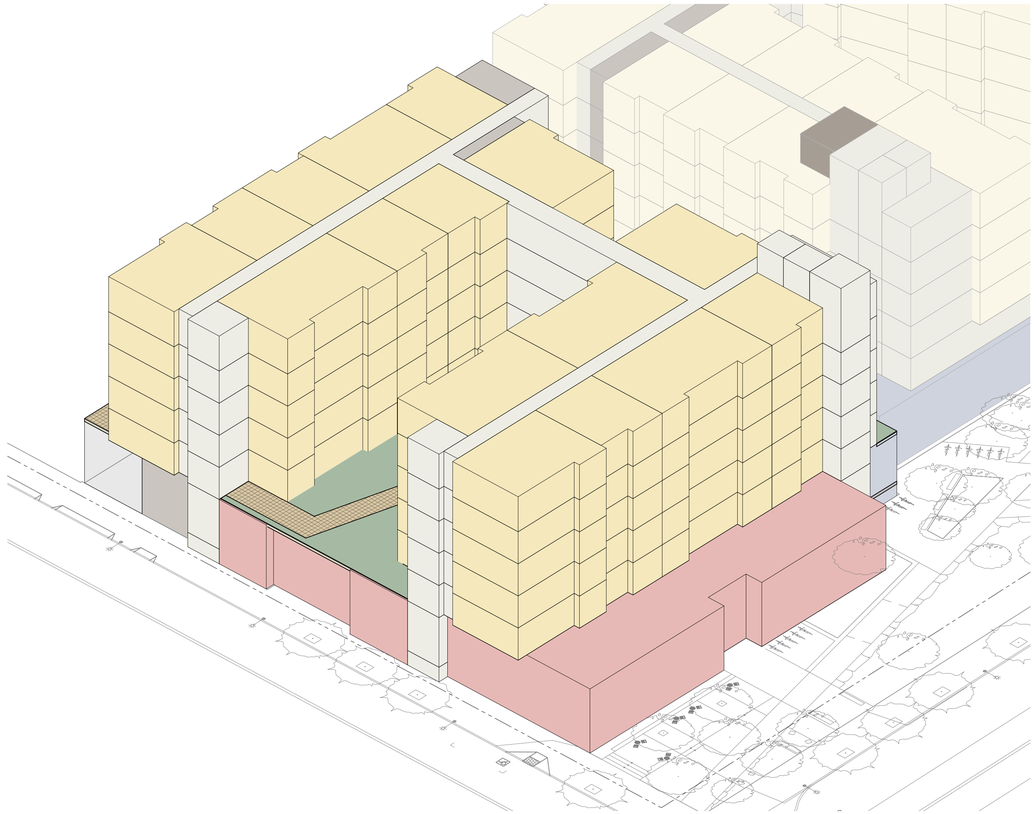
07/20/2023

**REVISIONS**

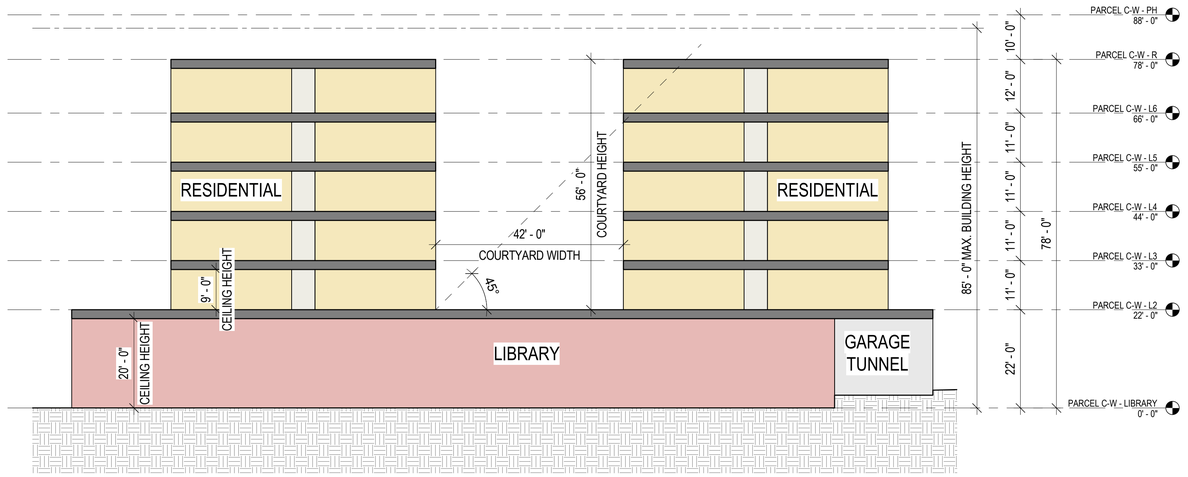
| # | DESCRIPTION | DATE |
|---|---|---|
| 1 | RESPONSE TO COMPLETENESS REVIEW | 10/5/2023 |

C WEST - ELEVATIONS

**A3.01CW**

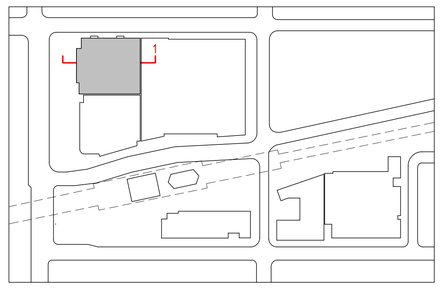


AERIAL 3D VIEW_FROM SOUTHWEST 2




EAST-WEST SECTION
1/16" = 1'-0" 1

## KEY PLAN




## COLOR KEY

- RESIDENTIAL
- AMENITY
- COMMERCIAL
- SERVICE
- GARAGE
- CIRCULATION

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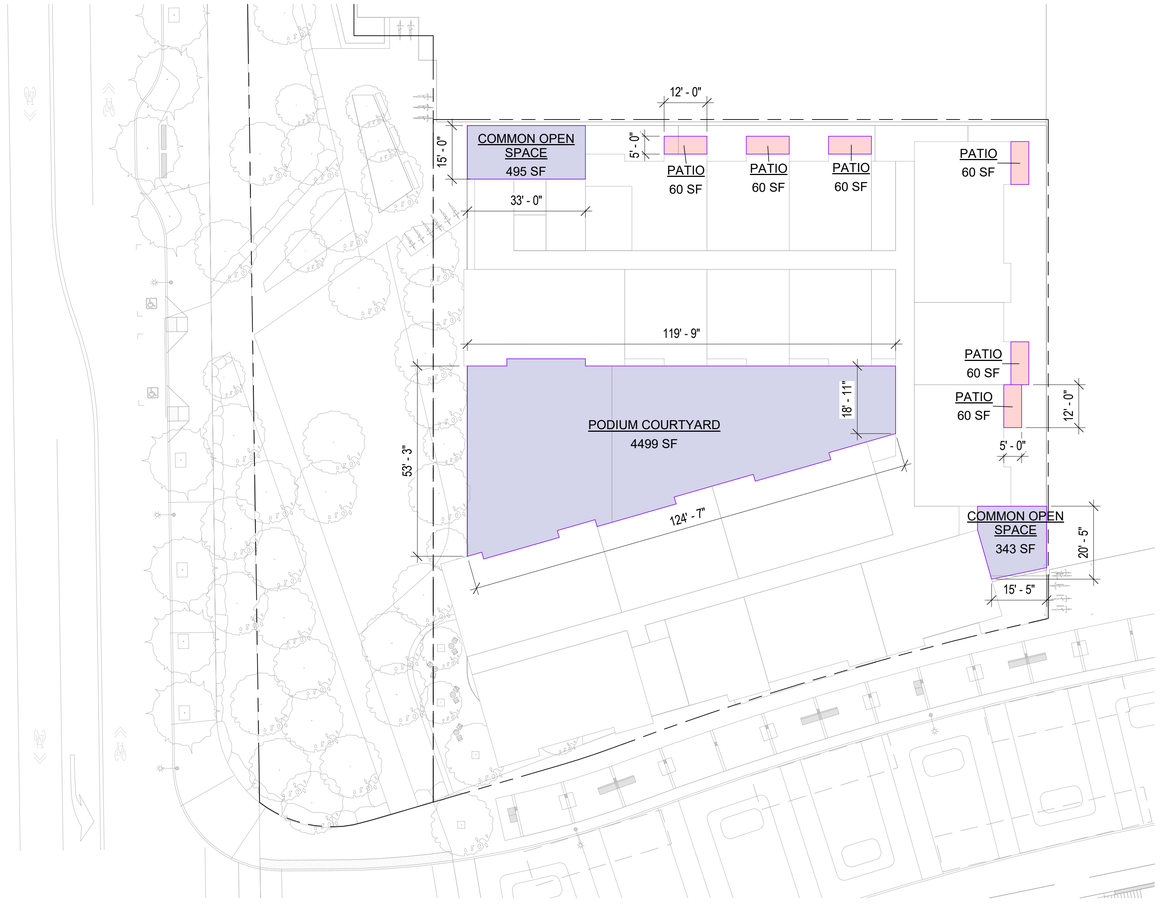
AB-2923 / SB-35 MINISTERIAL ENTITLEMENT
07/20/2023

**REVISIONS**

| # | DESCRIPTION | DATE |
|---|---|---|
| 1 | RESPONSE TO COMPLETENESS REVIEW | 10/5/2023 |

C WEST - SECTION & 3D VIEW

**A3.50CW**




PARCEL C-E - L2 (2)
1" = 20'-0"

| OPEN SPACE CALCULATIONS | | | |
|---|---|---|---|
| Name | Area | Level | Count |
| COMMON OPEN SPACE | | | |
| COMMON OPEN SPACE | 838 SF | PARCEL C-E - L2 | 2 |
| PODIUM COURTYARD | 4499 SF | PARCEL C-E - L2 | 1 |
| | 5337 SF | | |
| PRIVATE OPEN SPACE | | | |
| PATIO | 360 SF | PARCEL C-E - L2 | 6 |
| | 360 SF | | |

## REQUIRED OPEN SPACE

PER SAN PABLO AVENUE SPECIFIC PLAN 2.05.06.01

**PRIVATE / COMMON OPEN SPACE:**
REQUIRED:
80 SF/UNIT x 84 UNITS = **6,720 SF**

PROVIDED:
5,337 SF (COMMON) + 360 (PRIVATE) = **5,697 SF** - WAIVER REQUESTED

REQUIRED:
MINIMUM **30%** OF PRIVATE / COMMON OPEN SPACE SHALL
BE PROVIDED AS PRIVATE OPEN SPACE TO SERVE INDIVIDUAL UNITS.

PROVIDED:
360 SF / 6,720 SF REQUIRED = **5%** - WAIVER REQUESTED

**PUBLIC OPEN SPACE:**
SEE SHEET G0.20 FOR PUBLIC OPEN SPACE CALCULATIONS

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# EL CERRITO PLAZA BART TOD

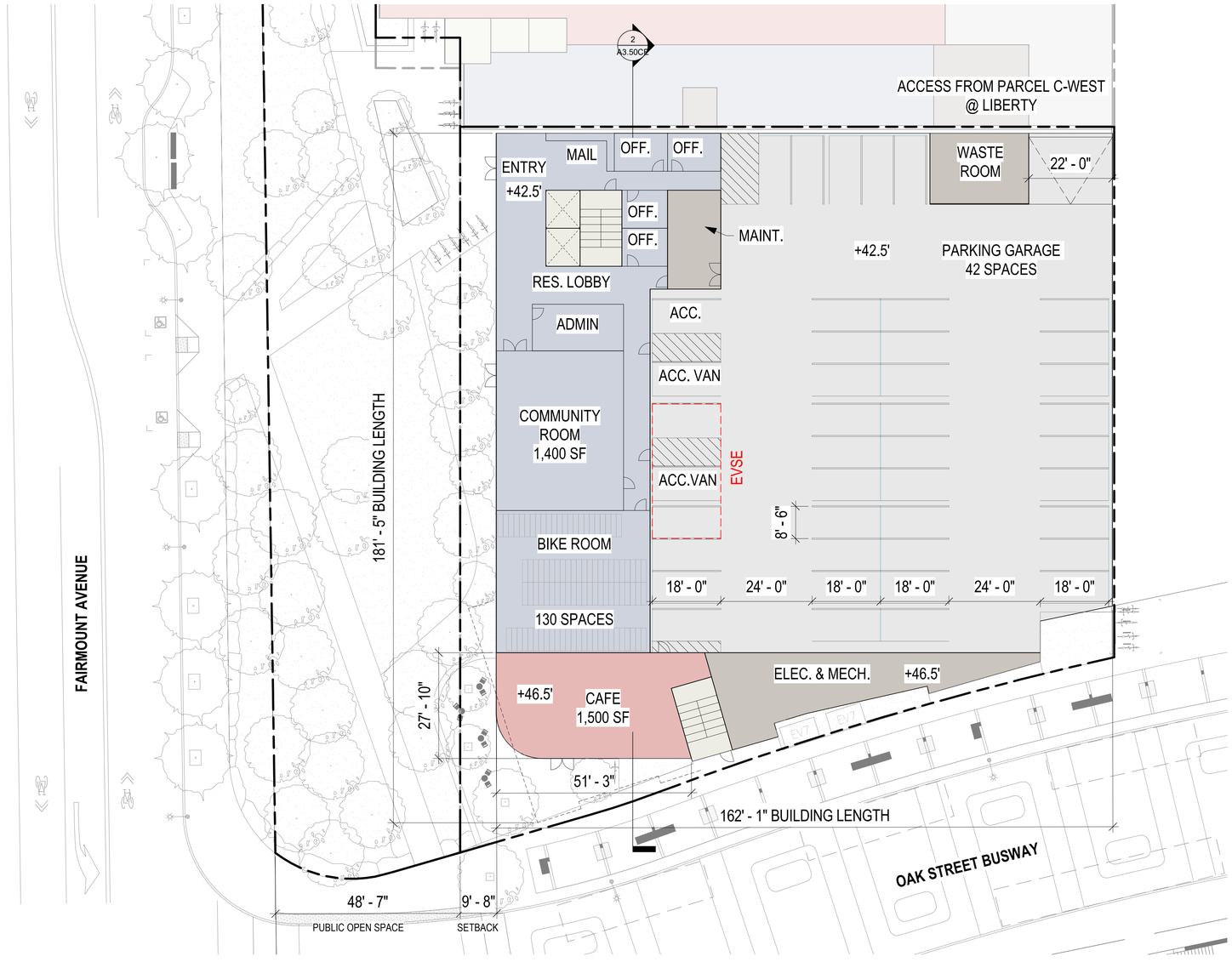
AB-2923 / SB-35 MINISTERIAL ENTITLEMENT
07/19/2023

**REVISIONS**

| # | DESCRIPTION | DATE |
|---|---|---|
| 1 | RESPONSE TO COMPLETENESS REVIEW | 10/5/2023 |

OPEN SPACE DIAGRAMS

**A1.50CE**




PARCEL C EAST - FLOOR PLAN - LEVEL 1 (1)
1/16" = 1'-0"

## UNIT MIX

| | UNITS | | | | |
|---|---|---|---|---|---|
| | STUDIO | 1BR | 2BR | 3BR | TOTAL |
| LEVEL 1 | | | | | 0 |
| LEVEL 2 | | 7 | 5 | 4 | 16 |
| LEVEL 3 | | 7 | 5 | 5 | 17 |
| LEVEL 4 | | 7 | 5 | 5 | 17 |
| LEVEL 5 | | 7 | 5 | 5 | 17 |
| LEVEL 6 | | 7 | 5 | 5 | 17 |
| TOTALS | 0 | 35 | 25 | 24 | 84 |
| | | 41.6% | 29.8% | 28.6% | 100.0% |

## PARKING

| VEHICULAR PARKING | |
|---|---|
| STANDARD SPACE | 37 |
| ACC. SPACE | 2 |
| EVSE SPACE* | 2 |
| ACC. EVSE SPACE* | 1 |
| TOTAL VEHICLES | 42 |

*EVSE: ELECTRIC VEHICLE SERVICE EQUIPMENT (CARGER INSTALLED)

| BIKE PARKING | |
|---|---|
| LONG TERM | 130 |
| SHORT TERM | 10 |
| TOTAL BIKES | 140 |

REQUIRED BIKE PARKING

SHORT TERM BIKE PARKING: 1 SPACE PER 10 UNITS

LONG TERM BIKE PARKING: 1.5 SPACES PER UNIT

CARGO BIKE PARKING: 10% OF REQUIRED LONG TERM SPACES

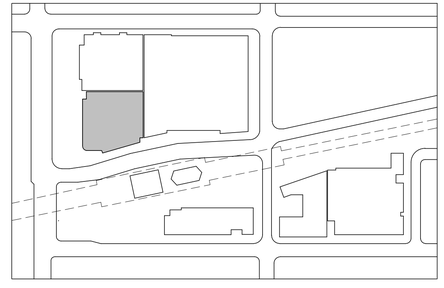
## COLOR KEY

- RESIDENTIAL
- AMENITY
- COMMERCIAL
- SERVICE
- GARAGE
- CIRCULATION

## AREA TABULATION

| | |
|---|---|
| C EAST - AMENITY | 6474 SF |
| C EAST - CIRCULATION | 15386 SF |
| C EAST - COMMERCIAL | 1376 SF |
| C EAST - GARAGE | 15174 SF |
| C EAST - RESIDENTIAL | 70989 SF |
| C EAST - SERVICE | 4287 SF |
| TOTAL | 113686 SF |

## KEY PLAN



0' 8' 16' 32' 64'

SCALE: 1" = 16'

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AB-2923 / SB-35 MINISTERIAL ENTITLEMENT
07/19/2023

**REVISIONS**

| # | DESCRIPTION | DATE |
|---|---|---|
| 1 | RESPONSE TO COMPLETENESS REVIEW | 10/5/2023 |

C EAST - FLOOR PLAN - LEVEL 1

**A2.01CE**

PARCEL C EAST - FLOOR PLAN - TYP. UPPER LEVELS (1)
1/16" = 1'-0"

## UNIT MIX

| | UNITS | | | | |
|---|---|---|---|---|---|
| | STUDIO | 1BR | 2BR | 3BR | TOTAL |
| LEVEL 1 | | | | | 0 |
| LEVEL 2 | | 7 | 5 | 4 | 16 |
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| LEVEL 4 | | 7 | 5 | 5 | 17 |
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| TOTALS | 0 | 35 | 25 | 24 | 84 |
| | | 41.6% | 29.8% | 28.6% | 100.0% |

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| TOTAL VEHICLES | 42 |

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| BIKE PARKING | |
|---|---|
| LONG TERM | 130 |
| SHORT TERM | 10 |
| TOTAL BIKES | 140 |

REQUIRED BIKE PARKING

SHORT TERM BIKE PARKING: 1 SPACE PER 10 UNITS

LONG TERM BIKE PARKING: 1.5 SPACES PER UNIT

CARGO BIKE PARKING: 10% OF REQUIRED LONG TERM SPACES

## COLOR KEY

- RESIDENTIAL
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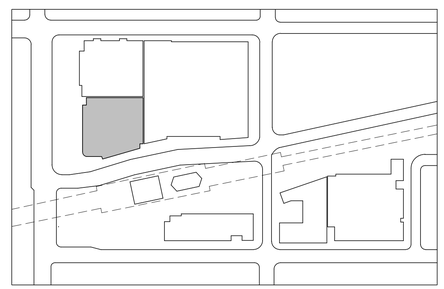
| C EAST - SERVICE | 4287 SF |
| TOTAL | 113686 SF |

## KEY PLAN



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07/19/2023

**REVISIONS**

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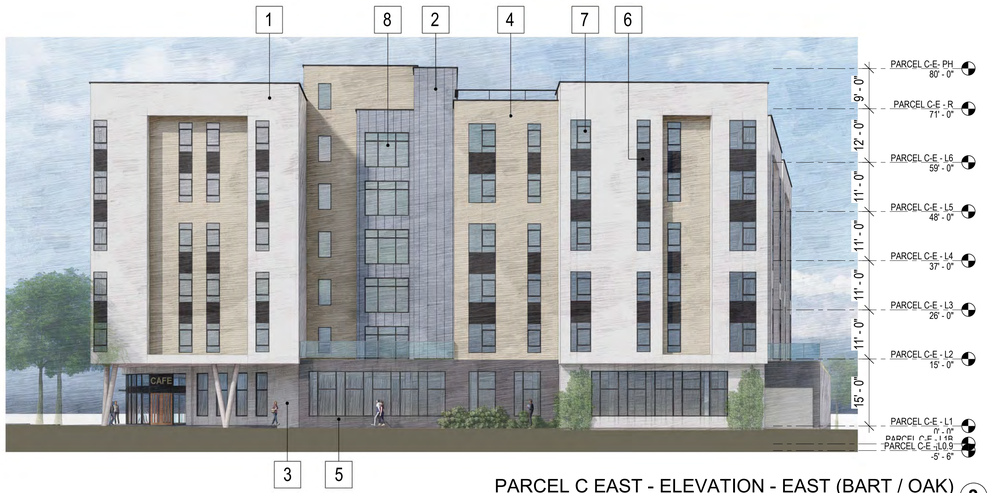
C EAST - FLOOR PLAN - UPPER LEVELS

**A2.02CE**

PARCEL C EAST - ELEVATION - SOUTH (FAIRMOUNT) 4

1/16" = 1'-0"



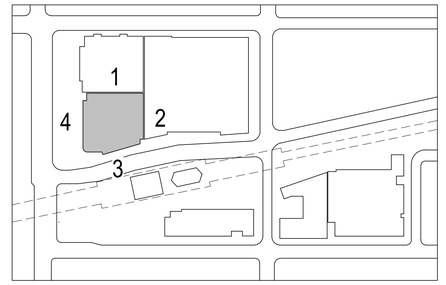

PARCEL C EAST - ELEVATION - EAST (BART / OAK) 3

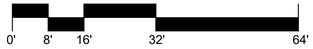
1/16" = 1'-0"

PARCEL C EAST - ELEVATION - NORTH (INTERIOR) 2

1/16" = 1'-0"

## KEY PLAN






SCALE: 1" = 16'

## COLORS AND MATERIALS

1. STUCCO - COLOR A
2. METAL PANEL - COLOR B
3. BOARD FORMED CONCRETE
4. CEMENT BOARD SIDING - COLOR C
5. CEMENT BOARD SIDING - COLOR D
6. FIBER CEMENT ACCENT PANEL - COLOR E
7. VINYL WINDOWS - DARK
8. ALUMINUM STOREFRONT - DARK

PARCEL C EAST - ELEVATION - WEST (INTERIOR) 1

1/16" = 1'-0"

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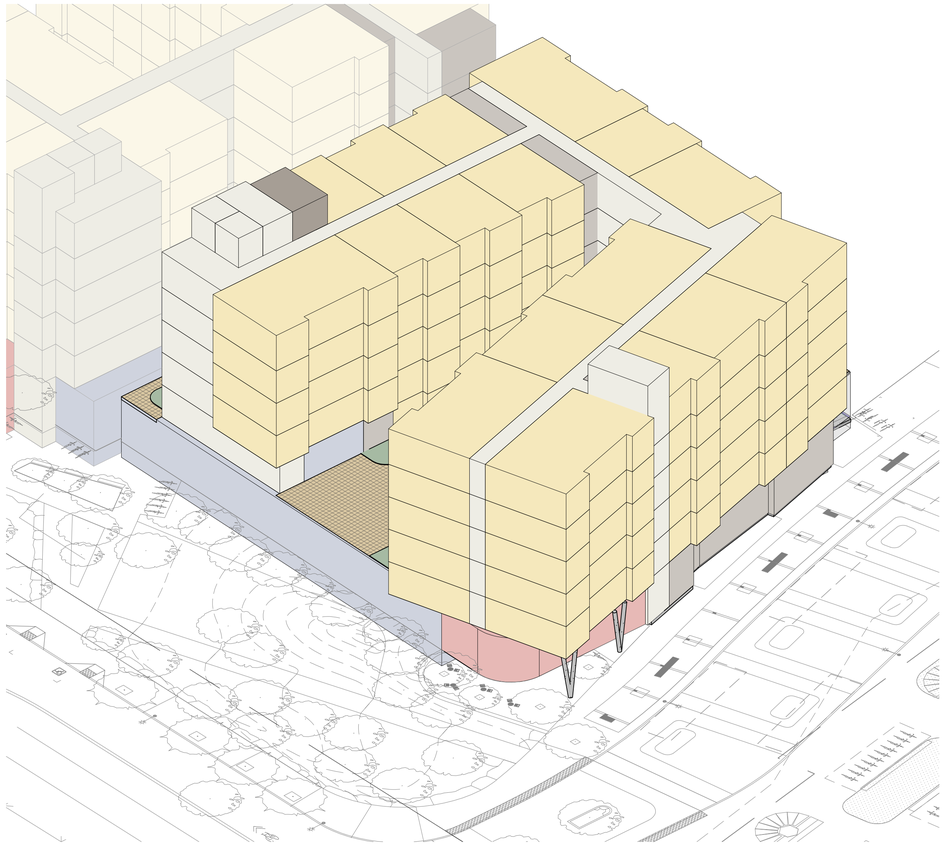
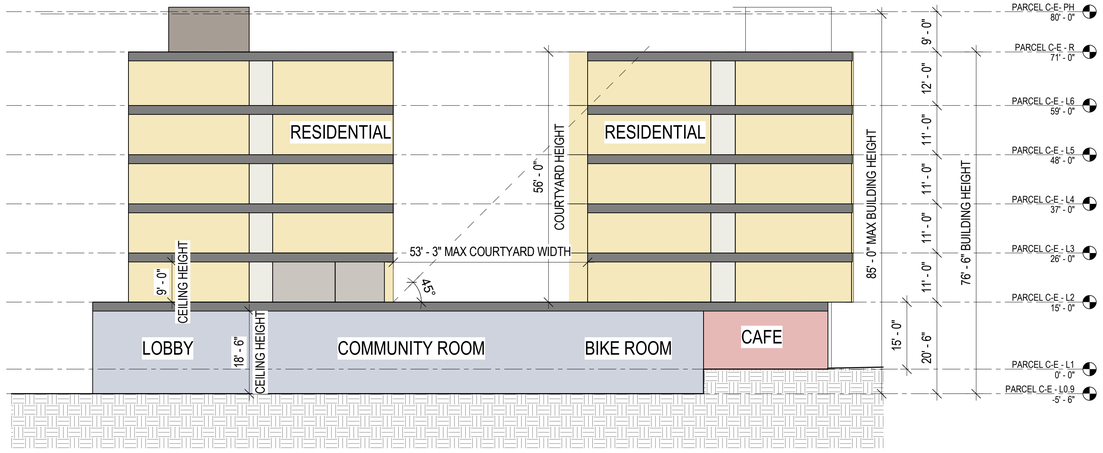
C EAST - ELEVATIONS

**A3.01CE**

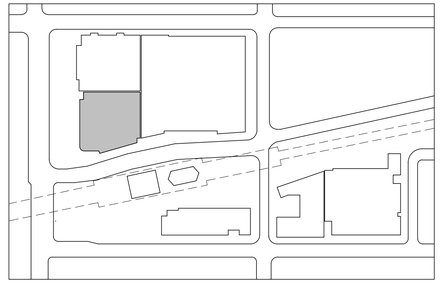


AERIAL 3D VIEW - FROM SOUTHEAST 1




NORTH-SOUTH SECTION 2
1/16" = 1'-0"

## KEY PLAN



## COLOR KEY

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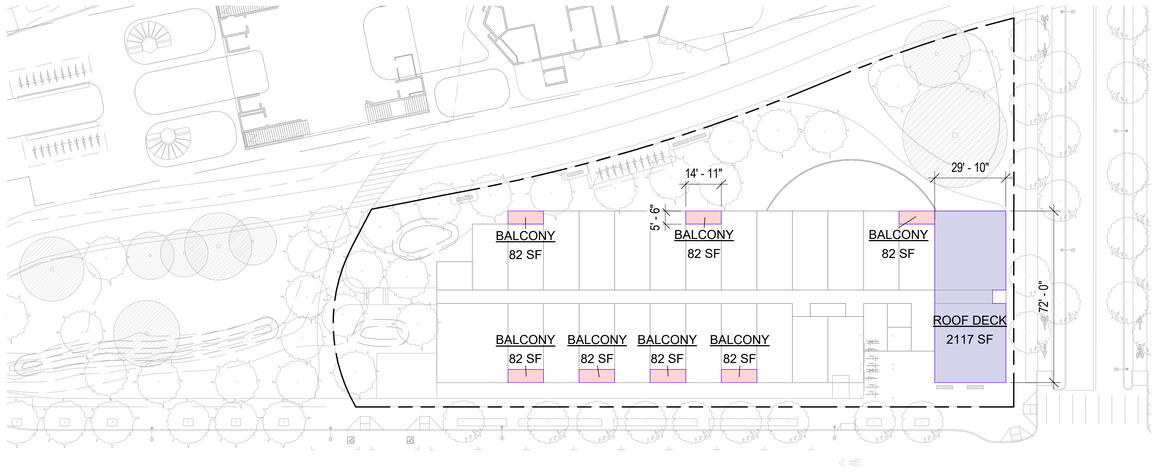
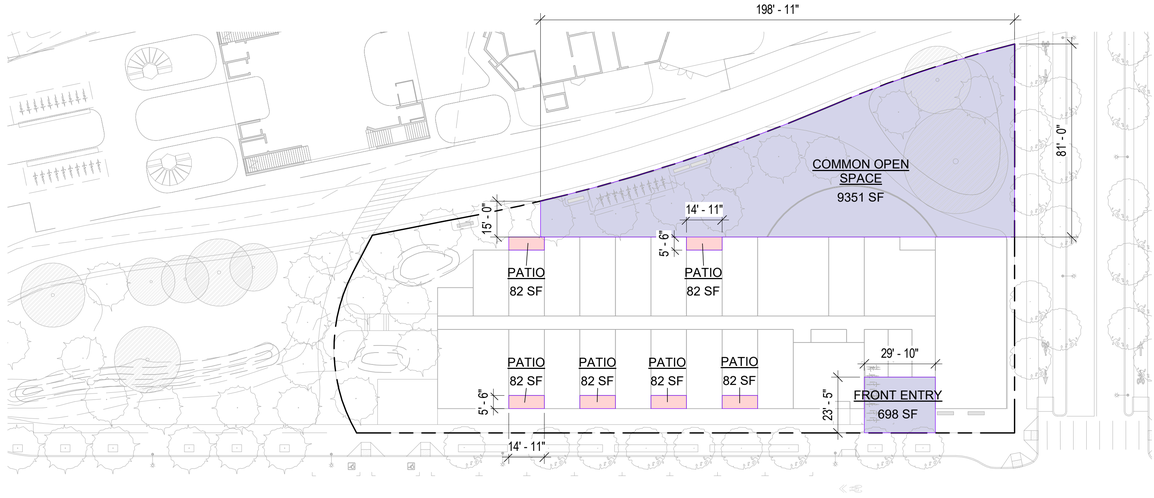
C EAST - SECTION & 3D VIEW

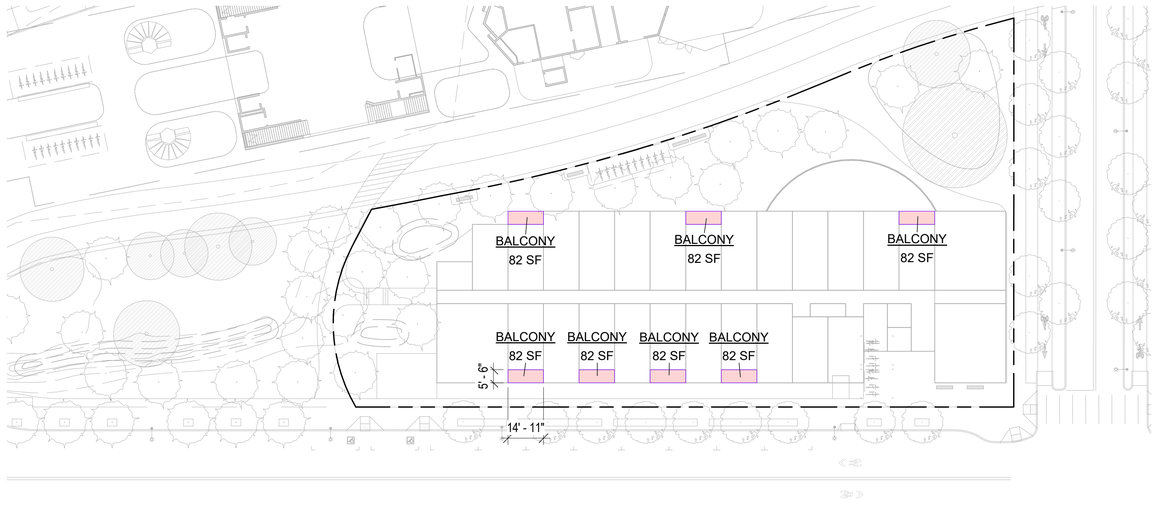
**A3.50CE**




PARCEL D - OPEN SPACE DIAGRAM - LEVEL 5 (3)
1" = 30'-0"




PARCEL D - OPEN SPACE DIAGRAM - LEVEL 1 (1)
1" = 30'-0"




PARCEL D - OPEN SPACE DIAGRAM - LEVELS 2-4 (2)
1" = 30'-0"

## REQUIRED OPEN SPACE

PER SAN PABLO AVENUE SPECIFIC PLAN 2.05.06.01

**PRIVATE / COMMON OPEN SPACE:**
REQUIRED:
80 SF/UNIT x 118 UNITS = **9,440 SF**

PROVIDED:
12,166 SF (COMMON) + 2,789 (PRIVATE) = **14,955 SF**

REQUIRED:
MINIMUM **30%** OF PRIVATE / COMMON OPEN SPACE SHALL
BE PROVIDED AS PRIVATE OPEN SPACE TO SERVE INDIVIDUAL UNITS.

PROVIDED:
2,789 SF (PATIOS / BALCONIES) / 9,440 REQUIRED OPEN SPACE = **30%**

**PUBLIC OPEN SPACE:**
SEE SHEET G0.20 FOR PUBLIC OPEN SPACE CALCULATIONS

| OPEN SPACE CALCULATIONS | | | |
|---|---|---|---|
| Name | Area | Level | Count |
| **Common Open Space** | | | |
| COMMON OPEN SPACE | 9351 SF | PARCEL D - L1 | 1 |
| FRONT ENTRY | 698 SF | PARCEL D - L1 | 1 |
| ROOF DECK | 2117 SF | PARCEL D - L5 | 1 |
| | 12166 SF | | |
| **Private Open Space** | | | |
| PATIO | 492 SF | PARCEL D - L1 | 6 |
| BALCONY | 574 SF | PARCEL D - L2 | 7 |
| BALCONY | 574 SF | PARCEL D - L3 | 7 |
| BALCONY | 574 SF | PARCEL D - L4 | 7 |
| BALCONY | 574 SF | PARCEL D - L5 | 7 |
| | 2789 SF | | |

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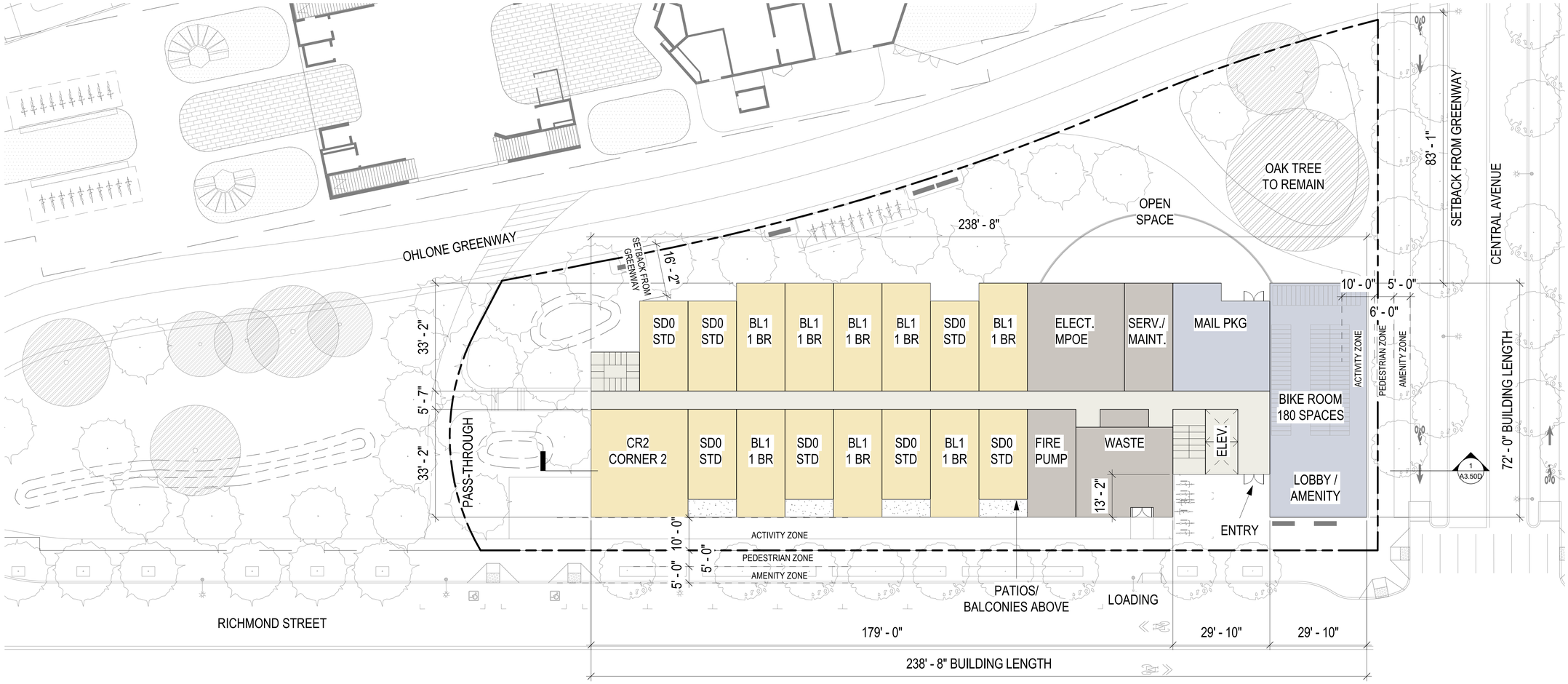
PARCEL D - OPEN SPACE DIAGRAMS

**A1.50D**




PARCEL D - FLOOR PLAN - LEVEL 1 (1)
1/16" = 1'-0"

## BUILDING STATS

| | UNITS | | | | |
|---|---|---|---|---|---|
| | STUDIO | 1BR | 2BR | 3BR | TOTAL |
| LEVEL 1 | 7 | 8 | 1 | | 16 |
| LEVEL 2 | 10 | 13 | 3 | | 26 |
| LEVEL 3 | 10 | 13 | 3 | | 26 |
| LEVEL 4 | 10 | 13 | 3 | | 26 |
| LEVEL 5 | 10 | 13 | 1 | | 24 |
| TOTALS | 47 | 60 | 11 | 0 | 118 |
| | 39.8% | 50.9% | 9.3% | | 100.0% |

## PARKING

| BIKE PARKING | |
|---|---|
| LONG TERM | 180 |
| SHORT TERM | 12 |
| TOTAL BIKES | 192 |

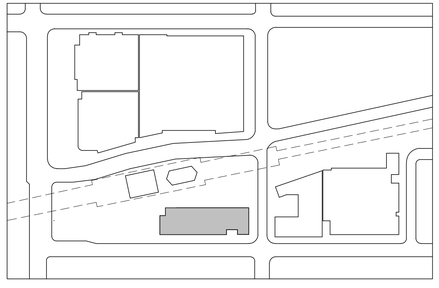
REQUIRED BIKE PARKING

SHORT TERM BIKE PARKING: 1 SPACE PER 10 UNITS

LONG TERM BIKE PARKING: 1.5 SPACES PER UNIT

CARGO BIKE PARKING: 10% OF REQUIRED LONG TERM SPACES

## KEY PLAN



## COLOR KEY

- RESIDENTIAL
- AMENITY
- COMMERCIAL
- SERVICE
- GARAGE
- CIRCULATION

## AREA TABULATION

| | |
|---|---|
| D - AMENITY | 3056 SF |
| D - CIRCULATION | 10642 SF |
| D - RESIDENTIAL | 60025 SF |
| D - SERVICE | 3793 SF |
| TOTAL | 77516 SF |

0' 8' 16' 32' 64'

SCALE: 1" = 16'

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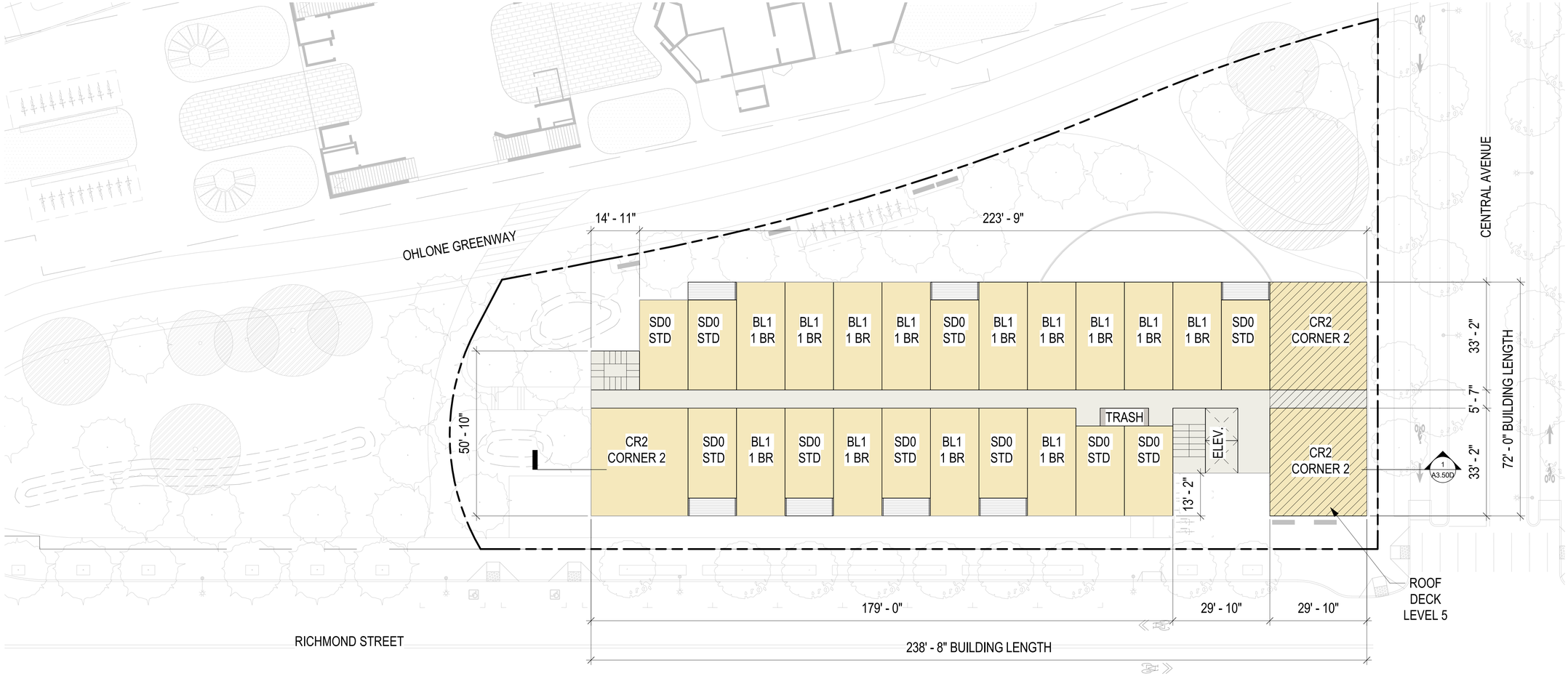
PARCEL D - FLOOR PLAN - LEVEL 1

**A2.01D**




PARCEL D - FLOOR PLAN - TYP. UPPER LEVEL (1)
1/16" = 1'-0"

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LONG TERM BIKE PARKING: 1.5 SPACES PER UNIT

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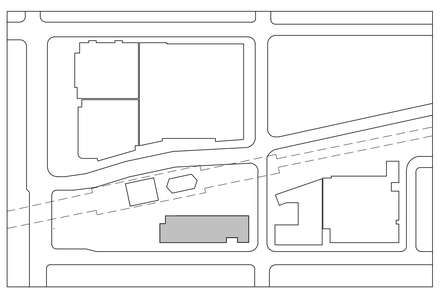
## KEY PLAN



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AB-2923 / SB-35 MINISTERIAL ENTITLEMENT
07/20/2023

**REVISIONS**

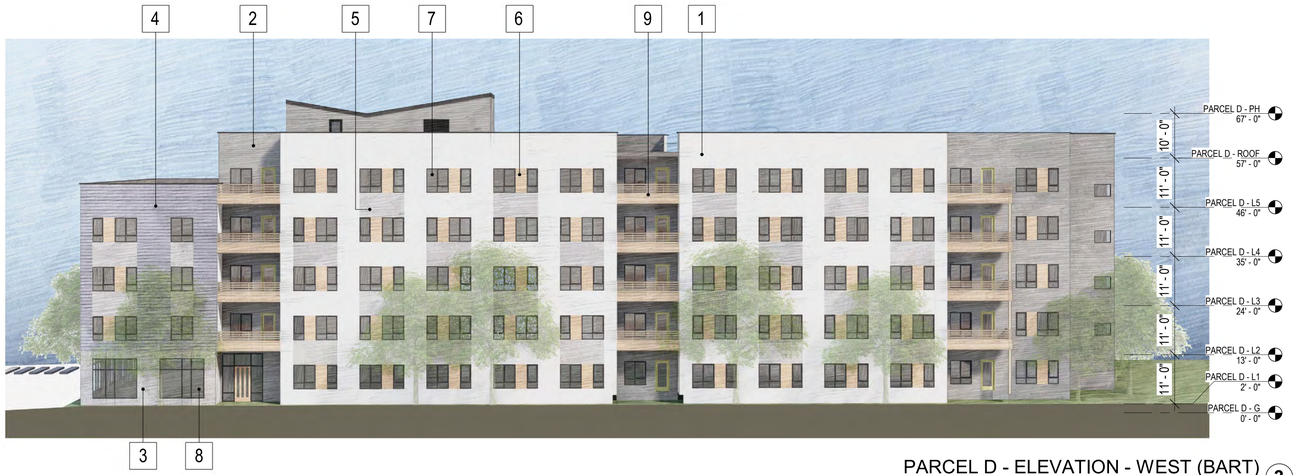
| # | DESCRIPTION | DATE |
|---|---|---|
| 1 | RESPONSE TO COMPLETENESS REVIEW | 10/5/2023 |

## PARCEL D - FLOOR PLAN - UPPER LEVELS

**A2.02D**

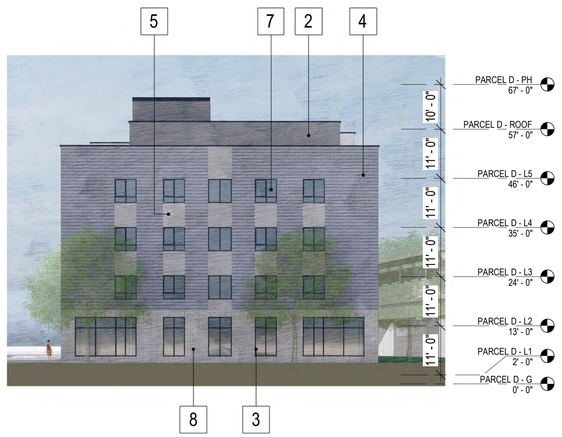
PARCEL D - ELEVATION - EAST (RICHMOND) **4**

1/16" = 1'-0"




PARCEL D - ELEVATION - WEST (BART) **3**

1/16" = 1'-0"



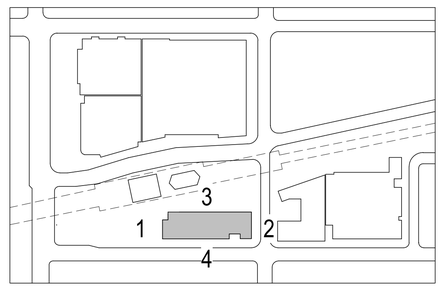

PARCEL D - ELEVATION - NORTH (CENTRAL) **2**

1/16" = 1'-0"

PARCEL D - ELEVATION - SOUTH (FAIRMOUNT) **1**

1/16" = 1'-0"

## KEY PLAN



SCALE: 1" = 16'

## COLORS AND MATERIALS

1. STUCCO - COLOR A
2. CEMENT BOARD SIDING - COLOR B
3. BOARD FORMED CONCRETE
4. METAL SIDING - COLOR C
5. FIBER CEMENT ACCENT PANEL - COLOR B
6. FIBER CEMENT ACCENT PANEL - COLOR D
7. VINYL WINDOWS - DARK
8. ALUMINUM STOREFRONT - DARK
9. BALCONY RAILINGS - WOOD

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# EL CERRITO PLAZA BART TOD

AB-2923 / SB-35 MINISTERIAL ENTITLEMENT

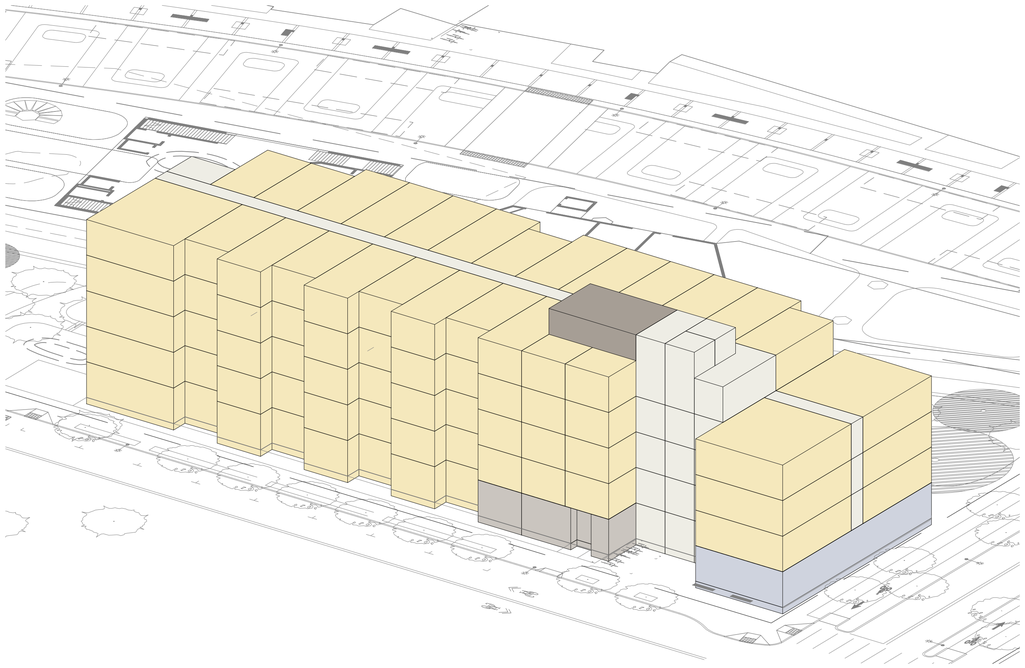
07/20/2023

**REVISIONS**

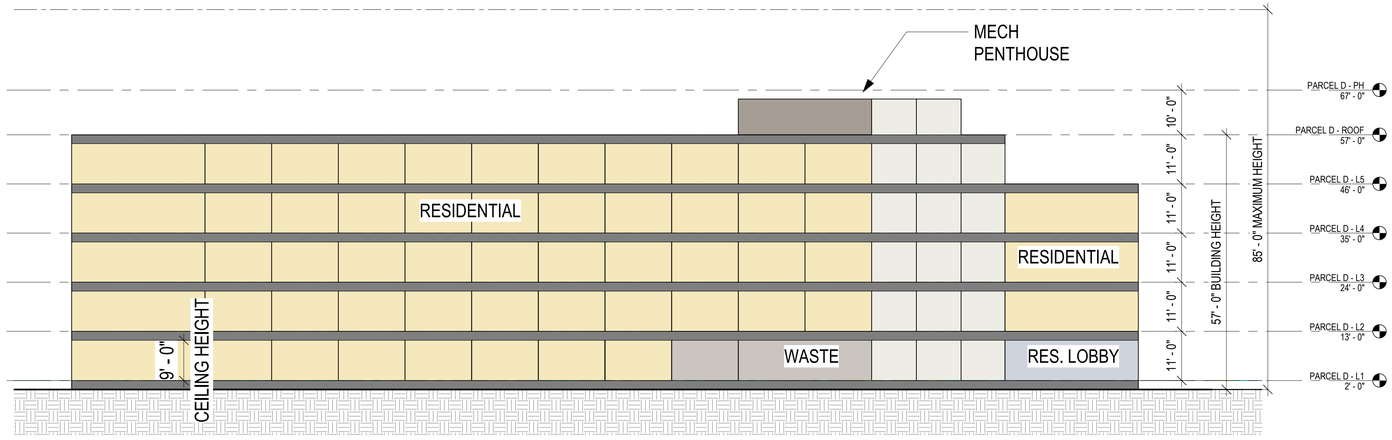
| # | DESCRIPTION | DATE |
|---|---|---|
| 1 | RESPONSE TO COMPLETENESS REVIEW | 10/5/2023 |

PARCEL D - ELEVATIONS

**A3.01D**

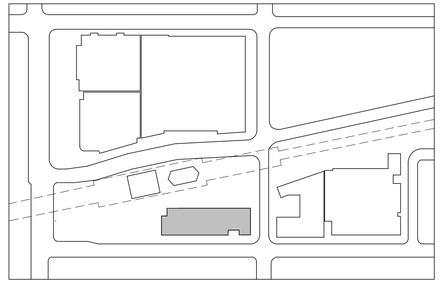


AERIAL 3D VIEW_FROM NORTHEAST (2)




NORTH-SOUTH SECTION (1)
1/16" = 1'-0"

## KEY PLAN



## COLOR KEY

- RESIDENTIAL
- AMENITY
- COMMERCIAL
- SERVICE
- GARAGE
- CIRCULATION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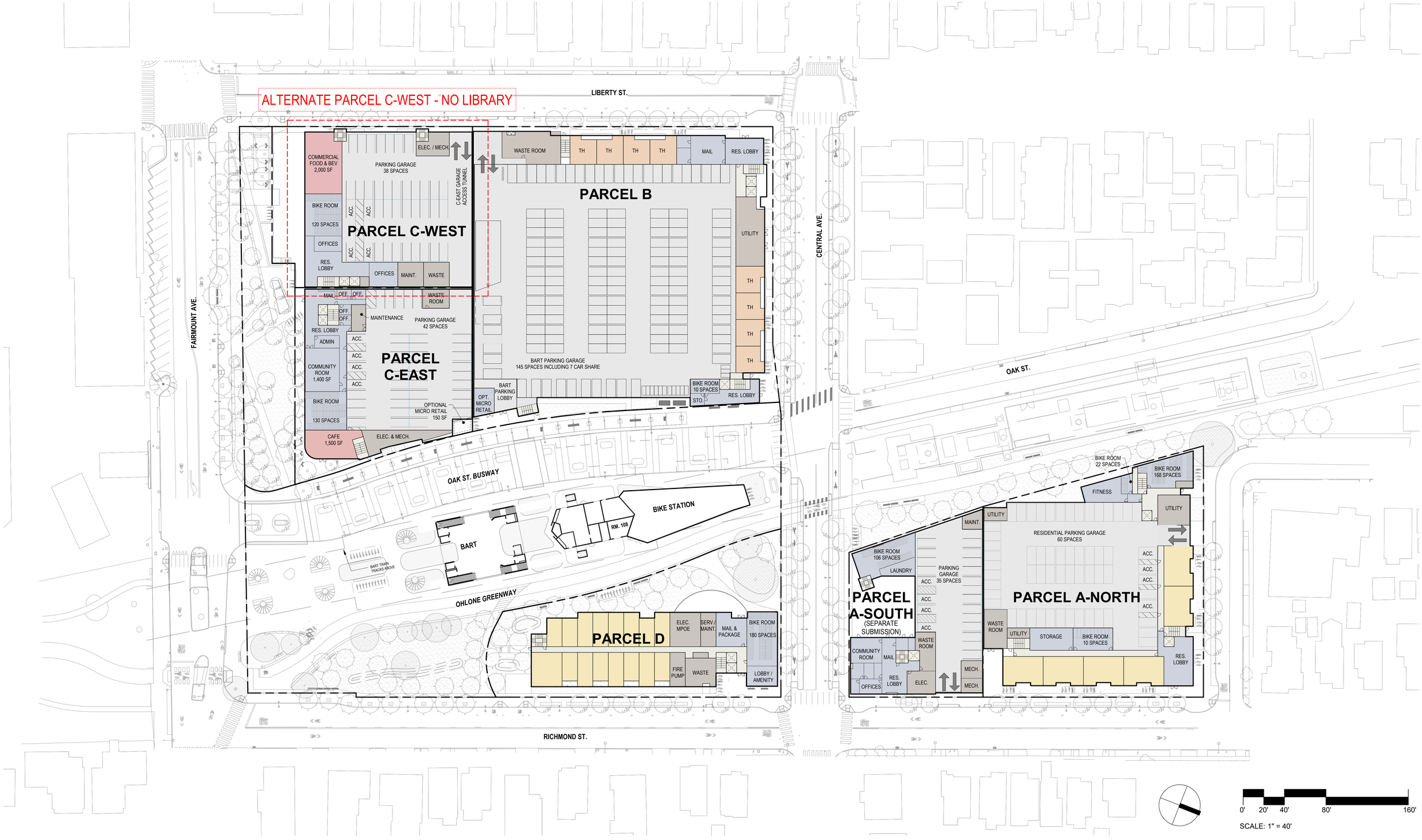
|---|---|---|
| 1 | RESPONSE TO COMPLETENESS REVIEW | 10/5/2023 |

## PARCEL D - SECTION & 3D VIEW

**A3.50D**




SCALE: 1" = 40'

SITE PLAN - GROUND FLOORS - ALTERNATE C-WEST SCHEME (1)
1" = 40'-0"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# EL CERRITO PLAZA BART TOD

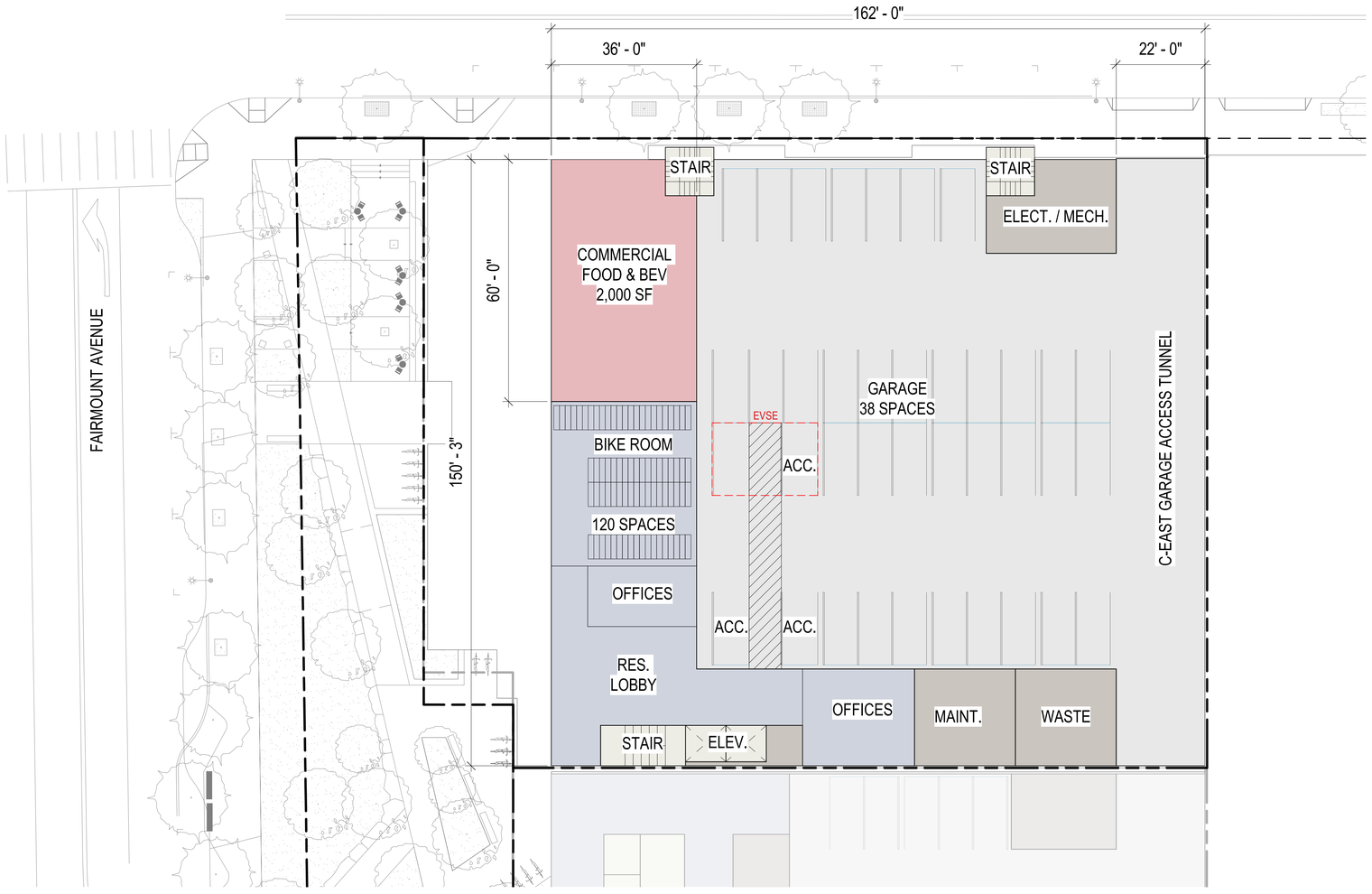
AB-2923 / SB-35 MINISTERIAL ENTITLEMENT
07/20/2023

**REVISIONS**

| # | DESCRIPTION | DATE |
|---|---|---|
| 1 | RESPONSE TO COMPLETENESS REVIEW | 10/5/2023 |

## ALTERNATE SITE PLAN - C WEST

**X1.00CW**




PARCEL C WEST - FLOOR PLAN - LEVEL 1 (1)
1/16" = 1'-0"

## BUILDING STATS

| | UNITS | | | | |
|---|---|---|---|---|---|
| | STUDIO | 1BR | 2BR | 3BR | TOTAL |
| LEVEL 1 | | | | | 0 |
| LEVEL 2 | | 7 | 4 | 4 | 15 |
| LEVEL 3 | | 7 | 5 | 4 | 16 |
| LEVEL 4 | | 7 | 5 | 4 | 16 |
| LEVEL 5 | | 7 | 5 | 4 | 16 |
| LEVEL 6 | | 7 | 5 | 4 | 16 |
| TOTALS | 0 | 35 | 24 | 20 | 79 |
| | | 44.3% | 30.4% | 25.3% | 100.0% |

## PARKING

| VEHICULAR PARKING | |
|---|---|
| STANDARD SPACE | 34 |
| ACC. SPACE | 2 |
| EVSE SPACE* | 1 |
| ACC. EVSE SPACE* | 1 |
| TOTAL VEHICLES | 38 |

*EVSE: ELECTRIC VEHICLE SERVICE EQUIPMENT (CARGER INSTALLED)

| BIKE PARKING | |
|---|---|
| LONG TERM | 120 |
| SHORT TERM | 10 |
| TOTAL BIKES | 130 |

REQUIRED BIKE PARKING

SHORT TERM BIKE PARKING: 1 SPACE PER 10 UNITS

LONG TERM BIKE PARKING: 1.5 SPACES PER UNIT

CARGO BIKE PARKING: 10% OF REQUIRED LONG TERM SPACES

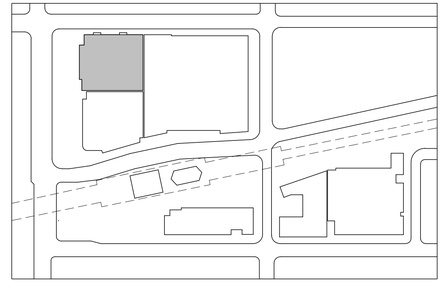
## COLOR KEY

- RESIDENTIAL
- AMENITY
- COMMERCIAL
- SERVICE
- GARAGE
- CIRCULATION

## AREA TABULATION

| | |
|---|---|
| C WEST ALT - AMENITY | 8944 SF |
| C WEST ALT - CIRCULATION | 15711 SF |
| C WEST ALT - COMMERCIAL | 2092 SF |
| C WEST ALT - GARAGE | 15654 SF |
| C WEST ALT - RESIDENTIAL | 63997 SF |
| C WEST ALT - SERVICE | 4427 SF |
| TOTAL | 110825 SF |

## KEY PLAN



0' 8' 16' 32' 64'

SCALE: 1" = 16'

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# EL CERRITO PLAZA BART TOD

AB-2923 / SB-35 MINISTERIAL ENTITLEMENT
07/19/2023

**REVISIONS**

| # | DESCRIPTION | DATE |
|---|---|---|
| 1 | RESPONSE TO COMPLETENESS REVIEW | 10/5/2023 |

C WEST ALT. - FLOOR PLAN - LEVEL 1

**X2.01CW**

PARCEL C WEST - FLOOR PLAN - TYP. UPPER LEVELS (1)
1/16" = 1'-0"

## BUILDING STATS

| | UNITS | | | | |
|---|---|---|---|---|---|
| | STUDIO | 1BR | 2BR | 3BR | TOTAL |
| LEVEL 1 | | | | | 0 |
| LEVEL 2 | | 7 | 4 | 4 | 15 |
| LEVEL 3 | | 7 | 5 | 4 | 16 |
| LEVEL 4 | | 7 | 5 | 4 | 16 |
| LEVEL 5 | | 7 | 5 | 4 | 16 |
| LEVEL 6 | | 7 | 5 | 4 | 16 |
| TOTALS | 0 | 35 | 24 | 20 | 79 |
| | | 44.3% | 30.4% | 25.3% | 100.0% |

## COLOR KEY

- RESIDENTIAL
- AMENITY
- COMMERCIAL
- SERVICE
- GARAGE
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## AREA TABULATION

| | |
|---|---|
| C WEST ALT - AMENITY | 8944 SF |
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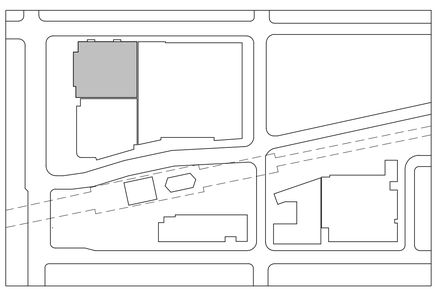
| C WEST ALT - COMMERCIAL | 2092 SF |
| C WEST ALT - GARAGE | 15654 SF |
| C WEST ALT - RESIDENTIAL | 63997 SF |
| C WEST ALT - SERVICE | 4427 SF |
| TOTAL | 110825 SF |

## KEY PLAN



0' 8' 16' 32' 64'

SCALE: 1" = 16'

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# EL CERRITO PLAZA BART TOD

AB-2923 / SB-35 MINISTERIAL ENTITLEMENT
07/19/2023

**REVISIONS**

| # | DESCRIPTION | DATE |
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C WEST ALT. - FLOOR PLAN - UPPER LEVELS

**X2.02CW**

# SAN PABLO AVENUE SPECIFIC PLAN CONSISTENCY MATRIX

**El Cerrito Plaza BART Master Plan, San Pablo Avenue Specific Plan Consistency Matrix**
**Revised 12/05/23 in response to City comments dated 11/9/23.**

| | |
|---|---|
| ✓ | Complies with the SPASP objective standard |
| NA | Not Applicable |
| C | Density Bonus Concession Requested |
| W | Density Bonus Waiver requested |
| AB-2923 | Waiver based on AB-2923 BART zoning |
| | Standard not addressed in Master Plan Submittal. Standard will be address in entitlement submittal for individual parcels |

## BUILDING PLACEMENT BASED ON STREET TYPE STANDARDS

| Number | Sheet Reference | SPASP Reference | Fairmount Ave (Major Commercial) | Central Ave, West of Ohlone Greenway (Gateway Street) | Liberty St., Richmond St., Willow St., Central Ave. East of Ohlone Greenway (Neighborhood Street) Central Ave. & Willow Standard revised in 2022 SPASP Updates | Ohlone Greenway | Parcel A-North | Parcel A-South Affordable Entitled separately | Parcel B | Parcel C-East Affordable | Parcel C-West Affordable | Parcel D Affordable (61-80% AMI) | DISCUSSION |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 2.04.02 FBC Summary | | | | | | | | | | | |
| 1 | G0.24 Frontage Diagram A2.01 Building Plan Sheets & L1.05-6 | Sidewalk Amenity Zone | 4-0" min. | 4'-0" min. | 5'-0" min. | n/a | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | Sidewalk amenity zones have been incorporated as part of the site plan, please refer to lands sheets Street Sections. |
| 2 | G0.24 Frontage Diagram A2.01 Building Plan Sheets & L1.05-6 | Sidewalk Pedestrian Zone | 6'-0" min. clear pathway | 6'-0" min. clear pathway | 6'-0" min. clear pathway commercial uses, 5' min. clear pathway residential uses | n/a | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | Sidewalk pedestrian zones have been incorporated as part of the site plan, please refer to landscape sheets Street Sections. |
| 3 | G0.24 Frontage Diagram A2.01 Building Plan Sheets & L1.05-6 | Sidewalk Activity Zone | 4'-0" min. | 0'-0" min. | 10'-0" min. | n/a | ✓ | NA | W Central Complies per Gateway activity zone, DENSITY BONUS WAIVER for Liberty per Neighborhood activity zone | ✓ | W Fairmount includes park frontage & Complies DENSITY BONUS WAIVER for Liberty per Neighborhood activity zone | W Richmond Complies, DENSITY BONUS WAIVER for Central activity zone | Generally all parcels comply with the off site sidewalk zones: "A" Amenity Zone and "B" Pedestrian Zone as described in section 2.04.01. Waivers are needed for on site Zone "C" Sidewalk Activity Zone as noted for each parcel. The activity zones of the Parcels C East and fronting the new Fairmount Park are incorporated into the park design. |
| 4 | G0.24 Frontage Diagram A2.01 Building Plan Sheets & L1.05-6 | Ground Floor Front Setback | Min: Distance from ROW necessary to accommodate zones A, B, and C. Max: Up to 10' non-residential uses. Up to 15' residential uses | Min: Distance from ROW necessary to accommodate zones A and B. Max: Up to 10' non-residential uses. Up to 15' residential uses | Min: Distance from ROW necessary to accommodate zones A and B. Max: Up to 10' non-residential uses. Up to 15' residential uses. | Up to 10' non-residential uses. Up to 15' residential uses | ✓ | NA | W Central Complies DENSITY BONUS WAIVER for Liberty setback | ✓ | W Fairmount Complies DENSITY BONUS WAIVER for Liberty setback | W Richmond Complies DENSITY BONUS WAIVER for Central setback | Property line setbacks comply at A North (Willow and Richmond) B along Central and Cs at Fairmount. |
| 5 | A2.01 Building Plan Sheets | | **Net Result: 4' min. to back of sidewalk and 14'min from face of curb to face of building. Residential maximum 15' from PL. Non-residential maximum 10' from PL.** | **Net Result: "0" minimum, 10' from curb to back of sidewalk/face of building, Residential maximum 15' from PL. Non-residential maximum 10' from PL.** | **Net Result: 10' Setback minimum. 21' min from curb to face of building, Residential maximum 15' from PL. Non-residential maximum 10' from PL.** | | **A North Setbacks are compliant with SPASP** | NA | | | | | |
| 6 | G0.24 Frontage Diagram A2.01 Building Plan Sheets & L1.05-6 | Side Setback | 0'-0" | 0'-0" | 0'-0" | 0'-0" | ✓ | NA | ✓ | ✓ | ✓ | ✓ | None of the Parcels have a side yard adjacent to a non BART property. |
| 7 | A2.01 Building Plan Sheets | Rear Setback | | | | | ✓ | NA | ✓ | ✓ | ✓ | ✓ | None of the Parcels have a rear yard adjacent to a non BART property. |
| 8 | A2.01 Building Plan Sheets | Pedestrian Access | Street fronting ground floor units and spaces to have individual entries along front. Upper floor units and spaces to be accessed by common entry along front. | Street fronting ground floor units and spaces to have individual entries along front or side streets. | Street fronting ground floor units and spaces to have individual entries along front or side streets. | Ground floor units and spaces to have individual entries along front or side streets. | ✓ | NA | ✓ | ✓ | ✓ | ✓ | Ground floor individual entries will be incorporated to the greatest extent possible throughou Where front porche space occurs it shall be ADA accessible from the unit |
| 9 | A2.01 Building Plan Sheets | Vehicular Access | Max. 24' 2-way driveways, min. 100' apart. Side access on corner lots | Max. 24' 2-way driveways. Side access on corner lots | Max. 20' 2-way driveways, and 10' 1-way driveways | n/a | ✓ | NA | ✓ | ✓ | ✓ | ✓ | Vehicular access driveways will be compliant throughout. |

## BUILDING FROM BASED ON STREET TYPE STANDARDS

| Project Reference Number | Diagram Sheet Reference if Applicable | | Fairmount Ave (Major Commercial) | Central Ave, West of Ohlone Greenway (Gateway Street) | Liberty St., Richmond St., Willow St., Central Ave. East of Ohlone Greenway (Neighborhood Street, Central Ave & Willow Standard revised in 2022 SPASP Updates) | Ohlone Greenway | Parcel A-North | Parcel A South. (Building Entitled, For Reference only ) | Parcel B | Parcel C-East | Parcel C-West | Parcel D | DISCUSSION |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10 | A3.50 Building Section Sheets | Upper Floor Setbacks | | | | | AB-2923 | NA | AB-2923 | AB-2923 | AB-2923 | AB-2923 | Compliance with the shadow and upper floor stepbacks during winter solstice at 1:30 would in a significant loss of density for parcels all parcels except the C parcels. Use of AB-2923 is necessary in order to comply with the BART TOD density standards. |
| 11 | A3.50 Building Section Sheets | Ceiling Height Ground Floor (fin. Floor to fin. Ceiling) | 14'-0" min. clear to allow for flex space | 14'-0" min. clear to allow for flex space | 14'-0" min. clear for commercial 10'-0 clear for residential. | 9'-0" min. clear | ✓ | NA | ✓ | ✓ | ✓ | ✓ | It is anticipated that this project will comply with the intent of this standard. It is important t have some flexibility on ceiling height to account for grade variations and because of modula construction a few townhouse in Building B. |
| 12 | A3.50 Building Section Sheets | Ceiling Height Upper Floors (fin. Floor to fin. Ceiling) | 9'-0" min. clear | 9'-0" min. clear | 9'-0" min. clear | 9'-0" min. clear | ✓ | NA | ✓ | ✓ | ✓ | ✓ | It is anticipated that this project will comply with the intent of this standard. Clarify whether 9'0 is intended as a net dimension from floor finish to ceiling finish since a ty 9'-0 wall height will result in a net ceiling height of approximately 8'-10" Clarify if that meets intent of the code. |
| 13 | A2.01-02 Building Plans Sheets | Building Length | 200' Max. | 300' max. | 200' max | 200' max | W over 200' on Willow Street (228' with multiple façade breaks) | ✓ | W over 200' on Liberty Street (280' with multiple façade breaks) | ✓ | ✓ | W over 200' on Richmond Street (230' with multiple façade breaks) | Building length exceeds the 200' maximum along the ground floors facades of parcels: A-North,(Willow Street), B (Liberty Street), and D (Richmond street). Significant massing break provided at the levels above the podium. |

# SAN PABLO AVENUE SPECIFIC PLAN CONSISTENCY MATRIX



| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14 | A3.01-02 Conceptual Elevations, for reference only | Transparency Ground Floor | 75% min. | Non-residential 50% min., Residential 30% min | Non-residential 50% min., Residential 30% min | Non-residential 50% min., Residential 30% min | ✓ | NA | ✓ | ✓ | ✓ | ✓ | This project will comply with this standard. The minimum window areas are consistent with typical window opening areas at similar residential projects. |
| 15 | | Transparency Upper Floors | 30% min. | 25% min. | 25% min. | 25% min. | ✓ | NA | ✓ | ✓ | ✓ | ✓ | |
| 16 | | Encroachments Front | 4'-0" max | 4'-0" max | 2'-0" max with ground floor commercial | not allowed | ✓ | NA | ✓ | ✓ | ✓ | ✓ | |
| 17 | | Encroachments Rear | 4'-0" max | 4'-0" max | 4'-0" max | 4'-0" max | ✓ | NA | ✓ | ✓ | ✓ | ✓ | None of parcels has a traditional rear setback. Internal rear or side setbacks border other pa within the development. |
| 18 | | 2.05.04 Allowed Frontage Types | Min. 50% Shop Frontage Max. 50% Arcade Frontage (NE side), Forecourt Frontage (NE side), Flex or Eco Frontage | Shop Frontage, Forecourt Frontage (NE side), Flex, Frontyard or Ecofront Frontage | Front Yard, Forecourt (NE side), Flex (commercial), Shop Front (commercial) | Forecourt (NE side), Flex, Frontyard, or Eco-front Max. 50%: Shop Front | ✓ | NA | ✓ | ✓ | ✓ | ✓ | Generally it is anticipated that this project will comply with the intent of this standard and w incorporate active ground floor uses to the greatest extent possible. This may also be consid a guideline rather than an objective standard as it relies on some interpretation of what kind use qualifies under what frontage category. |
| 19 | A1.01 Podium Level Site plan | 2.05.02.03.03 View Corridor. Preserve Existing Views, Design Guideline | View Corridor. Preserve Existing Views, Design Guideline | In new developments, buildings should break to ground level every 200 feet Downtown and every 300 feet Uptown and Midtown in the East-West direction to allow view corridors through the site. Distance between buildings should be no less than 25'-0" wide. These breaks can be designed as mid-block connections. See Section 2.05.06.02.03 Midblock Connections. The Zoning Administrator reserves the right to require a more context-sensitive solution if available. | | | ✓ | NA | ✓ | ✓ | ✓ | ✓ | The intent of guideline is met by providing 35' wide break between buildings above ground le to allow views to the bay between buildings |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | |

# SAN PABLO AVENUE SPECIFIC PLAN CONSISTENCY MATRIX



| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 33 | A1.50 Building Open Space Diagrams & Tables | 2.05.06.03 | The minimum width of an interior courtyard shall be the same dimension as the height of the lower of the two walls at the opposite ends of the courtyard width. **(Standard revised in 2022 SPASP Updates)** | W | NA | ✓ | W | W | ✓ | This standard is inconsistent proposed density for affordable buildings. A building five stori height at the courtyard level would require a courtyard 50- 55 feet wide. Courtyards at Par East and C-West will be approximately 35 feet wide and will be open at one end |
| Project Reference Number | Diagram Sheet Reference if Applicable | 2.05.06.04 | Public/Private Shared Space Type Design Standards. Public Open Spaces provided: Plazas and Greenway | Fairmount Plaza (Plaza) | | Shifted Ohlone Greenway (Greenway) | | Existing Ohlone Open Space (Plaza) | Existing Ohlone Greenway (Greenway) | DISCUSSION |
| | L1.0 Overall Landscape sheets for reference | 2.05.06.04.02 | Plazas | | | | | | | |
| 34 | | A. | A . Provide plazas to be a minimum of 10 feet deep, 20 feet wide with a maximum of 50% lot frontage. The average dimension should be 40 feet with a minimum of 1,500 sf for corner plazas and 2,000 sf for internal plazas (forecourts) | ✓ | NA | NA | ✓ | ✓ | NA | It is anticipated that the Public open spaces will comply with the intent of these standards. |
| 35 | | D. | D. Minimize shade from the adjoining building and ensure 50% of the open space is free of shadow during 2/3 of daylight hours (sunrise to sunset). Do not locate on the north facing edge of a building. | NA | NA | NA | ✓ | ✓ Standard depends on time of year | NA | It is anticipated that the Public open spaces will comply with the intent of these standards. |
| 36 | | H. | H. Provide up to 15 foot front residential setbacks for buildings that front onto the plazas. | NA | NA | NA | ✓ | ✓ | NA | No minimum setback required. Buildings on C parcels have active ground uses facing Fairmo Plaza with no setback |
| 37 | | J. | J. Provide a minimum of 75% transparency on the ground floor façade, provide upper floors with balconies and other uses to promote interaction between the private and public realms. | NA | NA | NA | C | C | NA | **C-East and C-West meet the ground floor transparency standard. Concession requested on balconies overlooking plaza. This Concession is part of the Concession requested for Balcor at street frontages, per standard 2.05.06.02.01.02. Refer to Line 32 above. ~~Buildings do no the Ohlone Open Space Refer to applicant statement.~~** |
| | | 2.05.06.04.04 | Greenways/Creek Greenways | | | | | | | |
| 38 | | A. | Provide greenways (excluding the creek)to be to be a minimum 30 feet wide. | NA | NA | NA | NA | NA | NA | **Standard not applicable. None of the parcels front on a greenway or creek greenway. Parc North complies with set back standards at Ohlone Greenway.** |
| 39 | | G. | Provide 15 foot front setbacks for residential uses on greenways to provide "eyes on the park" and activate the space | NA | NA | NA | NA | NA | NA | **Standard not applicable. None of the parcels front on a greenway or creek greenway. Parc North complies with set back standards at Ohlone Greenway.** |
| 40 | | H. | For developments fronting on creek greenway, provide a minimum of 50% transparency on the ground floor facade. Provide doors leading to creek greenway and balconies on upper floors. | NA | NA | NA | NA | NA | NA | **Standard not applicable. None of the parcels front on a creek greenway. Parcels A-North a comply with ground floor transparency standards at Ohlone Greenway,** |
| | | | ***BUILDING ARTICULATION*** | | | | | | | |
| Project Reference Number | Diagram Sheet Reference if Applicable | 2.05.03 | Building Articulation, Variable Wall Plane and Height, Materials & Textures and Frontage Types | Parcel A-North | Parcel A South. (Building Entitled, For Reference only ) | Parcel B | Parcel C-East | Parcel C-West | Parcel D | DISCUSSION |
| 41 | A3.01-02 Conceptual Elevations, for reference only | 2.05.03.02 | Variable Wall Plane and Height, | ✓ | NA | ✓ | ✓ | ✓ | ✓ | Project design will comply with the intent of this guideline and the various standards on build articulation such as overhangs, transparency, building entries. |
| 42 | | 2.05.03.03 | Colors, Materials and Textures | ✓ | NA | ✓ | ✓ | ✓ | ✓ | Project design will comply with the intent of this guideline. |
| 43 | | 2.05.03.04 | Frontage Types | ✓ | NA | ✓ | ✓ | ✓ | ✓ | Generally it is anticipated that the parcels will comply with the intent of these standards. As clarified by Planning, different frontage types can be applied to the same façade and used interchangeably. Porches are permitted to be above the adjacent grade as long as building m ADA requirements. |
| | | | ***SUSTAINABLE DESIGN ELEMENTS & PUBLIC ART*** | | | | | | | |
| Project Reference Number | Diagram Sheet Reference if Applicable | 2.05.05 | Sustainable Design Elements and Public Art | Parcel A-North | Parcel A South. (Building Entitled, For Reference only ) | Parcel B | Parcel C-East | Parcel C-West | Parcel D | DISCUSSION |
| 44 | TM-10 Stormwater Control Plan | 2.05.05.01 | General Energy Reduction including use Solar Power and Wind Power | ✓ | NA | ✓ | ✓ | ✓ | ✓ | Project design will comply with the intent of these guidelines. Clarifications may be needed some of the specific guidelines. |
| 45 | | 2.05.05.02 | Ecology including Plant Selection, Access to Open Space, Green Infrastructure and Urban Farming | ✓ | NA | ✓ | ✓ | ✓ | ✓ | Project design will comply with the intent of these guidelines. Clarifications may be needed some of the specific guidelines. |

# EL CERRITO PLAZA BART TOD
# APPLICANT STATEMENT & PROJECT NARRATIVE
# AB 2923 Ministerial Entitlement Application #PL23-0024

~~August 2, 2023~~
v.2 Revised October 11, 2023 per City Review #1
v.3 Revised December 11, 2023 per City Review #2

Related California, Holliday Development, and Satellite Affordable Housing Associates (SAHA) are pleased to submit this formal AB 2923/SB 35 Development Application to the City of El Cerrito Planning Division for the El Cerrito Plaza BART TOD Master Plan (the 'Master Plan') in accordance with local goals and objectives, Assembly Bill 2923, BART policies, and state legislation, as applicable.

**Development Vision.** The El Cerrito Plaza BART TOD master plan is a public-private partnership between the San Francisco Bay Area Rapid Transit District (BART), the City of El Cerrito, and the development team comprised of Related California, Holliday Development, and SAHA. The master plan will transform roughly 6.5-acres of existing BART-owned surface parking lots and city-owned land (excluding BART station) right-of-way into a mixed-income, mixed-use transit-oriented community to creating a central downtown node for existing and future residents, patrons, businesses, commuters, and visitors.

The development concept for the master plan is guided by four key principles: 1) maximize much needed housing while respecting the neighborhood context and enhancing connection to the station through flexible, sustainable, and innovative methods, 2) serve all income ranges in a development program that utilizes off-site production to ensure financial feasibility and more effectively leverage state and local resources; 3) enhance BART ridership by creating a station with a sense of place for future residents and community members; 4) anchor El Cerrito's emerging downtown with a new public library, welcoming open spaces, and improved connections to the Ohlone Greenway and the surrounding neighborhoods.

**Project Site and Context.** The project site for the Master Plan is roughly 6-acres in size excluding the lot area for Parcel A South and non-developable BART station area and right-of-way. The parameters of the master plan area are bordered by the Richmond Street to the east, Fairmount Avenue to the south, Liberty Street to the west, and Willow and Elm Streets to the north. The immediate land uses surrounding the plan area include a mix of low-density residential towards the east, west, and north and the El Cerrito Plaza Shopping Center to the south of the master plan area.

Project Address: 6699 Fairmount Ave, El Cerrito, CA 94530

Assessor Parcel Numbers: 504-130-031-09, 504-122-010-03, 504-121-017-09, 504-050-012-05

**Project Description.** This application proposes the development of up 673 new residential units for various household incomes and sizes, a roughly 20,000 square-foot public library for the City of El Cerrito, roughly 2,100 square-feet of commercial ground-floor retail, 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. The development will be built across several phases and five buildings as listed in Table 1 below. Building heights will range from 5- to 7-stories with architecture that incorporates varying wall planes, attractive exteriors, and building fenestration to break up massing.

Table 1. Base Development Scenario

| Parcel | Residential Units | Non-Residential | Auto Parking | Bike Parking |
|---|---|---|---|---|
| Parcel B | 259 Market Rate | 600 SF Retail | 145 BART; 129 Resident Spaces | 389 Spaces |
| Parcel C-East | 84 Affordable | 1,500 SF Retail | 42 Spaces shared with Parcel C West | 130 Spaces |
| Parcel C-West | 79 Affordable | 20,000 SF Library | 0 Spaces | 120 Spaces |
| Parcel A-North | 133 Market Rate | n/a | 66 Spaces | 200 Spaces |
| Parcel D | 118 Affordable (61-80% AMI) | n/a | 0 Spaces | 180 Spaces |
| **Totals:** | **673 Units** | **22,100 SF** | **382 Spaces** | **1,019 Spaces** |

Parcel A South – Reference Only. This application package does not include details on Parcel A South, a 70-unit affordable housing development, which was processed under a separate streamlined ministerial application ahead of this master plan application. Entitlement approval for Parcel A South only was granted via AB 2923/SB35 on April 3, 2023. All project data and plans provided for Parcel A South (e.g. unit count, site plan) within this application are included for reference only.

**Entitlement Process.** BART is the property owner of record for the majority of the Project site and thus the project is deemed eligible for ministerial permit streamlining through AB 2923 (Chiu, 2018). Per BART's TOD Guidelines (May 2017), the El Cerrito Plaza station is classified a 'Urban Neighborhood/City Center' TOD place type. BART's baseline zoning standards for Urban Neighborhood/City Center place types are set forth in the table below. Per AB 2923, local zoning requirements that preclude a proposed development from being constructed per the permissible building envelope prescribed below and within the TOD guidelines are deemed not enforceable.

| Allowed | | | | Vehicle Parking | | | | | Residential Bike Parking Minimum |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | Residential Density | Building Height | Floor Area Ratio | Shared | Unbundled | Minimums | Residential Maximum | Office Maximum | |
| Residential | 75 dwelling units per acre (DU/a) | 7 stories | 4.2 FAR | Not prohibited | Not prohibited | No minimum for any use | 0.5 spaces per unit | 1.6 spaces per 1,000 square feet | 1 secure space per unit |

Zoning District: San Pablo Avenue Specific Plan (Updated December 2022)
Transect Zone: Transit Oriented Higher Intensity Mixed Use (TOHIMU)

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

Conveyance and Development of City-Owned Parcel. The City of El Cerrito owns a 0.38-acre parcel of land, referred as "Parcel 5", located between the proposed Building D and the BART ROW that extends from Fairmount to Central Avenues. This application plans for the potential conveyance of the city-owned parcel to BART to maximize the efficiency and density of Building D for affordable housing to serve lower-income households earning up to 80% AMI. If Parcel 5 is not conveyed from the City to BART, the proposed density of Building D will be 88 units instead of 118 units.

Density Bonus Law Waivers and Concessions. As this Master Plan application includes 24% of the total on-site units reserved for lower-income households up to 60% AMI within Parcels C-East and C-West, the application is eligible for three (3) concessions and incentives in addition to waivers and reductions of development standards as allowed by State Density Bonus Law. As noted above, Parcel D is projected to include 118 units serving lower-income households earning between 61-80% AMI which increases the on-site affordability for this entitlement application to 41.7%. The project will conform with the objective standards set forth in the San Pablo Avenue Specific Plan; however, where compliance is not feasible the project will request waivers and/or concessions, as applicable, to objective standards.

As listed in Sheets G0.30, G0.31, and G0.32 of the plan set ("SPASP Consistency Matrix") and explained below, the Project is currently requesting one concession and several waivers from the specific development standards which would otherwise have the effect of physically precluding construction of the Project at the proposed density. The Project hereby reserves its right to identify and request additional waivers and any concession or incentives deemed necessary as the Project advances through the City's review and approval process.

**DELETED 12/11/2023:** AB 2097 exempts this Project from minimum parking requirements. ~~**Section 2.03.02.01 Commercial Vehicular Parking (Waiver Requested).** The Code requires that commercial buildings over 3,000 SF, a parking ratio of 1/1,000SF will be required. For the public library base scenario, this would necessitate roughly 20 commercial parking stalls with Parcel C West. Compliance with this standard would prevent the building from being developed at its permitted density within the proposed building envelope. A waiver is being requested from this requirement.~~

1. **Section 2.04.02 Setbacks (Waiver Requested).** The master plan generally complies with the required Sidewalk Activity Zone and Ground Floor Front Setback requirements on all street frontages with the exception of limited locations for Parcels B, C-West, and D. A waiver is being requested from the sidewalk activity zones, ground-floor front setbacks for Parcels B, C-East, and D as compliance would result in the reduction of the building area that is required to accommodate the Parcels at their allowable and proposed densities.

2. **Section 2.05.02.03.03 Building Length and Views (Waiver Requested).** Views are maintained from the BART elevated platform towards the Bay; however, the break between buildings does not continue all the way to grade for Parcels A-North, B, and D in the intervals required per the SPASP. The development cannot break to ground level every 200' in the Downtown area to allow view corridors without hindering the project from being developed at its permitted density per AB 2923. A waiver is requested for above mentioned parcels.

3. **REVISED 10/11/2023: Section 2.05.06.01 Private Open Space (1 Concession Requested).** Applicant is requesting one (1) concession from the SPASP's on-site private and common open space requirements for Parcels C-East and C-West (affordable housing buildings), specifically the following interwoven open space standards: 1) the minimum 80SF per unit open space provision, 2) that 30% of the min required open space shall be for individual units, and 3) requirement that balconies shall be incorporated along street-facing elevations and fronting plazas.

   The minimum on-site open space requirements for Parcel C East is 6,720 SF, and 6,320 SF for Parcel C West, respectively. Parcel C East includes a total of approximately 5,697 SF of open space through a 5,337 SF central landscaped courtyard with 360 SF of private patios distributed between six (6) units located on the podium-level (2nd floor) – a deficit of 1,023 SF . Parcel C-West proposes 6,731 SF courtyard on the podium level that exceeds the minimum amount noted above. However, neither of these affordable housing buildings can provide the minimum 30% private individual open space standard (3,912 SF combined).

   Modifications to the building layouts and floor plan designs to accommodate the private common and individual open space minimums per the SPASP would adversely impact the design and construction efficiency of the unit stack of the 1-, 2-, and 3-bedroom units. An efficient unit stack is an imperative design and construction strategy to ensure that affordable housing buildings are constructed in a practical and cost-effective manner. Installing private porches, patios, street-facing and/or and non-street facing balconies on the upper floors to achieve the 30% individual open space minimum will result in an increase construction costs and design coordination with respect to structural integrity, waterproofing, exterior building maintenance, etc. that will require additional public subsidy investments to finance the development of the projects. Further, the expansion of the central common open space courtyard for Parcel C East would carve into and reduce the square-footage of the unit floor plans and result in reduced density and standardized floor plans that support cost effectiveness. Rooftop common open space for Parcel C East would be cost prohibitive and would conflict with current CBC energy code requirements for rooftop solar PV systems to offset electricity usage of the building.

   Nevertheless, residents of each building will have access to private common open rooms at the podium-levels, including access to the shared community room in Parcel C East, as well as the future

public plaza. This concession request would not cause a public health or safety problem, would not harm any historical properties, or otherwise be contrary to law.

Note: In lieu of the required private open space amount being provided, the Master Plan is providing a significant community gathering open space node for public access and use along Fairmount Avenue that can offset the lack of private open space provided on the above-referenced parcels.

4. **Section 2.05.06.03 Courtyard Width (Waiver Requested).** Parcels A North, C-East and C-West do not meet this width to height ratio for the interior courtyard and will request a waiver. The expansion of the courtyard width would result in the loss of square-footage for the units within the buildings noted above and reduce the Project by its allowable density. As noted in #3, for the affordable buildings, reduction of the unit sizes may jeopardize compliance with TCAC's minimum bedroom size requirements for large family projects and impact projects' feasibility for funding.

5. **REVISED 10/11/2023: Sections 2.05.06.04.02 Plazas and Section 2.05.06.04.04 Greenways (Waiver Requested).** The Project requests a waiver from the 15-foot front residential setback for buildings that front plazas, because the aforementioned requirement would encroach into the size of the residential units of Parcels C East and C West and result in the reduction of allowable units from is the density permissible under the SPASP and AB 2923 baseline zoning standards. Compliance with the development standards would cut overall massing and floor plates of the building.

6. **NEW 12/11/2023: Section 2.04.02.02.01 Shop Frontage and Commercial Uses (*1 Concession Requested Contingent on Library Ballot Measure Outcome)*.** The FBC Summary – Regulation by Street Type (gg. 02-3 of the SPASP) states that there shall be a minimum of 50% Shop Front Frontage Type for the Major Commercial Street which applies to Parcel C West and C East. Section 2.05.04.03 of SPASP (pgs. 02-82 and 02-83) includes the required configuration and elements of said frontage type. The alternative Parcel C West ground floor plan without the library complies with the ground-floor ceiling height range requirement and the minimum 75% glazing requirement along the ground floor. This aforementioned section does not mandate a commercial land use and tenant space on the ground-floor; however, instead states that the shop front frontage type is "conventional for retail frontage" and "most appropriate for active commercial uses", which are not objective standards.

   Should the El Cerrito public library ballot measure for financing be unsuccessful **and** a minimum of 50% of the Parcel C West and C East combined ground-floor frontages facing Fairmount Ave be required to have commercial space, the Project Sponsor is entitled to utilize one (1) Density Bonus concession given that the financial relief granted by the concession will result in an identifiable and

actual cost reduction for both projects by reducing the soft and hard costs associated with the design, coordination, and build-out of the commercial areas.

If the new public library ballot measure is successful, the Fairmount Avenue frontage along Parcels C East and C West is planned to cumulatively achieve a minimum of 50% of non-residential commercial and civic land uses on the ground-floor.

***Conflict with AB 2923 Baseline Zoning Standards***. In addition to the requested waivers, the development standards cited below are found to be in conflict with the permissible building envelope per BART's AB 2923 baseline development standards and thus are not applicable for the project. These standards are listed below for reference for staff as those that would otherwise limit the height and density permitted within BART TOD place type:

7. **Sections 2.02.02.04 and 2.033.03.01 Building Height, Upper Floor Stepbacks, and Shadows.** Compliance with the shadow and upper floor setback requirements at winter solstice at 1:30 pm would result in a significant reduction of density on all housing development parcels. This would require the reduction of building heights and/or modification to the building stack design that would hinder the buildings' ability to meet the minimum densities allowed. Further, the upper floor setbacks do conflict with the allowable height under the AB 2923 baseline zoning standards for the site's placement type designation.

**Vesting Tentative Tract Map Written Statement Findings.** Per the Tentative Subdivision Map Application Submittal Requirements, below is the written statement that describes the Project and give reasons why the application should be approved:

a) How the proposed subdivision will benefit the City of El Cerrito?

The proposed Vesting Tentative Tract Map (VTTM) subdivision for the ECP-TOD will reconfigure the eight (8) existing parcels of land at and immediately surrounding the El Cerrito Plaza BART Station into nine (9) newly formed fee-simple parcels plus up to two (2) condominium air-rights parcels that will delineate ownership and leasehold interest boundaries for each housing development, the BART rights-of-way, public open space area(s), the proposed public library, and BART-operated parking garage within Parcel B.

The proposed subdivision will benefit the City of El Cerrito ("City") in that parcels for each common area, housing development, and public and private rights-of-way will be clearly delineated to indicate ownership and leasehold interests between all parties including landowners, developers/lessees, government agencies, and special districts. The subdivision will enable the development of much-needed rental housing most proximate to high-quality transit for all income levels. Further, the VTTM,

b) Describe how the proposed subdivision will be compatible with surrounding land uses, enhance the development of the general area, and create an attractive and safe environment.

i. *Compatible with Surrounding Land Uses*. The proposed VTTM aligns with the applicable subdivision and lot configuration requirements within the San Pablo Avenue Specific Plan (SPASP) and Title 18 (Division of Land) within the City's El Cerrito Municipal Code, unless where Density Bonus waivers and/or concessions are requested. Further, the Project site is predominantly located on BART-owned land which deems the Project eligible for special consideration under AB 2923. BART's 2017 TOD Guidelines classifies this site as "Urban/City Center" which establishes minimum baseline zoning standards to allow for high-density residential and intensity land uses.

Although, the scale and intensity of the proposed Project and VTTM does not presently mirror the development pattern of the immediately surrounding neighborhoods, the Project is consistent with local and state policies to focus high-density housing at and near transit station at all income levels.

ii. *Enhance the Development of the General Area*. The construction and development of the ECP-TOD master plan will transform roughly 750 automobile parking spaces into a vibrant mixed-use, mixed-income TOD that will include 743 new residential units, a potential 20,000 square-foot public library, up to 2,100 square-feet of commercial retail, a 143-space BART replacement garage, and a series of multi-modal transportation access and connectivity improvements and public open spaces.

iii. *Create an Attractive and Safe Environment*. The proposed VTTM and Project as a whole will create an attractive central node of activity with new housing, a brand-new public library, and central landscaped open space plaza for the existing and future community in El Cerrito. The design of the VTTM balances the public and private realm while maximizing ground-floor street activation at the pedestrian scale to create an environment that encourages walking and biking over single-use automobile ownership.

c) Will the proposed subdivision be consistent with all elements of the General Plan and any applicable Specific Plans of the City of El Cerrito?

The proposed VTTM will be consistent with the applicable lot configuration requirements and policies within the General Plan land use designation and SPASP zoning district of Transit-Oriented Higher Intensity Mixed-Use (TOHIMU) that enable the development of high-density residential TODs near high-quality transit stations. The subdivision will create parcels for each housing development (affordable, mixed-income, and market-rate) that further supports the City in reaching its RHNA goals within the 6th Cycle Housing Element while also adjusting property boundaries to support the construction of public open space areas and multimodal infrastructure to support pedestrians, bicyclists, transit riders and commuters, and motorists.

d) Is the site physically suitable for the type and density of development being proposed?

The Project site for the master plan includes roughly 6-acres of surface parking lots (excluding 0.48-acre lot area for Parcel A South). Each housing development will be directly accessible by one or more private and/or public streets that can adequately provide first-responder access in the event of an emergency. Each of the housing development parcels will be able to adequately accommodate the proposed density and intensity of the structures and will be designed and built to the applicable fire, life and safety requirements to minimize any risk of existing or proposed buildings within the TOD master plan area. The Project site is also located along or within proximity to streets with adequate utility infrastructure to support the proposed developments.

e) Is the design of the subdivision or proposed improvements likely to cause substantial environmental damage or substantially injure fish or wildlife or their habitat?

No, the proposed VTTM subdivision and proposed improvements will not cause substantial environmental damage or substantially injure fish or wildlife or their habitat. The entire Project site predominantly consists of large surface parking lots owned and operated by BART that serve transit riders and commuters. Current site improvements include paving, parking lot lighting, striping, accent landscaping, and existing trees. Several of the existing mature trees are intended to be removed to accommodate the proposed development; however, precautionary measures will be taken to ensure that no significant biological resources are present within the trees at the time of their proposed removal.

f) Will the design of the subdivision or type of improvements adversely effect the health or safety of persons residing or working in the vicinity, or be detrimental to the public health, safety and welfare?

No, neither the building design nor the proposed VTTM, including their improvements, will adversely affect the health or safety of persons living or working in the vicinity, nor be detrimental to their public health, safety, and/or general welfare. Construction of the TOD master plan will occur in several phases to minimize the impact on the existing surrounding neighborhood to the greatest extent feasible. The building designs and on- and off-site improvements are intended to enhance the experience of the existing and future residential communities by incorporating safer multi-modal access improvements that support walking, biking, usage of public transit, rideshare, and personal vehicles

g) Will the design of the subdivision or type of improvements conflict with easements, acquired by the public at large, for access through or use, of property within the proposed subdivision?

No, the design of the VTTM considers existing public agency improvements and requirements, specifically the City of El Cerrito and BART. The proposed VTTM considers the findings and applicable recommendations of the Berkeley - El Cerrito Corridor Access Plan ('BECCAP') and the El Cerrito Plaza BART Station Access Study ('Access Study') to improve multi-modal access to/from the El Cerrito Plaza BART Station while considering past and evolving transit and commute patterns as the TOD master plan area gradually develops parcel and parcel.

h) Is the site where the subdivision is proposed located on a hazardous waste and substances site (pursuant to Government Code Section 2.65962.5).

No, the Project site is neither located on a hazardous waste and substances site or the Cortese List. Citadel-EHS, an environmental consulting firm, completed a Phase 1 Environmental Site Assessment (ESA) which confirmed that the Project area is not located a hazardous waste and substances site. Phase 1 ESA is available upon request.

i) Existing use or uses of the property;

As noted above in Section E, the TOD master plan area predominantly consists of 6.5-acres of BART-owned and -operated surface parking lots with additional land area reserved for the El Cerrito Plaza BART station and related infrastructure (e.g. BART substation). The site does not include any existing or occupied residential and/or commercial structures.

j) Proposed use or uses of the property; if property is proposed to be used for more than one purpose, the area, lots or lot proposed for each type of use shall be shown on the tentative map

See Tentative Map plans and table below for more details.

| Parcel Name | Parcel Size | Proposed Land Use | Affordability |
|---|---|---|---|
| Parcel A South | 0.48 Acres | Residential | Affordable (up to 60% AMI) |
| Parcel B | 1.86 Acres | Residential with Ground Floor Podium Parking and Micro-Retail | Market-Rate |
| Parcel C East | 0.65 Acres | Residential with 1,500 SF of Commercial/Retail | Affordable (up to 60% AMI) |
| Parcel C West | 0.68 Acres | Residential with 20,000 SF Public Library | Affordable (up to 60% AMI) |
| Parcel D | 0.76 Acres | Residential | Affordable (61-80% AMI) |
| Parcel A North | 1.05 Acres | Residential | Market-Rate |
| Parcel E | 0.26 Acres | Public | N/A |
| Fairmount Plaza | 0.35 Acres | Public Open Space | N/A |
| BART Remainder | 2.0 Acres | BART Station and Oak Street Busway Terminal | N/A |
| **Totals =** | **8.09 Acres** | | |

k) Statement of the improvements and public utilities, including water supply and sewerage disposal proposed to be made or installed and of the time at which such improvements are proposed to be completed:

Each of the housing developments within the ECP-TOD master plan area intends to meet with infrastructure connection and capacity requirements from the East Bay Municipal Utility District for water service, and Stege Sanitary District for sanitary sewer requirements, including the payment of applicable impact fees.

- *Public area proposed:* The build-out of the ECP-TOD master plan will include the construction of a roughly half-acre landscaped open space plaza along Fairmount Avenue that will extend from the BART right-of-way and elevated tracks to Liberty Street. In addition, the project may also include the construction of a new public 20,000 square-foot library contingent on the success of a city bond measure that will directly front and activate Fairmount Plaza.

- *Tree planting proposed:* Although the Project will require the removal of the existing mature trees to accommodate the proposed development, the ECP-TOD plans to plant new trees at along its street frontages as well as public open space areas (e.g. Fairmount Plaza) to create an attractive pedestrian and bicyclist experience while also create a node for people to gather and connect.

- *Restrictive covenants proposed:* Undetermined whether restrictive covenants will be required at this time. Upon further review of the ECP TOD entitlement application, including the VTTM, the

development team will be determined whether any covenants for public and/or private utilities are necessary.

- *Itemized estimate of construction costs to include structures, buildings and improvements for public use:* See attached for construction cost estimate for off-site improvements from BKF Engineers.

- *Justification and reasons for any exceptions to provisions of this title:* See above for requested waivers and concession per State Density Bonus law.

**Additional Information in Response to City Completeness Review #2** **December 11, 2023**

Please see the following attachments for additional information and clarifications provided in response to the Completeness Review Letter #2, dated November 9, 2023.

Attachments:

1. Applicant Statement Revision v.3, dated December 11, 2023
2. Response to Project Status Letter (Excel), dated December 5, 2023
3. SPASP Consistency Matrix, revised December 5, 2023
4. ECP TOD Mater Plan Plant Palette, dated December 4, 2023
5. ECP TOD Stormwater Control Plan, revised December 5, 2023
6. ECP TOD Tentative Map Sheets, revised December 5, 2023
7. ECP TOD Transportation Analysis, revised November 6, 2023

**Additional Information in Response to City Completeness Review** **October 11, 2023**

The following supplemental information is provided in response to City of El Cerrito Completeness review, dated September 01, 2023.

*a.* **Planning Comment #8:** *Provide General description of amenities provided within each Building.* Each of the residential buildings will include shared amenities consistent with similar residential buildings located in transit-oriented neighborhoods. The amenity spaces indicated on the conceptual building plans for each parcel suggest the general scale and arrangement of the shared amenity spaces. The final arrangement design of these facilities will be included with the final design package for each parcel, prior to submittal for building permit. All on site amenity spaces are intended for the exclusive use of the residents of that parcel. These spaces are not available for public use.

- Market Rate Rental Housing (Parcels A-North and Parcel B), The market rate buildings will include the following indoor amenity spaces
    - A shared entry lobby space with informal space for gathering and waiting, mail area and space for package delivery. This area may include space for part time leasing staff.
    - Common lounge space for residents that accommodates gatherings as well as informal use as work space. This space will likely be located adjacent to shared outdoor space at residential courtyard. See additional description of residential courtyards below.
    - Administrative offices for on site staff.
    - Fitness space that may be located either on courtyard or on other building frontage. The conceptual plans for Parcel A-north indicate a Fitness area at the ground floor fronting on the Ohlone Greenway, and adjacent to the shared bike room.
    - Shared work space may be provided at Building B
    - Limited residential storage space may be provide if space allows. This would consist of secure storage lockers that residents could lease on a monthly basis.
    - Outdoor amenities will include shared gathering area at residential courtyard, with barbecue space plus other smaller outdoor gathering areas. See below for additional description of residential courtyards.
    - Secure bike parking areas will include area for bike maintenance and repair.

- Affordable Rental Housing (Parcels C-West and C-East): These affordable housing buildings are anticipated to include the amenity spaces outlined below. These affordable housing phases are intended to serve large-family households with an unit mix comprised of 1-, 2- and 3-bedroom units.
    - A shared entry lobby space with a waiting area, and mail area.
    - Administrative offices for on-site property management staff. Additional on-site offices will be provided for staff providing resident services.
    - Common lounge space for residents that accommodates social gatherings, resident workshops and programs, as well as informal use as a work space. See additional description of residential courtyards below.
    - Shared laundry space. Individual washers and dryers will not be provided in the affordable units and therefore a common laundry room will be provided for each building. The shared laundry will be provided in a location convenient and accessible to all residents. Where feasible, the laundry room will have access to the common outdoor open space.

- Outdoor amenities will include shared gathering area at residential courtyard, plus other smaller outdoor gathering areas. See below for additional description of residential courtyards.
- Secure bike parking room will be enclosed and secured and include area for bike maintenance and repair.

- Affordable Rental Housing Parcel D (61-80% AMI): Parcel D will include the amenity spaces outlined below. The affordable housing at Parcel D will generally consist of units intended to serve smaller households with a planned unit mixed of studios, and 1- and 2-bedroom units.
  - An entry lobby space with small waiting area and mail area
  - Administrative offices for on-site staff.
  - Common lounge space for residents that accommodates gatherings as well as informal use as work space. This space will likely be located at ground floor in a location that provides activation to the street frontage and or the Ohlone Greenway.
  - Outdoor amenities will include shared gathering area at ground floor terrace overlooking Ohlone Greenway.
  - Secure bike parking areas will include area for bike maintenance and repair.

*b.* **Planning Comment #10:** *Provide concept landscape Designs for Interior Building Courtyards:*
The following is a general description of the landscape design for the residential courtyards at each building. The design of these shared outdoor areas will be consistent with similar residential courtyards located in transit-oriented developments. The interior courtyards are for the shared use of residents and will not be open to the public. The final configuration of these facilities will be further developed in parallel with the detailed building design for each parcel and will be incorporated into final design package for each parcel, prior to submittal for building permit.

- Residential Courtyard at Parcel A-North (Level 2)
  - The primary courtyard space will face to the east to get morning sun. Dwelling units along the west side of the courtyard will provide acoustic screening from the elevated BART tracks.
  - The primary courtyard space will consist of a combination of shared gathering space adjacent to the amenity zones, smaller gathering spaces and circulation.
  - A portion of the units at the courtyard levels will have private patios facing the courtyard with direct access from the adjacent unit. Private patios will be visually screened from larger courtyard with plantings and landscaping.
  - Plantings will be provided throughout the courtyard to provide an inviting outdoor space for residents. Some portion of these planted areas may be designed as "flow through planters" that will function as part of the storm water management system.
  - Lighting will be integrated into the courtyard design to ensure that the courtyard is safe and inviting in the evening hours, while avoiding unnecessary glare at units facing the courtyard.
  - The courtyard at A-North is not intended to be connected to the courtyard at A-South. The courtyard space along the south side of the parcel will most likely be a combination of private patios for courtyard level units and planted areas, including potential flow through planters.

- Residential Courtyard at Parcel B, (Level 3)
    - The primary courtyard space will be centrally located in the block to provide green space exposure to the maximum number of dwelling units.
    - The primary courtyard space will consist of a combination of shared gathering spaces smaller gathering spaces and circulation.
    - A portion of the units at the courtyard levels will have private patios facing the courtyard with direct access from the adjacent unit. Private patios will be visually screened from larger courtyard with plantings and landscaping.
    - Plantings will be provided throughout the courtyard to provide an inviting outdoor space for residents. Some portion of these planted areas may be designed as "flow through planters" that will function as part of the storm water management system.
    - Lighting will be integrated into the courtyard design to ensure that the courtyard is safe and inviting in the evening hours, while avoiding unnecessary glare at units facing the courtyard.
    - The courtyard at B is not intended to be connected to the courtyard at C-West or C-East The courtyard space along the south side of the parcel will most likely be a combination of private patios for courtyard level units and planted areas, including potential flow through planters.

- Residential Courtyard at Parcel C-West (Level 2, above Library)
    - The primary courtyard is currently designed to be open to the West to provide daylighting into the podium courtyard.
    - The podium courtyard will consist of a combination of gathering space adjacent to the amenity zones, smaller gathering spaces and circulation. The anticipated target population to be served in Parcel C-West will be large family households; thus, the courtyard area will include play areas for children and amenities to support community gathering, recreation, etc.
    - If the city's library parcel tax measure is successful, the 2nd floor courtyard may include a skylight or other opening to provide day light into the ground-floor library below. The skylight, if any, will protected from the surrounding courtyard space.
    - A portion of the units at the courtyard levels may have private patios facing the courtyard with direct access from the adjacent unit. If private patios are provided, they will be visually screened from larger courtyard with plantings and landscaping.
    - Plantings will be provided throughout the courtyard to provide an inviting outdoor space for residents. Some portion of these planted areas may be designed as "flow through planters" that will function as part of the storm water management system.
    - Lighting will be integrated into the courtyard design to ensure that the courtyard is safe and inviting in the evening hours, while avoiding unnecessary glare at units facing the courtyard.
    - The courtyard at C-West is not intended to be connected to the courtyard at Parcel B. The courtyard space along the north side of the parcel will most likely be a combination of private patios for courtyard level units and planted areas, including potential flow through planters.

- Residential Courtyard at Parcel C-East (Level 2)
    - The primary courtyard space will be open to the South to provide good daylighting in the courtyard.

- The primary courtyard space will consistent of a combination of shared gathering space adjacent to the amenity zones, smaller gathering spaces and circulation. Similar to Parcel C West, this building is also currently anticipated to serve large family households and courtyard programming will include amenities for children, parents, and other residents to utilize for recreation, workshops, etc.
- A portion of the units at the courtyard levels may have private patios facing the courtyard with direct access from the adjacent unit. If private patios are provided, they will be visually screened from larger courtyard with plantings and landscaping.
- Plantings will be provided throughout the courtyard to provide an inviting outdoor space for residents. Some portion of these planted areas may be designed as "flow through planters" that will function as part of the storm water management system.
- Lighting will be integrated into the courtyard design to ensure that the courtyard is safe and inviting in the evening hours, while avoiding unnecessary glare at units facing the courtyard.
- The courtyard at C-East is not intended to be connected to the courtyard at Parcel B. The courtyard space along the north side of the parcel will most likely be a combination of private patios for courtyard level units and planted areas, including potential flow-through planters.

- Residential Open space at Parcel D-West (Level 1)
  - Building D is a linear building located parallel to Richmond Avenue. There is no interior residential courtyard on this parcel, and there is no ground floor parking podium. The ground floor is occupied by dwelling units plus the building lobby, amenity spaces and service areas.
  - Shared open space for residents will be provided at Level 1 along the west side of the parcel, between the building and the Ohlone Greenway
  - The primary shared outdoor gathering space will be at a terrace on the west side of the building, overlooking the greenway. This terrace is located approximately 5 feet above the Greenway.
  - The remainder of the parcel on the west side of the building will be planted to provide a buffer between the terrace and the Greenway. The planted areas at Parcel D are intended to be a visual buffer to the landscape areas on the Ohlone Greenway, therefore no fence or barrier is proposed between Parcel D and Ohlone Greenway.
  - A portion of the units at the level 1 may have private patios facing the planted areas on the west or facing Richmond Street on the east. If private patios are provided at the ground level, they will be visually screened from larger courtyard with railings, plantings, and/or landscaping.
  - Some portion of the planted areas may be designed as "flow through planters" that will function as part of the storm water management system.
  - Lighting will be integrated into the landscape design to ensure that the outdoor space is safe evening hours, while avoiding unnecessary glare at units facing the courtyard.

- Dog Relief Area
  - The proposed dog relief area will be approximately 1,500 SF in area, enclosed by 4'-0 high open fence. The area will include an ADA pathway and seating, water fountain for people and dogs, trash receptacles, dog bag station, hose bib for maintenance, and either wood chip mulch,

gravel, or synthetic turf (with irrigation), depending on the city's preference. Maintenance will be provided by the City.

c. **Design of Long-Term Bicycle Parking for Residents (Transportation Comment #3)**. Long term bike storage will be designed to be consistent with the standards set forth in the APBP Essentials of Bike Parking., including standards related to access, and clear space for bicycles. Each bike room will include a mix of floor mounted and high-density bike racks, with the high-density spaces not exceeding 60% of the total required long-term bike space. The high-density storage will be a two-tier system with a lift assist mechanism for the upper tier, similar to the Dero Decker.

d. **Waste Handling (Operations and ESD Comment #1).** Waste rooms will be designed accommodate containers for trash, recycling and organics. The sizing of dumpsters and containers will be consistent with recommendations of Environmental Services division, based on the anticipated collection schedule. All residential buildings will have waste chutes for trash and recycling. Organic materials will be collected either by dedicated chute or by other approved means. All occupied spaces shall be provided with appropriate access to waste handling areas, including commercial space. On-street staging areas will be provided for each building. Refer to project site plans for proposed locations. The final configuration of these waste handling facilities will be provided with the final design package for each parcel, prior to submittal for building permit.

e. **Fire Flow Requirements (Fire Department Comments 2-4):** All new buildings will be provided with a fire suppressions system in accordance with California Building Code and the City of El Cerrito Fire Department requirements. The final configuration of this fire suppression system will be provided with the final design package for each parcel, prior to submittal for building permit. Fire systems will meet the specific Fire Department requirements outlined below.
   - One fire hydrant within 75' for FDC at each building
   - Fire pump unless calculations demonstrate not necessary to provide required fire flow
   - Alternate source of power for fire pump if determined necessary
   - Fire riser & control room at each building accessible from the outside of the building

**LEGAL DESCRIPTIONS – See attached Preliminary Title Report:**

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF EL CERRITO, IN THE COUNTY OF CONTRA COSTA, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

**PARCEL 1:**
Lots 1 through 22, inclusive, Block 19, as shown on the Map of The Henderson Tapscott Tract No. 1, filed April 1, 1907, Book 1 of Maps, Page 1, Contra Costa County Records. EXCEPTING THEREFROM that portion described as Parcel Four in the Deed to The Atchison, Topeka and Santa Fe Railway Company, a corporation, recorded May 17, 1973, Instrument No. 73-47388, Book 6947, Page 82, Official Records.

APN: 504-050-012-5

**PARCEL 2:**
Lots 1 through 20, inclusive, Block 20, as shown on the Map of The Henderson Tapscott Tract No. 1, filed April 1,1907, Book 1 of Maps, Page 1, Contra Costa County Records. EXCEPTING THEREFROM that portion described as Parcel Three in the Deed to The Atchison, Topeka and Santa Fe Railway Company, a corporation, recorded May 17, 1973, Instrument No. 73-47388, Book 6947, Page 82, Official Records. ALSO EXCEPTING THEREFROM any portion thereof lying Westerly of the Westerly line the said Parcel Three last above mentioned.

APN: 504-121-017-9

**PARCEL 3:**
Lots 1 through 21, inclusive, Block 14, as shown on the Map of The Henderson Tapscott Tract No. 1, filed April 1, 1907, Book 1 of Maps, Page 1, Contra Costa County Records.

APN: 504-122-010-3

**PARCEL 4:**
Lots 1 through 46, inclusive, Block 13, as shown on the Map of The Henderson Tapscott Tract No. 1, filed April 1, 1907, Book 1 of Maps, Page 1, Contra Costa County Records.

APN: 504-130-031-9

**PARCEL 5:**
PORTIONS of Lots 1 through 17 inclusive in Block 20, as shown on the map of "Henderson Tapscott Tract. No. 1" filed April 1, 1907 in Book 1 of Maps, Page 1, in the office of the County Recorder of Contra Costa County, described as follows:

COMMENCING at the Northwest corner of said Lot 15; thence along the Northerly line of said Lot 15, North 70° 30' 35" East, 4.83 feet; thence South 38° 23' 04" East, 6.34 feet to a 3/4" iron pipe with tag marked SFBARTD R/W (P51) being a point on a line parallel with and 6.00 feet Southerly, measured at

right angles, from said Northerly line of Lot 15; said point also being the TRUE POINT OF BEGINNING; thence from said point of beginning along said line, North 70° 30' 35" East, 31.71 feet to a similar pipe (P50); thence South 38° 23' 04"

East, 123.41 feet to a similar pipe (P48); thence along the arc of a tangent curve to the right, having a radius of 1293.65 feet through a central angle of 13° 23' 27", a distance of 302.34 feet to a similar pipe (P47) thence North 70° 29' 18" East, 10.20 feet to a similar pipe (P46) being a point on a line 6.50 feet Westerly measured at right angles from the Easterly line of said Block 20; thence along said line, South 19° 30' 42" East, 104.87 feet to a lead and tack (P45) being a point on a line that is 32.00 feet Northerly, measured at right angles, from the Southerly line of said Block 20; thence along said line, South 69° 37' 57" West, 33.51 feet to a similar pipe (P44); thence North 22° 30' 12" West, 47.79 feet to a similar pipe (P44A); thence along the arc of a tangent curve to the left, having a radius of 1263.65 feet through a central angle of 15° 52' 52", a distance of 350.26 feet to a similar pipe (P49); thence tangent to said curve, North 38° 23' 04" West, 133.68 feet to the true point of beginning.

Excepting therefrom all minerals contained therein, including, but not limited to all oil, gas and other hydrocarbon substances, as well as all metallic or other solid minerals, without the right of surface entry, as reserved by The Atchison, Topeka and Santa Fe Railway Company, a Delaware corporation in the Grant Deed recorded July 16, 1980, Instrument No. 80-84857, Book 9913, Page 907, Official Records.

**PARCEL 6:**
PORTIONS of Lots 1 and 2 and 8 through 14 inclusive in Block 19 as shown on the map of "Henderson Tapscott Tract No. 1" filed April 1, 1907 in Book 1 of Maps, Page 1, in the office of the County Recorder of Contra Costa County, described as follows:

BEGINNING at the Southwest corner of said Lot 1, said point being on the Northeasterly line of the Atchison, Topeka and Santa Fe Railway Company's right of way; thence along said right of way line, North 31° 42' 18" West, 351.28 feet to 3/4" iron pipe with tag marked SFBARTD R/W (P55) being the Northwest corner of said Block 19; thence South 34° 53' 08" East, 220.07 feet to a similar pipe (P54); thence South 38° 23' 04" East, 138.63 feet to a similar pipe (P52) being a point on the Southerly line of said Block 19; thence along said Southerly line, South 70° 30' 35" West, 28.99 feet to the point of beginning.

Excepting therefrom all minerals contained therein, including, but not limited to all oil, gas and other hydrocarbon substances, as well as all metallic or other solid minerals, without the right of surface entry, as reserved by The Atchison, Topeka and Santa Fe Railway Company, a Delaware corporation in the Grant Deed recorded July 16, 1980, Instrument No. 80-84857, Book 9913, Page 907, Official Records.

**PARCEL 7:**
All of that portion of Oak Street lying between the Northwesterly line of Fairmont Avenue and the Southeasterly line of Central Avenue, as said street and avenue are shown on the map of The Henderson Tapscott Tract No. 1, filed April 1, 1907, in Book 1 of Maps, Page 1, Contra Costa County Records.

# Planning Commission/Design Review Board Study Session Notes
## September 7, 2022

Video Recording of Meeting: https://www.youtube.com/watch?v=LbB81BbKqAU

Summary DRB/PC Comments

1. Consider relocating the proposed library to the northeast corner of Fairmount Avenue and Liberty Street to improve access to visitors from the west, to improve supply of street parking adjacent to the library, and to provide more of an anchor for this corner.
    - Response: The revised plans have relocated the proposed library accordingly to the northeast corner of Fairmount Avenue and Liberty Street.
2. Consider revising the plaza to allow more north/south circulation within the plaza.
    - Response: The revised plans include additional north/south pedestrian pathways accordingly.
3. Consider including a large sculpture or other public art in the proposed plaza.
    - Response: The development and design team will collaboratively partner with the City of El Cerrito and BART to identify key public art opportunities within the TOD master plan and where art installations are appropriate to enhance the public realm and community nodes. The team may consider public art either at specific housing developments or new public gathering spaces.
4. Take into consideration ability of people to easily drop off and pick up passengers from vehicles to the BART Station and to the proposed library.
    - Response: BART and the development team commissioned a consultant to create the El Cerrito Plaza Station Access Plan to plan for efficient and convenient areas for picking up and dropping off BART patrons and others. Please The Access Plan determined the capacity needed and location recommendations for pick up and drop off of BART riders which is assumed to increase with the decrease in parking, TOD residents/users and library users which were incorporated into the site plan. Refer to Sheets L1.07 Curbside Access Plan and L1.08 Pedestrian Access Plan within the plan set that includes the planned curb and pedestrian paths of travel and programming for passenger drop off and pickups. Each individual building has been evaluated against the Access Plan to make sure these pick up and drop off areas are being created as intended.
5. Consider including node(s) along the edges of the greenway where the public can sit. One possible location is adjacent to Building A North.
    - Response: New benches, bicycle racks, refuse receptacles, recreational amenities, and drought-tolerant landscaping will be installed along the Ohlone Greenway multi-purpose pedestrian and bicycle path. A new dog relief park will be constructed under the BART tracks between Willow/Elm Street and Oak Street near the Parcel A North building. Refer to renderings and diagrams on Sheets L0.03, L0.04, L1.00, L1.08, and L1.09 of the plan set that illustrate the envisioned improvements.
6. Consider using native plants and trees wherever possible and having a pollinator garden throughout the site.

- Response: A proposed plant palette is included in the staff report packet which predominantly includes native plants.

7. Consider providing an area for dogs

    - Response: The revised plans now propose an area for dogs near the intersection of Willow Street and Oak Street to replace an existing underutilized sand pit.

8. Take into consideration the desire for ample parking for library patrons as well as ADA parking for both library patrons and for BART patrons.

    - Response: In response to community input regarding the need for providing enough parking for riders with disabilities who rely on driving, BART plans to meet or exceed building code standards for accessible (ADA) parking for BART patrons: 5 spaces and 2 van spaces. The garage will be designed to accommodate up to 16 ADA spaces (the current number of spaces that BART provides today) including one reserved for accessible vans (i.e., 12 feet wide, rather than nine feet wide for a standard accessible space). The number will be reevaluated based on occupancy rates of the existing ADA spaces closer to the time of construction. Design includes flexibility to easily convert standard spaces to ADA spaces.

9. Consider providing both passive and active recreation opportunities in the entire site and particularly in the proposed plaza.

    - Response: See Response #5 for public passive recreation opportunities within the TOD area. The TOD will include the realignment of the Ohlone Greenway closer to the BART station entrance to bridge the connection between pedestrian and cyclists to mass transit. The public plaza may include a tot lot playground for residents of the community to utilize and gather.

      Parcels A South, C East, and C West will be affordable housing buildings serving large-family households earning between 30-60% AMI. These buildings will include central landscaped courtyards, community rooms, children's playground areas, and resident services to foster both passive and active recreation for families and children.

      Parcels B and A-North will be market rate housing buildings serving a wide range of household types. Both buildings will include interior and exterior common spaces to serve the residents. This includes exterior courtyards, fitness facilities, and common lounges.

10. Take into consideration the safety of visitors to the site, particularly at nighttime.

    - Response: It is anticipated that new lighting will be installed for improved safety of pedestrians, bicyclists, and motorists along the street frontages, Ohlone Greenway, and within the BART transitway (formerly Oak Street busway). In addition, several of the surrounding streets and busways will be reconfigured to minimize potential conflicts between motorized vehicles, pedestrians, and bicyclists. This includes the widening of sidewalks, the consolidation of the BART transitway on one side of the station, realignment of the Ohlone Greenway, and the creation of new bicycle lanes. BART and the City of El Cerrito engaged a consultant to develop guidelines and cost estimates for all lighting improvements in the station area to follow as development proceeds. In response to community input about safety and security concerns at night, the guidelines

also include the streets within a ¼ mile of the station. The City will consider using this work to apply for grants to improve the street lighting in the area surrounding the TOD.

11. The City should consider including a midblock pedestrian crossing on Fairmount Avenue.
    - Response: Project will retain and improve the existing two (2) crosswalks along Fairmount Avenue between the BART tracks and Liberty Street which will 1) reserve BART and shared passenger loading areas along the new Fairmount Plaza frontage, and 2) preserve maximum on-street parking on Fairmount Avenue.

Summary Public Comments

1. Consider including more dining options on the site. In particular, consider including a rooftop dining option on one of the proposed buildings.
    - Response: Project proposes to include a commercial business (i.e. café) at the ground-floor corner of Parcel C East closest to the BART station entrance that will be accessible to the public. In addition, if the Project does not proceed with a library in the Parcel C West building, an additional 2,000 square-feet of commercial is planned at the corner of Liberty Street and Fairmount Avenue.
2. Consider including dark sky lighting
    - Response: Housing developments intend to incorporate dark sky compliant lighting within the building designs; and comply with BART and City of El Cerrito lighting standards within the public right-of-way and near the station, where applicable.
3. The City should consider including lane markings in the Ohlone Greenway segment located within and adjacent to the site plan area.
    - Response: City staff and BART staff will take this recommendation into consideration.
4. Consider including plenty of bike parking throughout site, including for large cargo bicycles. Preserve at least the same number of existing bike link lockers at the BART Station.
    - Response: The TOD will include a new secured BART bike station that will be able to accommodate various bicycle sizes, including cargo bikes. In addition, each building will have secured bike storage room for residents as well as short-term bike parking within the public right-of-way and within the open space areas for visitors and patrons.
5. Consider providing more housing units than proposed for this site.
    - Response: Project proposes up to 743 new residential dwelling units of different sizes and layouts (studios – three bedrooms, townhomes) to accommodate a wide range of households and populations. The design team has carefully considered a balance of residential units and new public gathering areas in the master plan design, while maximizing the delivery of housing across income levels.
6. Consider providing more electric vehicle parking spaces than are required by the California Building Code.
    - Response: The project will be required to comply with the City's San Pablo Avenue Specific Plan (SPASP) which requires twenty percent of the parking spaces provided for residential units or commercial spaces shall be installed with Level 2 Electric Vehicle Supply Equipment (EVSE).

7. Consider providing a public open space on the second floor, directly above the proposed library.
    - Response: Open space on the second floor of Parcel C West (location of proposed library) will be reserved for the residents of the building to help meet the intent of the SPASP requirements for private open space. The TOD plans to include a roughly half-acre new landscaped plaza along Fairmount Avenue that will be accessible to the public and serve as a community node which will complement the future public library and foster interaction between existing and new residents.
8. The City should consider providing improved bicycle access to the proposed plaza and to the library. For example, consider including a bicycle lane on Liberty Street and/or on Fairmount Avenue.
    - Response: The City will evaluate additional bicycle connections as part of the BART-to-Bay trail bikeway, including potential upgrades on Fairmount Avenue and Liberty Streets
9. The City should consider reducing the width of the proposed eastbound lane width of 17 feet for Fairmount Avenue.
    - Response: The eastbound travel lane needs to be wider to accommodate the backing space required for drivers to maneuver vehicles out of the existing angled parking along the south frontage of Fairmont Avenue. The westbound travel lane along the project frontage will be narrowed with the change from angled to parallel parking.

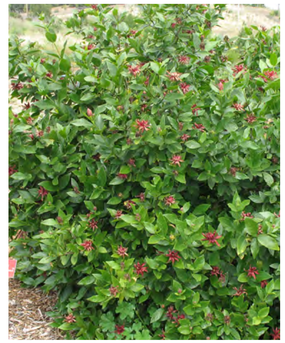
# PLAZA AND PROJECT FRONTAGE PLANTING

*Rhamnus californica 'Eve Case'*
Eve Case Coffeeberry

*Ceanothus 'Yankee Point'*
Yankee Point Ceanothus

*Arctostaphylos 'Howard McMinn'*
Howard McMinn Manzanita

*Arctostaphylos 'Pacific Mist'*
PACIFIC MIST MANZANITA



*Calycanthus occidentalis*
SPICE BUSH

*Ribes sanguineum*
GOLDEN CURRENT

*Mahonia 'Soft Caress'*
SOFT CARESS MAHONIA

*Carex tumulicola*
Berkeley Sedge

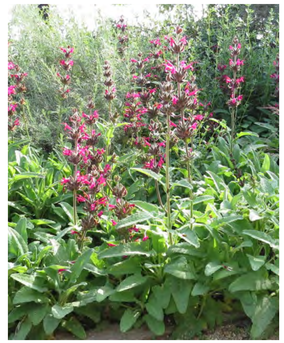
*Deschampsia cespitosa*
TUFTED HAIR GRASS

*Juncus Patens*
CA GRAY RUSH

*Woodwardia fimbriata*
GIANT CHAIN FERN

*Polystichum munitum*
WESTERN SWORD FERN

*Epilobium canum*
CA FUSCHIA



*Salvia spathacea*
HUMMINGBIRD SAGE

PLAZA AND PROJECT FRONTAGE PLANTING DESIGN STATEMENT:

THE DESIGN OF THE ON-SITE OPEN SPACE TAKES CUES FROM THE EL CERRITO HILLS AND PULLS THAT ADJACENT NATURAL WORLD INTO DOWNTOWN EL CERRITO. NATIVE AND CLIMATE ADAPTED PLANTS ARE USED TO EVOKE THE NATURAL LANDSCAPE, PROMOTE BIODIVERSITY AND ATTRACT POLLINATOR SPECIES.

MWELO/WUCOLS COMPLIANCE:

REFER TO PLANTING AND IRRIGATION STATEMENT ON SHEET L1.00.

RESOURCES CONSULTED:

-TREE INVENTORY ONLINE TOOL
-EL CERRITO URBAN GREENING PLAN AND APPENDIX C (PLANT PALETTE), 2015
  -OBJECTIVE 2: GREENER GATEWAYS
  -OBJECTIVE 3: STRENGTHENED OHLONE GREENWAY
-EL CERRITO OHLONE GREENWAY MASTERPLAN

NOTE: ALL PLANT SPECIES SHOWN ARE CONECPT ONLY AND WILL BE FINALIZED IN FUTURE PROJECT PHASES WITH INPUT FROM THE CITY, BART, AND THE DEVELOPMENT TEAM.

## STREET TREES

*Quercus suber*
CORK OAK

*Quercus rubra*
RED OAK

*Platanus x acerifolia 'Columbia'*
COLUMBIA LONDON PLANE

*Pistacia chinensis*
CHINESE PISTACHE

## PLAZA AND PROJECT FRONTAGE TREES

*Cercis occidentalis*
WESTERN REDBUD
multi-stem

*Pinus canariensis*
CANARY ISLAND PINE

*Arbutus 'marina'*
STRAWBERRY TREE

*Ulmus 'Frontier'*
FRONTIER ELM

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VAN METER WILLIAMS POLLACK LLP

EINWILLER KUEHL LANDSCAPE ARCHITECTURE

BKF

**EL CERRITO PLAZA BART TOD**
AB-2923 / SB-35 MINISTERIAL ENTITLEMENT
07/20/2023

SUPPLEMENTAL EXHIBIT
12/04/2023

PLANT PALETTE SHEET 1

## OHLONE GREENWAY PLANTING

*Ceanothus 'Yankee Point'*
Yankee Point Ceanothus

*Ribes sanguineum*
GOLDEN CURRENT

*Arctostaphylos 'Howard McMinn'*
Howard McMinn Manzanita

*Arctostaphylos 'Pacific Mist'*
PACIFIC MIST MANZANITA

*Baccharis pilularis*
DWARF COYOTE BRUSH

*Cistus spp*
ROCKROSE

*Carex pansa*
CA Meadow Sedge

*Festuca californica*
California Fescue

*Woodwardia fimbriata*
GIANT CHAIN FERN

*Polystichum munitum*
WESTERN SWORD FERN

*Mimulus aurantiacus*
STICKY MONKEY FLOWER

*Eschscholzia californica var. maritima*
CA POPPY

*Heuchera maxima*
CORAL BELLS

## OHLONE GREENWAY TREES

*Quercus suber*
CORK OAK

*Quercus Rubra*
Red Oak

*Arbutus 'marina'*
STRAWBERRY TREE

*Pinus canariensis*
CANARY ISLAND PINE

*Cercis occidentalis*
WESTERN REDBUD
multi-stem

*Garrya elliptica 'James Roof'*
COAST SILKTASSEL

OHLONE GREENWAY PLANTING DESIGN STATEMENT:

THE DESIGN OF THE OHLONE GREENWAY UTILIZES PLANTS FROM THE LOCAL OAK WOODLAND, MEADOW, AND RIPARIAN PLANT COMMUNITIES. NATIVE AND CLIMATE ADAPTED PLANTS ARE USED TO EVOKE THE NATURAL LANDSCAPE, PROMOTE BIODIVERSITY AND ATTRACT POLLINATOR SPECIES.

MWELO/WUCOLS COMPLIANCE:

REFER TO PLANTING AND IRRIGATION STATEMENT ON SHEET L1.00.

RESOURCES CONSULTED:

-TREE INVENTORY ONLINE TOOL
-EL CERRITO URBAN GREENING PLAN AND APPENDIX C (PLANT PALETTE), 2015
-OBJECTIVE 2: GREENER GATEWAYS
-OBJECTIVE 3: STRENGTHENED OHLONE GREENWAY
-EL CERRITO OHLONE GREENWAY MASTERPLAN

NOTE: ALL PLANT SPECIES SHOWN ARE CONECPT ONLY AND WILL BE FINALIZED IN FUTURE PROJECT PHASES WITH INPUT FROM THE CITY, BART, AND THE DEVELOPMENT TEAM.

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VAN METER WILLIAMS POLLACK LLP

EINWILLERKUEHL LANDSCAPE ARCHITECTURE

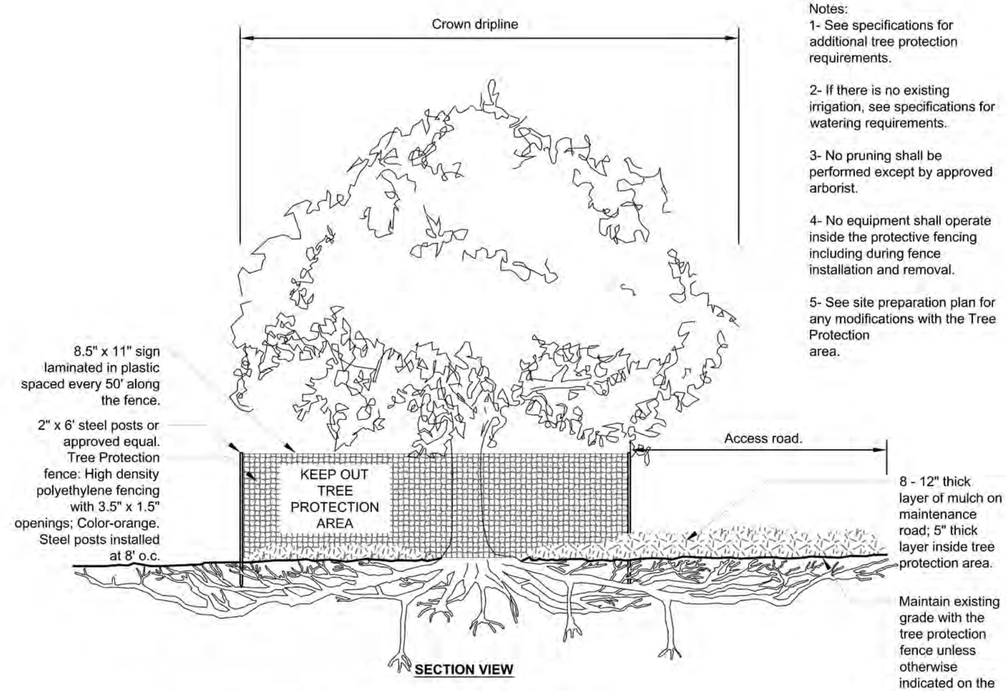
BKF

# EL CERRITO PLAZA BART TOD

AB-2923 / SB-35 MINISTERIAL ENTITLEMENT
07/20/2023

SUPPLEMENTAL EXHIBIT
12/04/2023

PLANT PALETTE SHEET 2




Notes:
1- See specifications for additional tree protection requirements.

2- If there is no existing irrigation, see specifications for watering requirements.

3- No pruning shall be performed except by approved arborist.

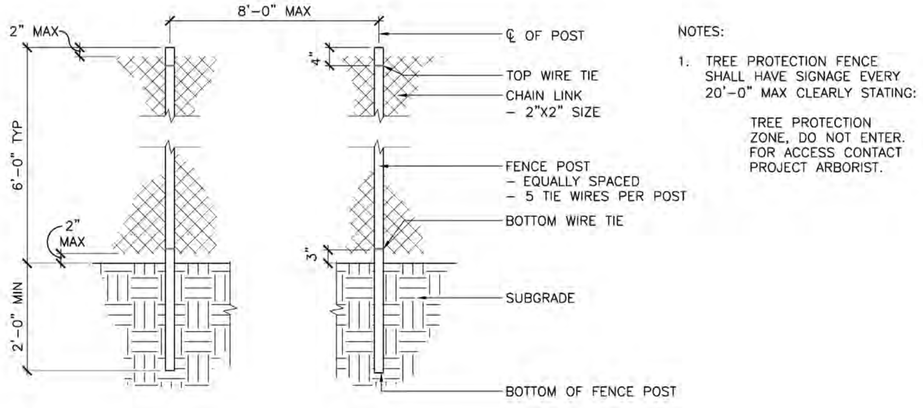
4- No equipment shall operate inside the protective fencing including during fence installation and removal.

5- See site preparation plan for any modifications with the Tree Protection area.

S-X TREE PROTECTION - MAINTENANCE ROAD

URBAN TREE FOUNDATION © 2014
OPEN SOURCE FREE TO USE

2 TREE PROTECTION DETAIL PROVIDED BY CITY OF EL CERRITO
NTS PLAN

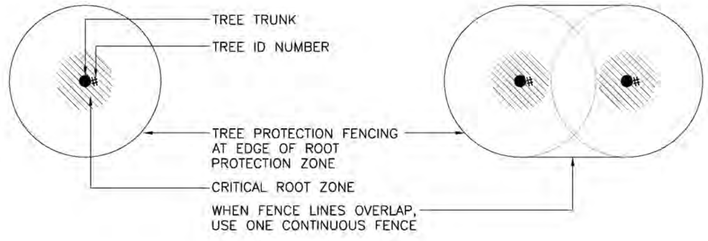



NOTES:

1. TREE PROTECTION FENCE SHALL HAVE SIGNAGE EVERY 20'-0" MAX CLEARLY STATING:

   TREE PROTECTION ZONE, DO NOT ENTER. FOR ACCESS CONTACT PROJECT ARBORIST.

3 TREE PROTECTION FENCE
NTS SECTION




1 TREE PROTECTION FENCING AND CRITICAL ROOT ZONE IDENTIFICATION DIAGRAM
NTS PLAN

PYATOK
1611 Telegraph Avenue, Suite 200
Oakland, CA 94612
T. 510.465.7010
www.pyatok.com

VAN METER WILLIAMS POLLACK LLP

EINWILLERKUEHL LANDSCAPEARCHITECTURE

BKF

# EL CERRITO PLAZA BART TOD

AB-2923 / SB-35 MINISTERIAL ENTITLEMENT
07/20/2023

SUPPLEMENTAL EXHIBIT
12/04/2023

## TREE PROTECTION DETAILS

# STORMWATER CONTROL PLAN

for

EL CERRITO PLAZA

PARCELS A-NORTH, A-SOUTH,
B, C-WEST, C-EAST, D, E,
PLAZA, AND REMAINDER BART
PARCEL

December 5, 2023

The Related Companies of California
Nick Wilder
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*prepared by:*

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Attachments

Vicinity Map

Stormwater Control Plan

~~IMP Sizing Calculator Output~~

*This Stormwater Control Plan was prepared using the template dated February 2023.*

*Note: IMP Sizing Calculator Output will be added during final design of each building and parcel. There is not enough info (i.e. roof design, rainwater leader/plumbing design, courtyard planter design) to calculate at this time.*

## I. PROJECT DATA

Table 1. Project Data

| | |
|---|---|
| Project Name/Number | El Cerrito Plaza Parcels A-North, A-South, B, C-West, C-East, D, E, Plaza, and BART Remainder Parcel |
| Application Submittal Date | |
| Project Location | Central Ave & Richmond St., El Cerrito, CA 94530<br>APN 504-050-12-5, 504-121-017-9, 504-122-010-3, 504-130-031-9 |
| Name of Developer | The Related Companies of California |
| Project Phase No. | N/A |
| Project Type and Description | |
| Project Watershed | Cerrito Creek Watershed |
| Total Project Site Area (acres) | 8.09± |
| Total Area of Land Disturbed (acres) | 7.32± (no disturbance at station platform) |
| Total New Impervious Surface Area (sq. ft.) | 0 |
| Total Replaced Impervious Surface Area | 264,350 sq. ft. |
| Total Pre-Project Impervious Surface Area | 267,263 sq. ft. |
| Total Post-Project Impervious Surface Area | 264,350 sq. ft. |
| 50% Rule[*] | Applies |
| Project Density | 147 DU / Acre (does not include station or trail) |
| Applicable Special Project Categories [Complete even if all treatment is LID] | Special Project C: Within ¼ mile of transit hub, ≥ 100 DU/ Acre, Zero surface parking |
| Percent LID and non-LID treatment | 100% LID |
| HM Compliance [†] | Exempt: The project is reducing impervious area. |

[*50% rule applies if:
Total Replaced Impervious Surface Area > 0.5 x Pre-Project Impervious Surface Area] [†HM required (unless project meets one of the exemptions on *Guidebook* p. 11) if:
(Total New Impervious Surface Area + Total Replaced Impervious Surface Area) ≥ 1 acre]

## II. SETTING

### II.A. Project Location and Description

The El Cerrito Plaza BART TOD (ECP-TOD) master plan is centrally located at 6699 Fairmount Avenue and consists of several parcels of land predominantly owned by the San Francisco Bay Area Rapid Transit District (BART). The proposed ECP-TOD is a multi-phase, master plan transit-oriented development and public-private partnership between BART and a joint-venture development team between Holliday Development advancing efforts on the market-rate housing phases and related California, as the lead affordable housing developer with Satellite Affordable Housing Associates (SAHA) as affordable housing co-developer and resident services provider.

This entitlement application for the TOD master plan will transform approximately 6-acres of existing surface parking lots (excludes Parcel A South area) into 673 new residential units with~40% on-site affordability for households earning between 30-80% AMI, a potential new 20,000 square-foot public library, a BART replacement parking structure, and include improved multi-modal station access and supporting bike/ped infrastructure along with a series of public, landscaped open spaces and improvement to the Ohlone Greenway, a 2.7-mile multi-use pedestrian and bicycle trail connecting Alameda and Contra Costa counties.

### II.B. Existing Site Features and Conditions

The site is bordered by Richmond Street to the east, Fairmount Avenue to the south, Liberty Street to the west, and Central Avenue to the north.

The existing site slopes out from Fairmount Avenue at elevation 50, toward Liberty Street at elevation 35 with overall slope of less than 3% and drainage from the site is conveyed by the on-site storm system to the public main.

Majority of the area is existing parking lots, there are some landscape and trees but very minimal location for rainwater inlet near the Ohlone Greenway and Richmond Avenue that are small areas of bio swales that will be protected or improved.

### II.C. Opportunities and Constraints for Stormwater Control

Constraints for the stormwater plan include soils with very low permeability, working in close proximity to the BART tracks and footings, and construction of a zero-lot line building. All of these constraints are considered in the placement and design of treatment facilities.

## III. LOW IMPACT DEVELOPMENT DESIGN STRATEGIES

### III.A. Optimization of Site Layout

- *Limitation of development envelope*
- *Presentation of natural drainage features*
- *Setbacks from creeks, wetlands, and riparian habitats*
- *Minimization of imperviousness*
- *Use of drainage as a design element*

### III.B. Use of Permeable Pavements

- *Permeable pavements will be the primary strategy for City-owned sidewalks*

### III.C. Dispersal of Runoff to Pervious Areas

- *All onsite runoff will be routed to flow through planters*

### III.D. Bioretention or other Integrated Management Practices

- *Flow through planters are used to treat the site.*

## IV. DOCUMENTATION OF DRAINAGE DESIGN

### IV.A. Descriptions of each Drainage Management Area

*IV.A1. Table of Drainage Management Areas*

| **Development Parcels** | | | | | |
|---|---|---|---|---|---|
| *DMA#* | *Parcel Name* | *Total Area (SF)* | *Impervious Area (SF)* | *Req'd Treatment Area (SF)* | *Proposed L.I.D. Treatment Area (SF)* |
| 1 | Parcel A-North | 45,745 | 38450 | 1538 | 1545 |
| 2 | Parcel A-South | 21,082 | 18300 | 732 | 1294 |
| 3 | Parcel B | 80,896 | 74100 | 2964 | 2967 |
| 4 | Parcel C-West | 29,780 | 25400 | 1016 | 1030 |
| 5 | Parcel C-East | 28,233 | 25600 | 1024 | 1026 |
| 6 | Parcel D | 33,018 | 15900 | 636 | 648 |
| 7 | Parcel E | 11,347 | 0 | 0 | 911 |
| 8 | Plaza | 15,046 | 9500 | 380 | 398 |
| 9 | Oak Street Busway | 35,396 | 37300 | 1492 | 1756 |
| 10 | Station Platform | 33,346 | N/A | N/A | N/A |
| 11 | Ohlone Greenway | 17,811 | 16390 | 656 | 675 |
| **Public Right of Way** | | | | | |
| *DMA#* | *Parcel Name* | *Total Area (SF)* | *Impervious Sidewalk Area (SF)* | *Proposed Pervious Area (SF) (pervious paving + tree wells)* | |
| 12 | Liberty Street ROW | 17550 | 2792 | 2175 | |
| 13 | Fairmount Avenue ROW | 30500 | 378 | 7413 | |
| 14 | Central Avenue ROW | 29650 | 5534 | 5218 | |
| 15 | Richmond Street ROW | 25750 | 4895 | 3738 | |
| 16 | Willow Street ROW | 7100 | 1774 | 1113 | |

## IV.B. Integrated Management Practice Descriptions

The flow thru planter section consists of a treatment soil layer of 18 inches over a storage gravel layer of 12 inches.

## IV.C. Tabulation and Sizing Calculations

The Contra Costa Clean Water Program IMP Sizing Tool software was utilized to calculate treatment sizing. The project type is "Treatment Only", the mean annual precipitation is 21.5 inches.

# V. SOURCE CONTROL MEASURES

## V.A. Site activities and potential sources of pollutants

## V.B. Source Control Table

Table 3. Source Controls

| *Potential source of runoff pollutants* | *Permanent source control BMPs* | *Operational source control BMPs* |
|---|---|---|
| On-site storm drain inlets | All accessible on-site inlets will be marked with the words "No Dumping! Flows to Bay" | Markings will be periodically repainted or replaced. Inlets and pipes conveying storm water to BMPs will be inspected and maintained as part of BMP Operation and Maintenance Plan. |
| Interior floor drains and elevator shaft sump pumps | Interior floor drains and elevator shaft sump pumps will be plumbed to sanitary sewer. | Inspect and maintain drains to prevent blockages and overflow. |
| Need for future indoor and structural pest control. | | Integrated Pest Management (IPM) information will be provided to new residents. |
| Landscape/outdoor pesticide use | Landscape plans will be designed to minimize irrigation and runoff and to minimize use of fertilizers and pesticides. Specify plantings within swales that are tolerant of the sandy loam soils and periodic inundation. Include pest-resistant plants, plantings appropriate to site soils, slopes, climate, sun, wind, rain, land use. | Landscape will be maintained using minimum or no pesticides. IPM information will be provided to new residents. |
| Trash enclosure | Trash enclosure to be covered and plumbed to sewer. | Prohibit/prevent dumping of liquid or hazardous wastes. Post "no hazardous waste materials" signs. Inspect and pick up litter daily and clean spills immediately. Keep spill control materials available onsite. |

## VI. STORMWATER FACILITY MAINTENANCE

### VI.A. Ownership and Responsibility for Maintenance in Perpetuity

1. The Developer agrees to maintain and operate the stormwater treatment measures as described in this report. Actual maintenance responsibilities may be contracted out to parties other than the Developer.
2. Funding for maintenance of BMPs will be by the Developer.
3. The Developer agrees to execute an Operations & Maintenance agreement with the City of El Cerrito.

### VI.B. Summary of Maintenance Requirements for Each Stormwater Facility

Flow Through Planters

These facilities remove pollutants primarily by filtering runoff slowly through an active layer of soil. Routine maintenance is needed to ensure that flow is unobstructed, that erosion is prevented, and that soils are held together by plant roots and are biologically active. Typical maintenance consists of the following:

Inspect inlets for channels, exposure of soils, or other evidence of erosion. Clear any obstructions and remove any accumulation of sediment. Examine rock or other material used as a splash pad and replenish if necessary.

Inspect outlets for erosion or plugging.

Inspect side slopes for evidence of instability or erosion and correct as necessary.

Observe soil at the bottom of the swale or filter for uniform percolation throughout. If portions of the swale or filter do not drain within 48 hours after the end of a storm, the soil should be tilled and replanted. Remove any debris or accumulations of sediment.

Confirm that check dams and flow spreaders are in place and level and that channelization within the swale or filter is effectively prevented.

Examine the vegetation to ensure that it is healthy and dense enough to provide filtering and to protect soils from erosion. Replenish mulch as necessary, remove fallen leaves and debris, prune large shrubs or trees, and mow turf areas. When mowing, remove no more than $^1/_3$height of grasses. Confirm that irrigation is adequate and not excessive. Replace dead plants and remove noxious and invasive vegetation.

Abate any potential vectors by filling holes in the ground in and around the swale and by insuring that there are no areas where water stands longer than 48 hours following a storm. If mosquito larvae are present and persistent, contact the Contra Costa Mosquito and Vector Control District for information and advice. Mosquito larvicides should be applied only when absolutely necessary and then only by a licensed individual or contractor.

## VII. CONSTRUCTION PLAN C.3 CHECKLIST

Table 4. Construction Plan C.3 Checklist

| *Stormwater Control Plan Page #* | *BMP Description* | *See Plan Sheet #s* |
|---|---|---|
| Attached | Flow Thru Planters, Pervious Pavers | TM-10 |
| | | |

## VIII. CERTIFICATIONS

The selection, sizing, and preliminary design of stormwater treatment and other control measures in this plan meet the requirements of Regional Water Quality Control Board Order R2-2015-0049.

_____

[name]

_____

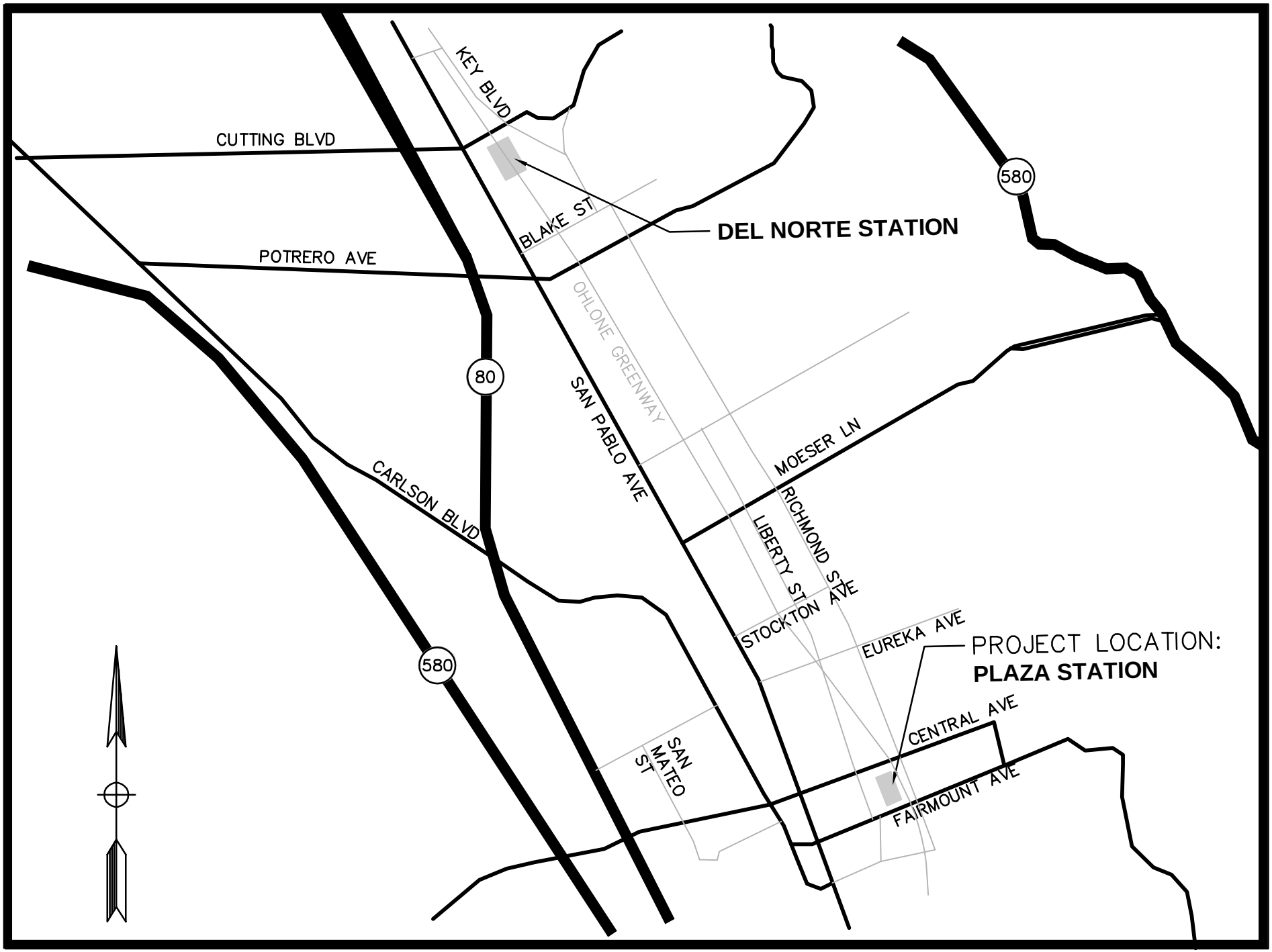
[date]

# ATTACHMENTS

Vicinity Map

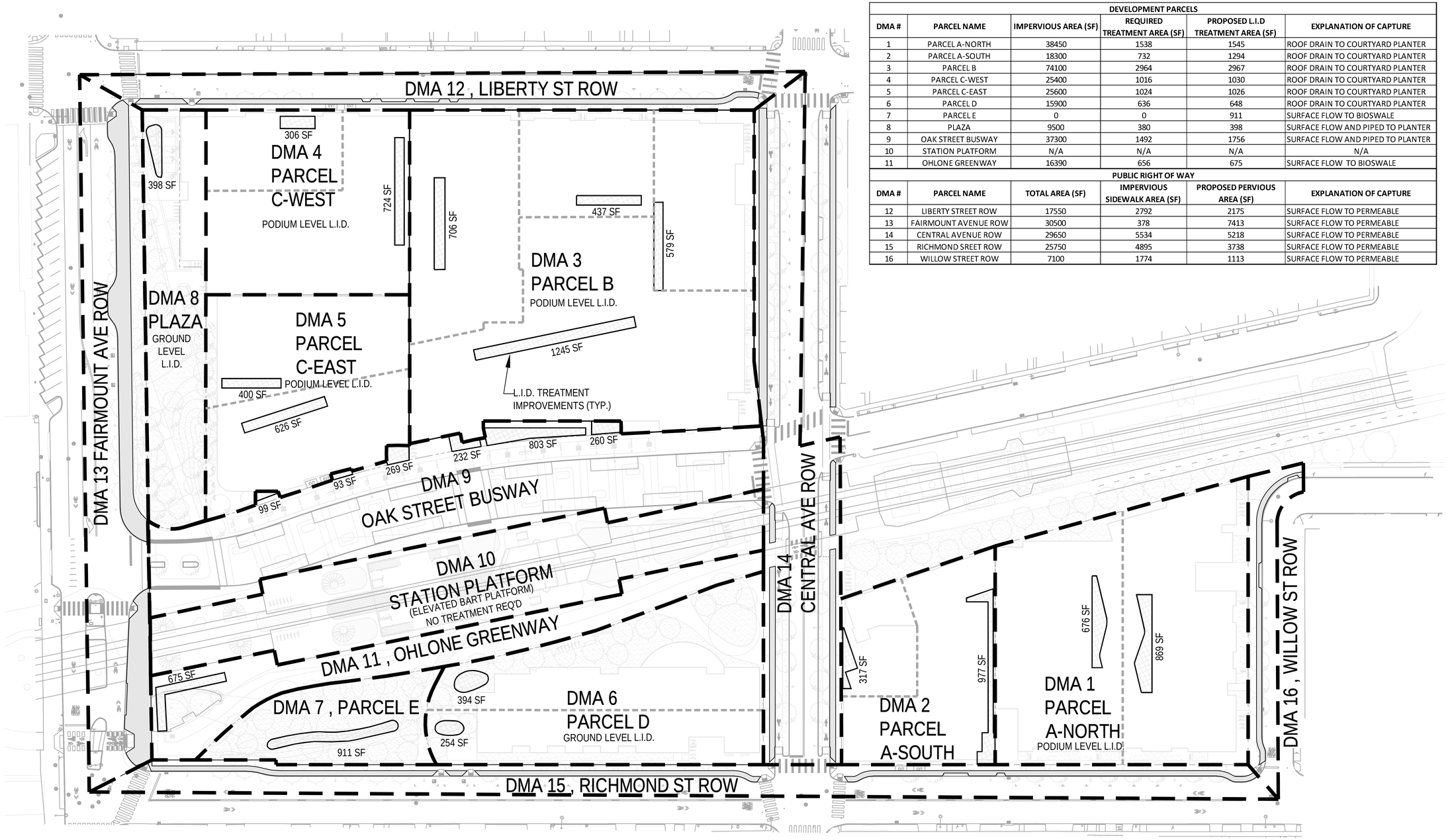
Stormwater Control Plan

~~IMP Sizing Calculator Output TBD~~




VICINITY MAP

NOT TO SCALE




| DEVELOPMENT PARCELS | | | | | |
|---|---|---|---|---|---|
| DMA # | PARCEL NAME | IMPERVIOUS AREA (SF) | REQUIRED TREATMENT AREA (SF) | PROPOSED L.I.D TREATMENT AREA (SF) | EXPLANATION OF CAPTURE |
| 1 | PARCEL A-NORTH | 38450 | 1538 | 1545 | ROOF DRAIN TO COURTYARD PLANTER |
| 2 | PARCEL A-SOUTH | 18300 | 732 | 1294 | ROOF DRAIN TO COURTYARD PLANTER |
| 3 | PARCEL B | 74100 | 2964 | 2967 | ROOF DRAIN TO COURTYARD PLANTER |
| 4 | PARCEL C-WEST | 25400 | 1016 | 1030 | ROOF DRAIN TO COURTYARD PLANTER |
| 5 | PARCEL C-EAST | 25600 | 1024 | 1026 | ROOF DRAIN TO COURTYARD PLANTER |
| 6 | PARCEL D | 15900 | 636 | 648 | ROOF DRAIN TO COURTYARD PLANTER |
| 7 | PARCEL E | 0 | 0 | 911 | SURFACE FLOW TO BIOSWALE |
| 8 | PLAZA | 9500 | 380 | 398 | SURFACE FLOW AND PIPED TO PLANTER |
| 9 | OAK STREET BUSWAY | 37300 | 1492 | 1756 | SURFACE FLOW AND PIPED TO PLANTER |
| 10 | STATION PLATFORM | N/A | N/A | N/A | N/A |
| 11 | OHLONE GREENWAY | 16390 | 656 | 675 | SURFACE FLOW TO BIOSWALE |

| PUBLIC RIGHT OF WAY | | | | | |
|---|---|---|---|---|---|
| DMA # | PARCEL NAME | TOTAL AREA (SF) | IMPERVIOUS SIDEWALK AREA (SF) | PROPOSED PERVIOUS AREA (SF) | EXPLANATION OF CAPTURE |
| 12 | LIBERTY STREET ROW | 17550 | 2792 | 2175 | SURFACE FLOW TO PERMEABLE |
| 13 | FAIRMOUNT AVENUE ROW | 30500 | 378 | 7413 | SURFACE FLOW TO PERMEABLE |
| 14 | CENTRAL AVENUE ROW | 29650 | 5534 | 5218 | SURFACE FLOW TO PERMEABLE |
| 15 | RICHMOND SREET ROW | 25750 | 4895 | 3738 | SURFACE FLOW TO PERMEABLE |
| 16 | WILLOW STREET ROW | 7100 | 1774 | 1113 | SURFACE FLOW TO PERMEABLE |

LEGEND:

- DMA BOUNDARY
- SUB-DMA BOUNDARY (CONCEPTUAL)
- L.I.D. TREATMENT AREA
- PERMEABLE PAVERS AND TREE WELLS IN PUBLIC R.O.W.

scale 1" = 40' (40, 0, 40, 80 feet)

**PRELIMINARY**
NOT FOR CONSTRUCTION
DATE: 12/05/2023

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APN 504-130-031, 503-122-010, 504-121-017, 504-050-012
6671 Fairmount Ave, El Cerrito, CA 94530

STORMWATER CONTROL PLAN

| No. | Revisions | |
|---|---|---|
| 1 | RESPONSE TO COMPLETENESS REVIEW | 10/5/2023 |
| 2 | RESPONSE TO COMPLETENESS REVIEW | 12/05/2023 |

Date: 12/05/2023
Scale: AS SHOWN
Design: JNM
Drawn: ---
Approved: ---
Job No: 20211616

Drawing Number:
TM-10
11 OF 12

Plot: Dec 05, 2023 at 4:00pm
211616_ECBART_08_SWCP.dwg

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