



AGENDA

REGULAR CITY COUNCIL MEETING

Tuesday, April 2, 2013 – 7:00 p.m.

City Council Chambers

Meeting Location

El Cerrito City Hall

10890 San Pablo Avenue, El Cerrito

Greg Lyman – Mayor

Mayor Pro Tem Janet Abelson
Councilmember Jan Bridges

Councilmember Rebecca Benassini
Councilmember Mark Friedman

ROLL CALL

7:00 p.m. CONVENE REGULAR CITY COUNCIL MEETING

1. PLEDGE OF ALLEGIANCE TO THE FLAG OR OBSERVATION OF MOMENT OF SILENCE – Councilmember Benassini.

2. COUNCIL / STAFF COMMUNICATIONS (*Reports of Closed Session, commission appointments and informational reports on matters of general interest which are announced by the City Council & City Staff.*)

3. ORAL COMMUNICATIONS FROM THE PUBLIC

All persons wishing to speak should sign up with the City Clerk. Remarks are limited to 3 minutes per person. Please state your name and city of residence for the record. Comments regarding non-agenda, presentation and consent calendar items will be heard first. Comments related to items appearing on the Public Hearing or Policy Matter portions of the Agenda are taken up at the time the City Council deliberates each action item. Individuals wishing to comment on any closed session scheduled after the regular meeting may do so during this public comment period or after formal announcement of the closed session.

4. PRESENTATIONS

Planned Parenthood Health Center at El Cerrito Plaza

Planned Parenthood El Cerrito will express its appreciation to the City Council for its support in bringing the health center to El Cerrito Plaza and present information on the impact Planned Parenthood's presence has had on the community.

5. ADOPTION OF THE CONSENT CALENDAR – Item Nos. 5A through 5G

Consent Calendar items are considered to be routine by the City Council and will be enacted by one motion unless a request for removal for discussion or explanation is received prior to the time Council votes on the motion to adopt the Consent Calendar.

A. Minutes for Approval

Approve the March 19, 2013 Special City Council and Regular City Council meeting minutes.

B. Annual Landscape and Lighting Assessment Report

Adopt a resolution directing NBS Local Government Solutions (NBS) to prepare and file the annual Landscape and Lighting Assessment District No. 1988-1 report for fiscal year 2013-14.

C. Annual Parcel Assessment for the National Pollutant Discharge Elimination System Program (NPDES)

Adopt a resolution establishing the annual NPDES assessment Equivalent Runoff Unit rate at the current rate of \$38.00 and direct the Contra Costa County Flood Control and Water Conservation District to adopt Stormwater Utility Area levies based on this amount.

D. 2010 and 2011 Growth Management Program Compliance Checklist

Adopt a resolution approving the Calendar Year 2010 and 2011 Growth Management Program (GMP) Compliance Checklist for allocation of Fiscal Years 2011–12 and 2012–13 Local Street Maintenance and Improvement Funds from Measure J by the Contra Costa Transportation Authority (CCTA).

E. Professional Services Agreement with Avila Project Management

Adopt a resolution authorizing the City Manager to execute an amendment to the consultant services agreement between the City of El Cerrito and Avila Project Management for project management services in an amount not to exceed \$50,000 bringing the total contract to an amount not to exceed \$75,000.

F. 2012 General Plan Annual Progress Report

Receive and file the General Plan Annual Progress Report.

G. Proclamation in Recognition of National Service, Community and Volunteer Day

Authorize Mayor Lyman to join other mayors and public officials nationwide in registering support for the Mayors Day of Recognition of National Service and approve a proclamation proclaiming April 9, 2013 as National Service, Community and Volunteer Recognition Day in the City of El Cerrito and encourage all residents to recognize the positive impact of service in our city, to thank those who serve and to find ways to give back to their communities.

6. PUBLIC HEARING

Amend El Cerrito Municipal Code Section 19.35.020, Temporary Uses

Conduct a public hearing and upon conclusion, introduce by title, waive any further reading and approve an ordinance amending El Cerrito Municipal Code Section 19.35.020, Temporary Uses, to allow greater flexibility for entertainment, recreational and leisure venues, particularly in the form of special events.

7. POLICY MATTERS

A. Adoption of the City of El Cerrito Strategic Plan 2013–2017

Adopt a resolution adopting the Strategic Plan for the City for the years 2013–2017.

B. San Pablo Avenue Specific Plan Update and Professional Services Agreement Amendment

Receive an update on the San Pablo Avenue Specific Plan and adopt a resolution authorizing the City Manager to amend the professional services agreement with Moore Iacofano Goltsman, Inc. (MIG), in an amount not to exceed \$422,000 to complete the San Pablo Avenue Specific Plan, Complete Streets Plan and Programmatic Environmental Impact Report.

C. Term Sheet for the West Contra Costa Integrated Waste Management Authority (RecycleMore) Post-Collection Services Agreement

Approve a recommendation advising Mayor Lyman to vote on the City Council's endorsement of the Term Sheet memorializing the deal points of an agreement between RecycleMore and Republic Services, Inc. at the April 11, 2013 meeting of the RecycleMore Board of Directors.

8. COUNCIL ASSIGNMENTS/LIAISON REPORTS

A. Mayor Lyman Assignments: Commission/Committee Rules Subcommittee, Contra Costa County Mayors' Conference, Crime Prevention Committee, East Bay Green Corridor Principal, Human Relations Commission, Municipal Services Corporation Chair, Pension Trust Board Chair, Public Financing Authority Chair, San Pablo Avenue Area Specific Plan Committee, Successor Agency to the Former Redevelopment Agency Chair, Tree Committee, West Contra Costa Transportation Advisory Committee Alternate, West County Mayors' & Supervisors' Association and West County Integrated Waste Management Authority Delegate.

B. Mayor Pro Tem Abelson Assignments: Committee on Aging, Contra Costa County Mayors' Conference Alternate, Contra Costa Transportation Authority Board Chair, League of California Cities East Bay Division Delegate (also attends as the Council's Delegate to the Annual League Conference), Environmental Quality Committee, Municipal Services Corporation Vice-Chair, Pension Trust Board Vice-Chair, Successor Agency to the Former Redevelopment Agency Vice-Chair, West Contra Costa Transportation Advisory Committee Delegate and West County Mayors' & Supervisors' Association Alternate.

C. Councilmember Benassini Assignments: Association of Bay Area Governments General Assembly Delegate, Financial Advisory Board, Planning Commission, San Pablo Avenue Area Specific Plan Committee and Tom Bates Regional Sports Field Joint Powers Authority Delegate.

D. Councilmember Bridges Assignments: Tom Bates Regional Sports Field Joint Powers Authority Delegate and Design Review Board, Park and Recreation Commission.

E. Councilmember Friedman Assignments: Arts and Culture Commission, Association of Bay Area Governments General Assembly Alternate, Economic Development Board, Commission/Committee Rules Subcommittee, League of California Cities East Bay Division Alternate and West County Integrated Waste Management Authority Alternate.

9. ADJOURN REGULAR CITY COUNCIL MEETING

A meeting of the Municipal Services Corporation follows immediately upon adjournment of this regular City Council meeting. The next regularly scheduled City Council meeting is Tuesday, April 16, 2013 at 7:00 p.m. in the City Council Chambers, 10890 San Pablo Avenue, El Cerrito, California.

- Council Meetings can be heard live on FM Radio, KECG – 88.1 and 97.7 FM and viewed live on Cable TV - KCRT- Channel 28. The meetings are rebroadcast on Channel 28 the following Thursday and Monday at 12 noon, except on holidays. Live and On-Demand Webcast of the Council Meetings can be accessed from the City's website <http://www.el-cerrito.org/ind-ex.aspx?NID=114>. Copies of the agenda bills and other written documentation relating to items of business referred to on the agenda are on file and available for public inspection in the Office of the City Clerk, at the El Cerrito Library and posted on the City's website at www.el-cerrito.org prior to the meeting.
- In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the City Clerk, (510) 215-4305. 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).
- ***The Deadline for agenda items and communications*** is eight days prior to the next meeting by 12 noon, City Clerk's Office, 10890 San Pablo Avenue, El Cerrito, CA. Tel: 215-4305 Fax: 215-4379, email cmorse@ci.el-cerrito.ca.us
- IF YOU CHALLENGE A DECISION OF THE CITY COUNCIL IN COURT, YOU MAY BE LIMITED TO RAISING ONLY THOSE ISSUES YOU OR SOMEONE ELSE RAISED AT THE COUNCIL MEETING. ACTIONS CHALLENGING CITY COUNCIL DECISIONS SHALL BE SUBJECT TO THE TIME LIMITATIONS CONTAINED IN CODE OF CIVIL PROCEDURE SECTION 1094.6.
- The City Council believes that late night meetings deter public participation, can affect the Council's decision-making ability, and can be a burden to staff. City Council Meetings shall be adjourned by 10:30 p.m., unless extended to a specific time determined by a majority of the Council.

EL CERRITO CITY COUNCIL

MINUTES

SPECIAL CITY COUNCIL MEETING
Tuesday, March 19, 2013 – 6:20 p.m.
Hillside Conference Room

REGULAR CITY COUNCIL MEETING
Tuesday, March 19, 2013 – 7:00 p.m.
City Council Chambers

Meeting Location
El Cerrito City Hall
10890 San Pablo Avenue, El Cerrito

Greg Lyman – Mayor

Mayor Pro Tem Janet Abelson
Councilmember Jan Bridges

Councilmember Rebecca Benassini
Councilmember Mark Friedman

ROLL CALL

Councilmembers Abelson, Benassini, Bridges, Friedman and Mayor Lyman all present.

6:20 p.m. CONVENE SPECIAL CITY COUNCIL MEETING

Mayor Lyman convened the special City Council meeting at 6:20 p.m.

ORAL COMMUNICATIONS FROM THE PUBLIC – No speakers.

COMMISSION INTERVIEWS, STATUS AND APPOINTMENTS

Conduct interviews of candidates for city boards, commissions and committees. Interviews may result in an announcement of appointment at the meeting. The City Council may also discuss and determine the scheduling and structure of future interviews.

Action: Conducted interviews. Appointments made (*Danziger and Jones.*).

ADJOURNED SPECIAL CITY COUNCIL MEETING at 6:58 p.m.

ROLL CALL

Councilmembers Abelson, Benassini, Bridges, Friedman and Mayor Lyman all present.

7:00 p.m. CONVENE REGULAR CITY COUNCIL MEETING

Mayor Lyman convened the special City Council meeting at 7:03 p.m.

1. PLEDGE OF ALLEGIANCE TO THE FLAG OR OBSERVATION OF MOMENT OF SILENCE was led by Councilmember Bridges.

2. COUNCIL / STAFF COMMUNICATIONS

Mayor Lyman announced the City Council's appointments of Deb Danziger to the Arts and Culture Commission for a term concluding on January 1, 2014 and Sharon Jones to the Human Relations Commission to a term concluding on January 1, 2017.

Councilmember Benassini announced that the City is offering free compost to El Cerrito residents at the Recycling Center on March 23, 2013. On March 21 *Playland Not at the Beach* is hosting a kick-off party for the Relay for Life event in El Cerrito where residents can learn how to get involved in the American Cancer Society's programs and fundraising events. The El Cerrito Police Officers are hosting their annual *Tip a Cop* event that benefits Special Olympics. Anyone who would like to attend this special fundraising event for Special Olympics can participate by showing up for dinner at Macaroni Grill on March 28 from 6-9:30 p.m.

Mayor Lyman thanked Congressman Miller for coming to El Cerrito on March 16, 2013 to answer questions at a Town Meeting. Mayor Lyman represented El Cerrito in the Albany Little League and Albany/Berkeley Girl's Softball League opening season parades on March 16. Many El Cerrito youth play in both leagues. Earlier this evening, there was a swearing in ceremony for police explorers, cadets and officers. Mayor Lyman said it was a privilege to be among such exceptional people who are dedicated to service in our community.

3. ORAL COMMUNICATIONS FROM THE PUBLIC

Liz Ruhland, El Cerrito Library Manager, invited everyone to the Library's 100th anniversary party which will be at the El Cerrito Library on June 14 at 7:00 p.m. The actual anniversary date falls on October 31. The Centennial Celebration of the Contra Costa County Library system is also this year and will be celebrated on July 21 in Pleasant Hill.

Al Miller, El Cerrito, stated that the New Library Campaign Committee has changed its name to the El Cerrito Library Foundation. Mr. Miller also invited all to attend Stege Sanitary District's 100th Anniversary open house on May 18 at the Stege Office Building, 7500 Schmidt Lane from 1-4 p.m.

4. PRESENTATIONS

A. Northern California Special Olympics Award for Fundraising Efforts –
Presentation by Sylvia Moir, Chief of Police and Ruth Sanchez, Special Olympics.

Chief Moir stated that the department received an award for being a "Top Five Producer" and highlighted the collaborative commitment and contributions of El Cerrito in Special Olympics. Chief Moir praised the efforts of Lieutenant Steve Bonini, Sergeant Shawn Maples, and the entire El Cerrito Police Department who participated in the in Tip-a-Cop, Torch Run and Bike-to-Bridges events eagerly. These events raise enough money to send nearly ninety special Olympians to regional and state events at no cost to the athletes or their families. The joy expressed by the athletes and their families is heartwarming and reminds all of us how important this contribution is in their lives.

Ruth Sanchez, Special Olympics thanked the City for its support of Special Olympics and noted that the Bike to Bridges event has raised \$2,000,000 and emphasized how much the program means to athletes and their parents.

Stephen Bonini, Police Lieutenant, thanked the entire community for their support of Special Olympics. Money raised at the local Tip-a-Cop event was as much as that raised in the City of Berkeley and other large cities in metropolitan areas.

Action: Received presentation.

B. Contra Costa County District Attorney's Office Services – Presentation by Mark Peterson, Contra Costa County District Attorney.

Action: Rescheduled to a future City Council meeting at Mr. Peterson's request.

5. ADOPTION OF THE CONSENT CALENDAR – Item Nos. 5A through 5D

Moved, seconded (Friedman/Abelson) and carried to adopt Consent Calendar Item Nos. 5A, 5C and 5D in one motion as indicated below. Item No. 5B was withdrawn from the consent calendar at the request of Councilmember Benassini.

A. Minutes for Approval

Approve the March 5, 2013 Special Meeting – Closed Session and Regular City Council meeting minutes.

Action: Approved minutes.

B. League of California Cities By-Law Amendments

Consider amendments to the League of California Cities Bylaws and direct the City Clerk to complete the ballot on Bylaws Amendments based on the Council's vote and return it to the League no later than April 19, 2013. The proposed amendments would amend the Bylaws to provide that: 1) Resolutions submitted to the League for presentation to the General Assembly must be concurred in by at least five or more cities or by city officials from at least five or more cities; and 2) The League Board may take a position on a statewide ballot measure by a 2/3rd vote of those Directors present. Currently, the Board may take positions with a simple majority.

Actions: Withdrawn from the Consent Calendar at the request of Councilmember Benassini and severed at the request of Mayor Lyman. Moved, seconded (Friedman/Bridges) and carried unanimously to approve the amendment of Article V1, Section 2 of the League's bylaws relating to submission of resolutions to the League's General Assembly as set forth in the resolution and incorporated by reference in the ballot (*resolutions submitted to the League must be concurred by at least five or more cities or by city officials from at least five or more cities*).

Moved, seconded (Friedman/Bridges; Ayes – Councilmembers Abelson, Bridges and Friedman; Noes – Councilmember Benassini and Mayor Lyman) and carried to approve the addition of Article VII, Section 16, (*2/3rd vote of Directors present rather than the current rule of simple majority vote*) to the League's bylaws relating to the League Board vote threshold for taking positions on statewide ballot measures as set for in the proposed resolution and incorporated by reference in the ballot.

C. Proclamation in Recognition of Stege Sanitary District's 100 Year Anniversary

Approve a proclamation commending and congratulating the Board of Directors and Staff of the Stege Sanitary District for providing one-hundred years of exemplary service to its customers and the community.

Action: Approved proclamation.

D. Support for Federal FIRE and SAFER Grant Programs

At the request of Mayor Lyman, authorize the Mayor to sign a letter thanking Congressman George Miller for his continued support for the reauthorization of the FIRE and SAFER grant programs and encourage Representative Miller to support FIRE and SAFER grant programs in the future.

Action: Approved recommendation.

6. PUBLIC HEARING – None

7. POLICY MATTERS

A. Award Urban Greening Consultant Contract

Adopt a resolution authorizing the City Manager to execute a professional services agreement with MIG, Inc. in an amount not to exceed \$154,000 for preparation of a citywide Urban Greening Plan and change orders in an amount not to exceed \$15,400.

Presenters: Melanie Mintz, Environmental Services Manager.

Action: Moved, seconded (Abelson/Bridges) and carried unanimously to adopt Resolution No. 2013–11.

B. Earth Hour Proclamation

Approve a proclamation proclaiming March 23, 2013 between 8:30 p.m. and 9:30 p.m. to be Earth Hour in the City of El Cerrito and calling upon all residents, businesses, and institutions to turn off non-essential lighting for this hour to make a global statement of concern about climate change and demonstrate commitment to finding solutions.

Presenter: Maria Sanders, Environmental Analyst.

Action: Moved, seconded (Abelson/Benassini) and carried unanimously to approve the proclamation.

8. COUNCIL ASSIGNMENTS/LIAISON REPORTS

A. Mayor Lyman reported that the Tree Committee had a lively discussion about tree selection criteria. Mayor Lyman encouraged the incorporation of the Tree Committee into urban greening discussions. The Human Relations Commission (HRC) discussed bullying and teen suicide. The HRC received a presentation regarding mental health services provided to El Cerrito High School students. The HRC also received a presentation about the Rising Waters movie on March 23 and is looking into doing something for Asian-Pacific Islander Month. The movie Nani, which El Cerrito resident Justin Tipping helped produce will be shown on March 29. The HRC is also beginning its work on planning the next Martin Luther King, Jr. Parade. Next year will mark the 25th anniversary of the parade in El Cerrito.

The Crime Prevention Committee met and discussed crime activities for the year including the overlay of Neighborhood Watch groups and their territories with city maps to look for gaps in areas where there are no active groups and assess the potential for more community outreach to increase safety and security within the city.

Mayor Lyman also reported on his attendance at the March 14, 2013 RecycleMore meeting in which the West Contra Costa Integrated Waste Management Authority Board: 1) Directed the Executive Director to come out to West County cities to give a presentation on the contract that

is under negotiation. The terms sheet presented was generally supported. The Council needs to make a decision on the terms sheet however the sheet does not affect El Cerrito; and 2) Discussed the future of the Joint Powers Authority Agreement. The agreement was formed principally to pay off a debt which will end on December 31, 2013. The future of the JPA is being discussed with support from a Technical Advisory Committee and the consultant who helped with strategic planning at the Waste Management Authority.

At its March 7, 2013 meeting, the Contra Costa Mayors received a presentation regarding Contra Costa Voluntary Organizations Active in Disaster (CCVOAD). Voluntary organizations active in disasters include: American Red Cross, California Resiliency Alliance, California Emergency Management Agency, Contra Costa Office of Emergency Services, Interfaith Council of Contra Costa, Contra Costa – Solano Food Bank, Meals on Wheels, Salvation Army and Volunteer Center of the East Bay. Fire Chief Maples also attended the presentation and assured Mayor Lyman that El Cerrito's emergency plans are in place. The City is prepared to ask for funding in the event of a disaster.

B. Mayor Pro Tem Abelson reported that she was in Washington D.C. recently in her capacity as Chair of the Contra Costa Transportation Authority. Mayor Pro Tem Abelson met with Congressmen Miller, Garamendi, and McNerney regarding support for funding of transportation projects and programs in Contra Costa County. Meetings were also held with other transportation agencies such as the National Department of Transportation and American Public Transit Association (APTA). The delegation also met with the director of ITS America – an agency that puts together innovators in the area of transportation. Mayor Pro Tem Abelson also attended a two day seminar at UC Berkeley on parking and spoke briefly about the innovative Integrated Corridor Mobility Program that the City Council previously supported.

C. Councilmember Benassini reported that due to an unfortunate scheduling event she missed the Financial Advisory Board (FAB) meeting but reported that the FAB discussed organization, welcomed new members and discussed how the FAB could be more useful to the City Council. The FAB would like to have more interaction with the City Council, work with staff to receive information on a more timely basis and possibly meet more than once per month during the budget cycle. The FAB also discussed what they want to do throughout the coming year and wants to make sure that it can fulfill its duties by giving good advice.

D. Councilmember Bridges – No report.

E. Councilmember Friedman – No report.

9. ADJOURNED REGULAR CITY COUNCIL MEETING at 8:28 p.m.



AGENDA BILL

Agenda Item No. 5(B)

Date: April 2, 2013
To: El Cerrito City Council
From: Lisa Malek-Zadeh, Finance Director/City Treasurer
Subject: Authorize Annual Report for Landscape and Lighting Assessment
District for Fiscal Year 2013-14

ACTION REQUESTED

Adopt a resolution directing NBS Local Government Solutions (NBS) to prepare and file the annual Landscape and Lighting Assessment District No. 1988-1 report for fiscal year 2013-14.

BACKGROUND/ANALYSIS

In 1988, the City Council established Assessment District No. 1988-1 pursuant to the Landscape and Lighting Act of 1972. This act requires the preparation and filing of an annual report of the assessment district activities. In November 1996, the voters of El Cerrito approved by a two-thirds majority the continuation of the Landscape and Lighting Assessment. Since the voters approved the assessment prior to the passage of Proposition 218, this assessment is exempt from Proposition 218's additional voter requirements. Therefore, the City follows the same annual approval process as in previous years.

California Street and Highways Code §22622 requires the City Council to authorize by resolution the filing of the annual report of the Landscaping and Lighting Assessment District. The annual report includes the various components required to develop the tax roll related to the assessment district. The Council must adopt this report prior to the time that a decision is made about whether or not the assessment will continue in the next fiscal year.

It is expected that NBS, the designated Engineer of Work, will submit the annual report at the May 7, 2013 City Council meeting. At that meeting, the time and place of the public hearing regarding continuation of the assessment district will be set.

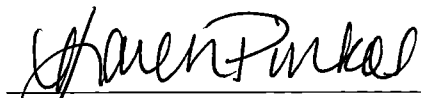
FINANCIAL CONSIDERATIONS

Without the adoption of the annual report and authorization of the assessment, the City would lose approximately \$771,000 in FY 2013-14 that will be used for landscaping and lighting purposes. NBS was selected in February 2009 through a Request for Proposal process and has prepared and filed the report each year. The cost to prepare and file

Agenda Item No. 5(B)

report is \$8,500 and is included in the FY 2012-13 budget for the Landscape and Lighting Assessment District fund.

Reviewed by:

A handwritten signature in black ink, appearing to read "Karen Pinkos", written over a horizontal line.

Karen Pinkos
Assistant City Manager

Attachments:

1. Resolution 2013-XX

RESOLUTION 2013–XX

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EL CERRITO DIRECTING NBS LOCAL GOVERNMENT SOLUTIONS AS THE ENGINEER OF WORK FOR THE LANDSCAPING AND LIGHTING ASSESSMENT DISTRICT NO. 1988-1 AND TO PREPARE AND FILE THE ANNUAL REPORT FOR FISCAL YEAR 2013-2014

WHEREAS, the City of El Cerrito, by Resolution No. 88-53, dated June 6, 1988 adopted Assessment District No. 1988-1 pursuant to the Landscape and Lighting Act of 1972; and

WHEREAS, said Landscape and Lighting Act requires the preparation and filing of an annual report defining the charges to the assessment district for fiscal year 2013–14; and

WHEREAS, California Street and Highways Code §22622 requires that the filing of the annual report be authorized by resolution of the City Council; and

WHEREAS, the cost to prepare and file the report is included in the FY 2012-13 budget for the Lighting and Assessment District fund.

NOW THEREFORE, BE IT RESOLVED by the City Council of the City of El Cerrito that it hereby directs NBS Local Government Solutions, the firm designated by this Council as the Engineer of Work for Assessment District No. 1988-1, to file an annual report in accordance with the provisions of the Landscape and Lighting Act of 1972.

BE IT FURTHER RESOLVED this resolution is adopted pursuant to California Street and Highways Code §22622.

I CERTIFY that at the regular meeting on April 2, 2013, the El Cerrito City Council passed this resolution by the following vote:

AYES: COUNCILMEMBERS:
NOES: COUNCILMEMBERS:
ABSENT: COUNCILMEMBERS:
ABSTAINED: COUNCILMEMBERS:

IN WITNESS of this action, I sign this document and affix the corporate seal of the City of El Cerrito on April XX, 2013.

Cheryl Morse, City Clerk

APPROVED:

Gregory B. Lyman, Mayor



AGENDA BILL

Agenda Item No. 5(C)

Date: April 2, 2013
To: El Cerrito City Council
From: Stephen Prée, Environmental Programs Manager / City Arborist
Jerry Bradshaw, Public Works Director / City Engineer
Subject: Annual Parcel Assessment for the National Pollutant Discharge Elimination System Program (NPDES)

ACTION REQUESTED

Adopt a resolution establishing the annual National Pollutant Discharge Elimination System Program (NPDES) assessment Equivalent Runoff Unit rate at the current rate of \$38.00 and direct the Contra Costa County Flood Control & Water Conservation District to adopt Stormwater Utility Area levies based on this amount.

BACKGROUND

The City of El Cerrito continues to participate in a countywide effort to comply with its National Pollutant Discharge Elimination System (NPDES) Permit. The activities undertaken through the program contribute to a cleaner El Cerrito and a cleaner San Francisco Bay. The program is mandated under the 1987 amendments to the Federal Water Pollution Control Act (Clean Water Act) and is administered in the Bay Area by the San Francisco Regional Water Quality Control Board (RWQCB). Nineteen cities along with the County Flood Control District established the Contra Costa County Clean Water Program (Clean Water Program) to coordinate compliance and collaborate on programmatic components of the NPDES permit and Clean Water Program within Contra Costa County.

Although the NPDES Permit and its programs are federally mandated, funding must be provided by the permittees. In order to comply with the requirements, the County established a countywide assessment district (Stormwater Utility Area or SUA) to fund the costs of the program, which includes both group activities and individual city activities.

Each year the per parcel rate for the assessment district must be re-established by the Board of Supervisors, which acts as the governing body for the Flood Control District and, thus, the Clean Water Program. Each city first must adopt a resolution designating the appropriate assessment for its jurisdiction and then forward the resolution setting the rate to the Clean Water Program. The resolution must be adopted by the City Council no later than April 15, 2013 in order for the County to have sufficient time to place the

assessment on the property tax rolls for fiscal year 2013-2014. The purpose of this agenda item is to provide an update on the City's program and adopt a resolution establishing the assessment for El Cerrito.

ANALYSIS

El Cerrito's Clean Water Program

The City's Clean Water Program includes meeting multiple NPDES permit provisions through activities that can be grouped in five general areas. Specific annual accomplishments are detailed in an Annual Report prepared each summer for submittal to the RWQCB. The activities are carried out primarily by the Public Works Engineering and Maintenance Divisions, the Building Division and the Environmental Services Division, with assistance from Code Enforcement and the Fire Department as needed.

- 1) New Development and Construction Control Activities: New development and construction activities have the potential to adversely affect water quality. Therefore, the City of El Cerrito's goal is to prevent pollutants from entering storm drains during new development and construction activities, as well as for the life of the project. Measures to achieve this include integrating and inspecting stormwater pollution prevention measures during construction of public and private projects and integrating and inspecting permanent stormwater pollution prevention measures on both public and private projects. Permanent stormwater pollution prevention measures, such as bioswales, are commonly referred to as "C.3" provisions.
- 2) Public Education and Industrial Outreach Activities (PEIO): The goal of El Cerrito's PEIO program is to educate residents and businesses about the causes and effects of stormwater pollution, the difference between the sanitary sewer and the storm drain system, and our local watersheds. The City also aims to encourage residents and businesses to participate in ongoing creek protection and restoration efforts and to adopt less-polluting practices.
- 3) Municipal Maintenance Activities: The goals of the City of El Cerrito's Municipal Maintenance Performance Standards are to optimize pollutant removal during routine maintenance activities (street sweeping and storm drain facility maintenance) and to prevent or minimize discharges to storm drains and watercourses from road and park maintenance, corporation yards, and other publicly-owned facilities.
- 4) Inspection Activities: The goal of the City of El Cerrito's Industrial and Commercial Inspection Program is to reduce or eliminate discharges to the storm drain system from industrial and commercial facilities. Since Fiscal Year 2003-2004, the East Bay Municipal Utility District (EBMUD) has performed the City's commercial and industrial inspections through a contract coordinated by the Contra Costa Clean Water Program.

- 5) Illicit Discharge Control Activities: The goal of the City of El Cerrito's Illicit Discharge Control Activities program is to prevent pollution from entering storm drains and creeks. Public Works maintenance staff conducts regular inspections of all open creek segments, trash racks and headwalls on public property as part of routine procedure. The City also maintains a complete video file of all stormdrain segments which can be easily referenced to investigate any possible illegal connections to the stormdrain system.

Municipal Regional Permit

The cities and municipalities that make up the Contra Costa Clean Water Program are currently permitted under a Municipal Regional Permit (MRP) adopted by the RWQCB on October 14, 2009. One of the goals of the MRP, as stated by the RWQCB, is to consolidate all Bay Area municipal permits into one consistent permit which is regional in scope. This includes more definitive NPDES permit language and requirements such as mandating specific stormwater management actions and levels of implementation, requiring certain reporting and effectiveness evaluation processes, implementing and enhancing actions to control 303(d) listed pollutants, pollutants of concern (POCs), and Total Maximum Daily Load (TMDL) limits, and requiring more complete and comprehensive stormwater monitoring. The MRP places significant regulatory and reporting emphasis in the areas of New Development/Redevelopment project infrastructure and planning as well as Trash Load Reduction and monitoring.

In accordance with the Permit schedule, each of the various requirements has stepped-up annually during the term of the permit with a new MRP due in October 2014. Consequently, the increased compliance costs motivated the Contra Costa County Clean Water Program to conduct a property-owner mail ballot election last year on a new property-related fee to fund the expanded mandates of the MRP. The Countywide initiative failed (although support in El Cerrito was 54%).

Stormwater Utility Assessment

The Clean Water Program is funded through the countywide Stormwater Utility Area assessment district. Specific assessments are calculated through determining Equivalent Runoff Units (ERUs). An ERU is a value that reflects the amount of impervious (paved) surface of a given parcel. Impervious surfaces result in stormwater runoff to the storm drain system, which potentially carries pollutants to the Bay and into the ground water. Parcels that contain large areas of paved surfaces are assigned a greater number of ERUs. A residential lot in El Cerrito between 5,000-20,000 square feet is assigned one (1) ERU. Industrial or commercial parcels with paved parking or other impervious surfaces may be assigned two (2) or more ERUs depending on their size.

El Cerrito's current rate of \$38.00 per Equivalent Runoff Unit (ERU) was established by Council in FY 2004-2005 and reflected a modest increase from the previous rate of \$30.00 established in FY 2003-2004. The current \$38.00 ERU rate generates

Agenda Item No. 5(C)

approximately \$391,000 annually. The City has reached its "cap" of \$38.00, and the ERU cannot be increased without approval from the voters.

FINANCIAL CONSIDERATIONS

Staff proposes that the fee for FY 2013-2014 remain at the maximum cap rate of \$38.00 per ERU. This rate would generate approximately \$391,000 and will continue to fund current NPDES activities, including municipal maintenance activities (i.e., storm drain cleaning) and Clean Water Program activities (i.e., water quality monitoring and illicit discharge detection and elimination).

Following adoption by City Council, the County Board of Supervisors, acting as the District's governing body, will adopt the annual property assessments for the FY 2013-2014 tax rolls.

Reviewed by:

A handwritten signature in cursive script, appearing to read "Karen Pinkos", is written over a horizontal line.

Karen Pinkos
Assistant City Manager

Attachments:

1. Resolution establishing the City's ERU rate for FY 2013-14

RESOLUTION 2013-XX

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EL CERRITO ESTABLISHING THE RATE AND ADOPTING AN ANNUAL PARCEL ASSESSMENT FOR THE DRAINAGE MAINTENANCE AND THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM PROGRAM (NPDES)

WHEREAS, under the Federal Water Pollution Control Act, prescribed discharges of stormwater require a permit from the appropriate California Regional Water Quality Board under the National Pollutant Discharge Elimination System (NPDES) program; and

WHEREAS, the City of El Cerrito did apply for, and did receive, a NPDES permit which requires the implementation of selected Best Management Practices to minimize or eliminate pollutants from entering stormwaters; and

WHEREAS, it is the intent of the City of El Cerrito to utilize funds received from its Stormwater Utility Area (SUA) for implementation of the NPDES program and drainage maintenance activities; and

WHEREAS, at the request of the City of El Cerrito, the Contra Costa County Flood Control & Water Conservation District (DISTRICT) has completed the process for formation of a SUA, including the adoption of the Stormwater Utility Assessment Drainage Ordinance No. 93-47; and

WHEREAS, the SUA and Program Group Costs Payment Agreement between the City of El Cerrito and DISTRICT requires that the City of El Cerrito annually, by April 15th, determine the rate to be assessed to a single Equivalent Runoff Unit (ERU) for the forthcoming fiscal year.

NOW THEREFORE, BE IT RESOLVED by the City Council of the City of El Cerrito that it hereby determines that the rate to be assigned to a single ERU for fiscal year 2013-2014 shall be set at \$38.00.

BE IT FURTHER RESOLVED that the City Council of the City of El Cerrito requests that the DISTRICT adopt SUA levies based on said amount.

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

I CERTIFY that at a regular meeting on April 2, 2013 the City Council of the City of El Cerrito passed this Resolution by the following vote:

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

IN WITNESS of this action, I sign this document and affix the corporate seal of the City of El Cerrito on _____, 2013.

Cheryl Morse, City Clerk

APPROVED:

Gregory B. Lyman, Mayor



AGENDA BILL

Agenda Item No. 5(D)

Date: April 2, 2013
To: El Cerrito City Council
From: Yvetteh Ortiz, Engineering Manager
Jerry Bradshaw, Public Works Director / City Engineer
Subject: Calendar Years 2010 and 2011 Growth Management Program
Compliance Checklist

ACTION REQUESTED

Adopt a resolution approving the Calendar Years 2010 and 2011 Growth Management Program (GMP) Compliance Checklist for allocation of Fiscal Years 2011-12 and 2012-13 Local Street Maintenance and Improvement Funds from Measure J by the Contra Costa Transportation Authority (CCTA).

BACKGROUND/ANALYSIS

In 1988, voters in Contra Costa County approved Measure C imposing a half-cent sales tax to generate revenue for transportation improvement projects over 20 years. In 2004, the voters approved Measure J extending the sales tax for another 25 years. A portion of the sales tax funds, referred to as the “18 Percent Local Street Maintenance and Improvement (LSM) program” funds, is allocated by the CCTA to cities on a formula basis. To receive these funds and to be eligible for funds from the Transportation for Livable Communities (CC-TLC) program, Measure J requires each jurisdiction in Contra Costa to comply with all the components of its Growth Management Program (GMP). The CCTA assesses compliance with the GMP through the review and approval of a jurisdiction’s GMP Compliance Checklist. Each jurisdiction must complete and approve the checklist.

On March 21, 2011, the City Council adopted Resolution No. 2011-20 approving the Calendar Years 2008 and 2009 GMP Compliance Checklist for allocation of Fiscal Years 2009-10 and 2010-11 Measure C and J Funds. The current GMP Compliance Checklist, attached as Exhibit A to the resolution, is for the reporting period of Calendar Years 2010 and 2011, and allocation period of Fiscal Years 2011-12 and 2012-13. This GMP Compliance Checklist must be submitted to the CCTA prior to June 30, 2013.

During this reporting period, the City continued to actively participate in the West Contra Costa Transportation Advisory Committee (WCCTAC) and the implementation of the West County Action Plan for Routes of Regional Significance. The City also continued to implement the Subregional Transportation Mitigation Program as part of its adopted Master Fee Schedule and maintained an adopted ten-year Capital Improvement

Agenda Item No. 5(D)

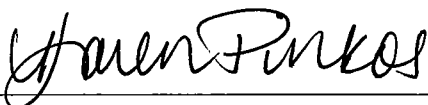
Program. Furthermore, the City continued to make progress in achieving the objectives of its Housing Element, which was certified by the State Department of Housing and Community Development (HCD) in early 2012. Due to the passage of the City's own half-cent sales tax (Measure A) in 2008, the City continued to provide significant funding for street improvement projects, specifically pavement resurfacing, using non-Measure J funds thus exceeding the minimum funding required by Measure J. Finally, in February 2013, the City adopted a Growth Management Element (GME) that substantially complies with the CCTA's Measure J Model GME as required before submission of the current checklist.

Based on these activities, staff considers the City to have met the requirements of Measure J. The City Council is required to approve the GMP Compliance Checklist for submittal to the CCTA. The GMP Compliance Checklist will first be reviewed by the CCTA's Citizens Advisory Committee and then the Planning Committee. After approval from these two committees, the GMP Compliance Checklist is reviewed and approved by the CCTA Board.

FINANCIAL CONSIDERATIONS

If the CCTA finds the City in compliance with requirements of Measure J for Calendar Years 2010 and 2011, the CCTA will allocate \$335,035 for Fiscal Year 2011-12 and an estimated \$342,670 for Fiscal Year 2012-13. The latter amount is subject to change primarily based on actual sales tax receipts through June 30, 2013. The granting of Fiscal Year 2012-13 funds will occur automatically on the one-year anniversary of the Fiscal Year 2011-12 payment date.

Reviewed by:



Karen Pinkos

Assistant City Manager

- Attachments: 1. Accompanying Resolution
2. Exhibit A - GMP Compliance Checklist

RESOLUTION 2013-XX

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EL CERRITO CERTIFYING THE CALENDAR YEARS 2010 & 2011 GROWTH MANAGEMENT PROGRAM (GMP) COMPLIANCE CHECKLIST FOR ALLOCATION OF FISCAL YEARS 2011-12 AND 2012-13 LOCAL STREET MAINTENANCE AND IMPROVEMENT FUNDS FROM MEASURE J BY THE CONTRA COSTA TRANSPORTATION AUTHORITY (CCTA)

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

WHEREAS, to receive 18 Percent Local Street Maintenance and Improvement (LSM) program funds and to be eligible for funds from the Transportation for Livable Communities (CC-TLC) program, Measure J requires each jurisdiction in Contra Costa to comply with all the components of its Growth Management Program (GMP); and

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

WHEREAS, the City of El Cerrito continued to actively participate in regional transportation planning as a member of the West Contra Costa Transportation Advisory Committee and continued to implement policies consistent with the requirements of Measure J.

NOW THEREFORE, BE IT RESOLVED that the City Council of the City of El Cerrito finds the actions of the City to be in conformance with the provisions of Measure J and hereby approves the Calendar Years 2010 & 2011 GMP Compliance Checklist, attached and incorporated herein by reference as Exhibit A, for allocation Fiscal Years 2011-12 and 2012-13 funds.

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

I CERTIFY that at a regular meeting on April 2, 2013 the City Council of the City of El Cerrito passed this Resolution by the following vote:

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

IN WITNESS of this action, I sign this document and affix the corporate seal of the City of El Cerrito on April ____, 2013.

Cheryl Morse, City Clerk

APPROVED:

Gregory B. Lyman, Mayor

Compliance Checklist

Agenda Item No. 5(D)
Attachment 2
Resolution No. 2013-XX Exhibit A

Reporting Jurisdiction:

City of El Cerrito

For Fiscal Years 2011-12 and 2012-13

Reporting Period: Calendar Years 2010 & 2011

Measure J Growth Management Program Compliance Checklist

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

Compliance Checklist

Reporting Jurisdiction: City of El Cerrito

For Fiscal Years 2011-12 and 2012-13

Reporting Period: Calendar Years 2010 & 2011

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

Compliance Checklist

Reporting Jurisdiction: City of El Cerrito

For Fiscal Years 2011-12 and 2012-13

Reporting Period: Calendar Years 2010 & 2011

4. Traffic Impact Studies

YES NO N/A

- a. Using the Authority's *Technical Procedures*, have traffic impact studies been conducted as part of development review for all projects estimated to generate more than 100 net new peak-hour vehicle trips? (Note: Lower traffic generation thresholds established through the RTPC's Action Plan may apply).
- b. If the answer to 4.a. above is "yes", did the local jurisdiction notify affected parties and circulate the traffic impact study during the environmental review process?

☒	☐	☐
☒	☐	☐

5. Participation in Cooperative, Multi-Jurisdictional Planning

YES NO

- a. During the reporting period, has the jurisdiction's Council/Board representative regularly participated in meetings of the appropriate Regional Transportation Planning Committee (RTPC), and have the jurisdiction's local representatives to the RTPC regularly reported on the activities of the Regional Committee to the jurisdiction's council or board? (Note: Each RTPC should have a policy that defines what constitutes regular attendance of Council/Board members at RTPC meetings.)
- b. Has the local jurisdiction worked with the RTPC to develop and implement the Action Plans, including identification of Routes of Regional Significance, establishing Multimodal Transportation Service Objectives (MTSOs) for those routes, and defining actions for achieving the MTSOs?
- c. Has the local jurisdiction applied the Authority's travel demand model and *Technical Procedures* to the analysis of General Plan Amendments (GPAs) and developments exceeding specified thresholds for their effect on the regional transportation system, including on Action Plan MTSOs?

☒	☐
☒	☐
☒	☐

Compliance Checklist

Reporting Jurisdiction: City of El Cerrito

For Fiscal Years 2011-12 and 2012-13

Reporting Period: Calendar Years 2010 & 2011

- | | YES | NO |
|--|-------------------------------------|--------------------------|
| d. As needed, has the jurisdiction made available, as input into the countywide transportation computer model, data on proposed improvements to the jurisdiction's transportation system, including roadways, pedestrian circulation, bikeways and trails, planned and improved development within the jurisdiction, and traffic patterns? | ☒ | ☐ |

6. Five-Year Capital Improvement Program

YES

NO

Does the jurisdiction have an adopted five-year capital improvement program (CIP) that includes approved projects and an analysis of project costs as well as a financial plan for providing the improvements? (The transportation component of the plan must be forwarded to the Authority for incorporation into the Authority's database of transportation projects)

☒☐

7. Transportation Systems Management Program

YES

NO

Has the jurisdiction adopted a transportation systems management ordinance or resolution that incorporates required policies consistent with the updated model ordinance prepared by the Authority for use by local agencies or qualified for adoption of alternative mitigation measures because it has a small employment base?

☒☐

8. Maintenance of Effort (MoE)

YES

NO

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

☒☐

Compliance Checklist

Reporting Jurisdiction: City of El Cerrito

For Fiscal Years 2011-12 and 2012-13

Reporting Period: Calendar Years 2010 & 2011

9. Posting of Signs	YES	NO	N/A
Has the jurisdiction posted signs meeting Authority specifications for all projects exceeding \$250,000 that are funded, in whole or in part, with Measure C or Measure J funds?	☐	☒	☐

10. Adoption of the Measure J Growth Management Element	YES	NO	N/A
Has the local jurisdiction adopted a final GME for its General Plan that substantially complies with the intent of the Authority's adopted Measure J Model GME?	☒	☐	☐

11. Adoption of a voter-approved Urban Limit Line	YES	NO	N/A
a. Has the local jurisdiction adopted and continually complied with an applicable voter-approved Urban Limit Line as outlined in the Authority's annual ULL Policy Advisory Letter?	☒	☐	☐
b. If the jurisdiction has modified its voter-approved ULL or approved a major subdivision or General Plan Amendment outside the ULL, has the jurisdiction made a finding of consistency with the Measure J provisions on ULLs and criteria in the ULL Policy Advisory Letter after holding a noticed public hearing and making the proposed finding publically available?	☐	☐	☒

12. Other Considerations	YES	NO	N/A
If the jurisdiction believes that the requirements of Measure J have been satisfied in a way not indicated on this checklist, has an explanation been attached below?	☐	☐	☒

Compliance Checklist

Reporting Jurisdiction: City of El Cerrito

For Fiscal Years 2011-12 and 2012-13

Reporting Period: Calendar Years 2010 & 2011

13. Review and Approval of Checklist

This checklist was prepared by:


Signature

3/23/13
Date

Yvetteh Ortiz, Engineering Manager
Name & Title (print)

(510) 215-4382
Phone

yortiz@ci.el-cerrito.ca
Email

The council/board of the City of El Cerrito

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

Certified Signature (Mayor or Chair)

Date

Gregory B. Lyman, Mayor
Name & Title (print)

Attest Signature (City/Town/County Clerk)

Date

Cheryl Morse
Name (print)

Compliance Checklist

Reporting Jurisdiction: City of El Cerrito

For Fiscal Years 2011-12 and 2012-13

Reporting Period: Calendar Years 2010 & 2011

Supplementary Information (Required)

1. Action Plans

- a. Please summarize steps taken during the reporting period to implement the actions, programs, and measures called for in the applicable Action Plans for Routes of Regional Significance:

The City of El Cerrito has taken various actions to implement the 2009 West County Action Plan for Routes of Regional Significance. Refer to Attachment 1.

Compliance Checklist

Reporting Jurisdiction: City of El Cerrito

For Fiscal Years 2011-12 and 2012-13

Reporting Period: Calendar Years 2010 & 2011

- b. Attach, list and briefly describe any General Plan Amendments that were approved during the reporting period. Please specify which amendments affected ability to meet the standards in the Growth Management Element and/or affected ability to implement Action Plan policies or meet Traffic Service Objectives. Indicate if amendments were forwarded to the jurisdiction's RTPC for review, and describe the results of that review relative to Action Plan implementation:

No General Plan Amendments were approved during the reporting period.

Compliance Checklist

Reporting Jurisdiction: City of El Cerrito

For Fiscal Years 2011-12 and 2012-13

Reporting Period: Calendar Years 2010 & 2011

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

No projects were approved that required action under the West County Action Plan.

Compliance Checklist

Reporting Jurisdiction: City of El Cerrito
For Fiscal Years 2011-12 and 2012-13
Reporting Period: Calendar Years 2010 & 2011

2. Transportation Mitigation Program

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

The City adopted a revised Subregional Transportation Mitigation Program ordinance in 2006 and the corresponding fees are part of the City's adopted Master Fee Schedule.

Compliance Checklist

Reporting Jurisdiction: City of El Cerrito

For Fiscal Years 2011-12 and 2012-13

Reporting Period: Calendar Years 2010 & 2011

3. Housing Options and Job Opportunities

- a. Please attach a report demonstrating reasonable progress in providing housing opportunities for all income levels. *(Check box to confirm report is attached.)* ☒
- b. Please attach the jurisdiction's adopted policies and standards that ensure consideration of and support for walking, bicycling, and transit access during the review of proposed development. *(Check box to confirm document is attached.)* ☒

4. Traffic Impact Studies

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

The El Cerrito Safeway Traffic Impact Study, dated October 2010, was consistent with Authority's Technical Procedures and the City notified affected parties as part of the notification and circulation of the Initial Study/Mitigated Negative Declaration. The City approved the project, including an Initial Study/Mitigated Negative Declaration and Mitigation Monitoring and Reporting Plan, on November 17, 2010.

Compliance Checklist

Reporting Jurisdiction: City of El Cerrito
For Fiscal Years 2011-12 and 2012-13
Reporting Period: Calendar Years 2010 & 2011

5. Participation in Cooperative, Multi-Jurisdictional Planning

No attachments necessary.

6. Five-Year Capital Improvement Program

Please attach the transportation component of the most recent CIP version, if the Authority does not already have it. (Check box to confirm document is attached.) Otherwise, list the resolution number and date of adoption of the most recent five-year CIP. ☒

Resolution Number	2011-45
Date	June 20, 2011

7. Transportation Systems Management Program

Please attach a copy of the jurisdiction's TSM ordinance, or list the date of ordinance or resolution adoption and its number. (Check box to confirm ordinance is attached.) ☐

Ordinance Number	98-2
Date	May 4, 1998

8. Maintenance of Effort (MoE)

Please indicate the jurisdiction's MoE requirement and MoE expenditures for the past two fiscal years (FY 2009-10 and FY 2010-11). See the Instructions to identify the MoE requirements.

MoE Requirement	\$173,871
MoE expenditures: FY 2010 and 11	\$5,847,558.60 in FY09-10 and \$2,175,538.51 in FY10-11

Compliance Checklist

Reporting Jurisdiction: City of El Cerrito
For Fiscal Years 2011-12 and 2012-13
Reporting Period: Calendar Years 2010 & 2011

9. Posting of Signs

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

In 2010 and 2011, the City had the following project under construction that was partially funded with Measure C/Measure J funds:

Street Resurfacing Project, C3027:

Total Project Budget - \$1,900,000

Measure C/J funding - \$180,000

Construction was completed in June 2011; however, the required signs were not posted. The City had previously misinterpreted that this requirement was only for projects using \$250,000 or more of Measure C/J funds. We have made note of this oversight and will post the required signs in the future.

10. Adoption of the Measure J Growth Management Element

Please attach the adopted Final Measure J Growth Management Element to the local jurisdiction's General Plan. (*Check box to confirm GME is attached.*)



Compliance Checklist

Reporting Jurisdiction: City of El Cerrito

For Fiscal Years 2011-12 and 2012-13

Reporting Period: Calendar Years 2010 & 2011

11. Adoption of a voter-approved Urban Limit Line

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

No actions were taken during this reporting period with regard to the voter-approved ULL.

12. Other Considerations

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

This section is not applicable.

Attachment 1 – West County Action Plan Implementation

City of El Cerrito Measure J Growth Management Program Checklist for FY 2011-12 and 2012-13 Reporting Period CY 2010 and 2011

The City of El Cerrito has taken the actions summarized below to implement the 2009 West County Action Plan for Routes of Regional Significance.

City Actions: In 2008, El Cerrito residents passed Measure A, "El Cerrito Pothole Repair, Local Street Improvement and Maintenance Measure", which is a half-cent sales tax to provide dedicated funding for a four-year, comprehensive street pavement repair and maintenance program for City streets. In 2011, the City completed the Measure A Street Improvement Program that included resurfacing approximately 70% of the City's streets. Due to an accelerated schedule, this work was completed a year early. The program is continuing as an annual maintenance and repair program aimed at keeping street conditions in the good category and addressing a handful of streets that remain in the poor category.

Implements: Area-wide Action 2.i - Maintain pavement management systems/schedules to manage and monitor pavement needs

City Actions: The City has an annual Access Improvement Program to implement ADA improvements in the public right-of-way per the City's 2009 ADA Transition Plan. In 2011, the City completed ADA improvements at the Senior Center to provide accessible parking spaces and route to the front entrance. In 2011, the City began reconstruction of the Fairmount Avenue & Ashbury Avenue intersection, which was funded by a federal Highway Safety Improvement Program, to include installation of curb ramps and audible pedestrian signals along with other safety improvements. The BART Earthquake Safety Program also began in late 2011 and includes reconstruction of curb ramps at street crossings along the Ohlone Greenway.

Implements: Area-wide Action 5.ii - Continue focus on ADA compliance for pedestrians (e.g., improvements for the visually impaired)

City Actions: In 2010 and 2011, the City secured and/or developed the design of the following grant-funded projects to install improvements, such as improved crosswalks, sidewalks, curb ramps, pedestrian refuge islands:

- Applied for and awarded Measure J and federal Transportation for Livable Communities grants totaling approximately \$1 million for landscaping, lighting and pedestrian and bicycle improvements for Central Avenue and Liberty Street Streetscape Improvements Project
- Developed design of the Arlington Boulevard Safe Routes to School Project, Potrero Avenue Between S. 55th and S. 56th Streets Safety Improvement Project, Ohlone Greenway Major Crossings Improvement Project, and Moeser and Ashbury Pedestrian and Bicycle Corridor Improvement Project.

Implements: Area-wide Action 5.iii - Work with CCTA and MTC to seek funding to install crosswalks, sidewalks, curb cuts, islands or "holding areas," bus shelters, and median improvements where absent or substandard to close gaps in pedestrian sidewalk/pathway system

City Actions: In 2010 and 2011, the City participated in the design and implementation efforts for the I-80 Integrated Corridor Mobility (ICM). The City was actively involved in the development of the Memorandum of Understanding between all project stakeholders to support the

implementation of active traffic management measures including ramp metering and lane use control on the freeway and trailblazer signs, signal coordination and intersection operational improvements along and near San Pablo Avenue and Central Avenue to improve overall corridor mobility and minimize impacts on local streets. Also, in 2011, the City reviewed construction submittals, attended construction meetings and conducted field reviews for the San Pablo Corridor, Arterial and Transit Improvements Project, which is one of several projects under the I-80 ICM.

Implements:

- I-80 Key Objective A & Action 2.ii - Utilize the I-80 ICM project to enhance the current Transportation Management System along the I-80 Corridor by using State of the Practice solutions to build an integrated, balanced, responsive and equitable system that will monitor and maintain optimum traffic flow along the network to regulate speed, reduce delays, and reduce incidents to improve the safety and mobility for all users;
- San Pablo Avenue Action 1.i - Study traffic improvement and management options to discourage diversion from I-80 and encourage diverted traffic to return to I-80 on the next downstream feeder road as part of the I-80 ICM project; and
- Central Avenue Action 1.i - Seek grant funding to develop and implement a signal coordination plan for Central Avenue between the intersections of San Pablo Avenue and I-580

City Actions: CCTA initiated work on a Project Study Report in late 2006 to analyze access improvements from/to I-80 at Central Avenue. Sixteen alternatives were examined but were later dropped due to public input, limited benefits, significant community impacts and high cost. Instead, two smaller projects were recommended that would provide near term congestion relief and improved traffic operations: A near-term "Operational Modifications Project" and a longer-term "Local Roads Realignment Project". In 2010 and 2011, the City of El Cerrito partnered with CCTA and City of Richmond to complete public outreach and engineering and environmental studies and environmental clearance for the near-term "Operational Modifications Project". This project is aimed at eliminating the blockage of through traffic along westbound Central Avenue caused by vehicles turning left onto I-80 westbound (toward SF). During weekend peak hours (11 am – 3 pm) and through the use of mainly electronic signs, the project will redirect this traffic turning left from westbound Central Avenue to use the I-580 eastbound on-ramp at Rydin Road. The project will also replace the all-way STOP signs at the I-580 ramps with coordinated traffic signals.

Implements: I-80 Key Objective B & Action B.i; Central Avenue Key Objective A & Action A.i - Partner with participating agencies to complete design, funding, and construction of I-80 interchange improvements with Central Avenue

City Actions: In 2010 and 2011, the City continued its efforts on the San Pablo Avenue Specific Plan, which is intended to prioritize the del Norte and Plaza BART Areas as two key nodes for higher-intensity, transit-oriented development. More specifically in 2011, the City initiated the del Norte Transit Oriented Development Strategy, Phase 1 to study development feasibility issues and solutions to the problems posed by regional commuter parking demands. The results of this study will be incorporated into the final Specific Plan.

Implements:

- I-80 Key Objective C and Action C.i - Plan and implement Transit Oriented Development at El Cerrito del Norte and El Cerrito Plaza BART stations;
- San Pablo Avenue Key Objective C - Complete San Pablo Avenue Specific Plan in the cities of Richmond and El Cerrito; and
- San Pablo Avenue Key Objective C - As a designated ABAG FOCUS Priority Development Area, monitor development and implement projects on or near the San Pablo Avenue, BART stations, and other transit hubs to facilitate transit-oriented development

City Actions: In 2011, the City completed construction of the San Pablo Avenue Streetscape and Rain Gardens Project, a multi-year project to enhance San Pablo Avenue. The goal of the project was to identify El Cerrito as a distinct place along the Avenue, enhance the economic vitality of the area, and create a safer, more accessible, and attractive walking and bicycling environment. The project included new medians south of Central Avenue, eight new crosswalks, various pedestrian safety and access improvements (curb ramps, audible signals, countdown pedestrian crossing signals, and in-pavement flashing crosswalks in some locations), historic-cultural sidewalk pavers, upgraded landscaping, new street furnishings including benches and bike racks, additional street trees, upgraded bus stops with new lighting, benches and trash/recycling bins, and demonstration rain gardens. In 2010 and 2011, the City of El Cerrito also actively participated in the development of the West County Transit Enhancement & Wayfinding Plan. The purpose of the West Contra Costa County Transit Enhancement and Wayfinding Plan is to generate increased transit ridership by identifying specific strategies that improve access to transit centers and routes. These strategies provide what is often referred to as the “first-mile” (access from home to transit) and “last-mile” (access from transit to work, school, etc.) solutions. The Plan identified improvement projects and programs at both the El Cerrito del Norte and Plaza BART Station areas in the following categories: Transit Center Improvements; Transportation Demand Management (TDM) and Parking Strategies; Pedestrian and Bicycle Access Improvements to the Transit Centers; and Pedestrian and Bicycle Wayfinding Signage to the Transit Centers.

Implements:

- Area-wide Action 4.i - Provide and maintain bus stops with lighting, shelters, telephones, trash/recycling receptacles, bus pads, information kiosks with advanced traveler information systems (ATIS) capabilities, and directional/transit signage;
- San Pablo Avenue Key Objective A - Improve pedestrian and bicycle access with related safety enhancements along the corridor; and
- San Pablo Avenue Key Objective C - As a designated ABAG FOCUS Priority Development Area, monitor development and implement projects on or near the San Pablo Avenue, BART stations, and other transit hubs to facilitate transit-oriented development

City Actions: In 2010 and 2011, as part of the I-80 ICM design and implementation effort to improve bus access to the del Norte BART Station, modifications to Cutting Blvd east of San Pablo Ave were developed. More specifically, Cutting Blvd between San Pablo Ave and the del Norte BART Station bus driveway will have a bus contra-flow lane to permit buses to travel eastbound on Cutting instead of having to travel through the more congested intersection of San Pablo/Hill St/Eastshore. Construction of this improvement is anticipated to be completed in Spring 2013. Additionally, the Draft San Pablo Avenue Specific Plan is evaluating multi-modal improvements on Cutting Boulevard between I-80 and the del Norte BART Station.

Implements: Cutting Boulevard Action 1.i - Continue study of improvements at intersection of Cutting Boulevard and San Pablo Avenue and adjacent intersection

**DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
DIVISION OF HOUSING POLICY DEVELOPMENT**

1800 Third Street, Suite 430
P. O. Box 952053
Sacramento, CA 94252-2053
(916) 323-3177 / FAX (916) 327-2643
www.hcd.ca.gov

**Attachment 2 - Housing Element Implementation**

March 6, 2012

Mr. Scott Hanin
City Manager
City of El Cerrito
10890 San Pablo Avenue
El Cerrito, CA 94530

Dear Mr. Hanin:

RE: Review of the City of El Cerrito's Adopted Housing Element

Thank you for submitting El Cerrito's housing element adopted on February 6, 2012 and received for review on February 22, 2012. The Department is required to review adopted housing elements and report the findings to the locality pursuant to Government Code Section 65585(h).

As you know, the Department's December 27, 2011 review found El Cerrito's revised draft housing element addressed the statutory requirements of housing element law. As the adopted element is substantially the same as the revised draft, we are pleased to find the element in full compliance with State housing element law (Article 10.6 of the Government Code).

The Department wishes El Cerrito success in implementing the housing element and looks forward to following its progress through the General Plan annual progress reports pursuant to Government Code Section 65400. If we can provide assistance in implementing the housing element, please contact Mario Angel, of our staff, at (916) 445-3485.

Sincerely,

A handwritten signature in cursive script that reads "Glen A. Campora".

Glen A. Campora
Assistant Deputy Director

(CCR Title 25 §6202)

City of El Cerrito

2007-2014

Page 10 of 10

Table B

Enter Calendar Year starting with the first year of the RHNA allocation period. See Example.		RHNA Allocation by Income Level		2007	2008	2009	2010	2011	2012	2013	2014		Total Units to Date (all years)	Total Remaining RHNA by Income Level
Very Low	Deed	93	28										28	65
	Restricted Non-deed restricted													
Low	Deed	59											9	50
	Restricted Non-deed restricted													
Moderate	Deed	80	28										38	42
	Restricted Non-deed restricted													
Above Moderate		199											171	28
Total RHNA by COG.		431											246	185
Enter allocation number:														
Total Units ▶ ▶ ▶ ▶		166	6	65	7	2								
Remaining Need for RHNA Period ▶ ▶ ▶ ▶ ▶ ▶ ▶ ▶ ▶														

ANNUAL ELEMENT PROGRESS REPORT

Housing Element Implementation

(CCR Title 25 §6202)

Jurisdiction: El Cerrito
Reporting Period: 2011

Table C
Program Implementation Status - Certified HE 2012

Program Description (By Housing Element Program Names)	Name of Program	Deadline in HE	Status of Implementation
Program 1.1 - Continue to implement the Residential Rental Inspection Program		Ongoing	First cycle completed and second cycle to start in 2012
Program 1.2 - Continue to investigate complaints and take action about rental housing code violations		Ongoing	Ongoing
Program 1.3 - Continue to encourage the rehabilitation of existing housing units by providing program information		2010	Information available to the public at the front counter
Program 1.4 - Continue to permit new housing units & rehabilitation in mixed use & commercial zoning districts		Ongoing	Allowed for by Zoning Ordinance
Program 1.5 - Continue to regulate condominium conversions		Ongoing	Mandated by Zoning Ordinance
Program 1.6 - Continue to regularly monitor assisted housing units to help preserve existing stock of affordable housing		Annual	Report to be completed in 2012
Program 1.7 - Continue to enforce notification requirements on BMR and Section units		Ongoing	Mandated by Zoning Ordinance
Program 1.8 - Annual review of the City Capital Improvements Program (CIP)		Annual	Review to be completed in spring 2012
Program 2.1 - Retain existing residential zoning and discourage non-residential uses		Ongoing	Mandated by Zoning Ordinance
Program 3.1 - Consider enacting additional incentive programs to encourage retrofit of seismically unsafe buildings		Ongoing	Ongoing
Program 3.2 - Explore possible funding sources to minimize financial impact of retrofits on low/mod income residents		Ongoing	First review to be completed spring 2012
Program 4.1 - Conduct an annual evaluation of the City's inventory of available sites		Annual	To be completed by end of 2012
Program 5.1 - Maintain General Plan designations for mixed use and high density housing		Ongoing	Ongoing
Program 6.1 - Continue to fast track processing for second units meeting established City standards		Ongoing	Allowed for by Zoning Ordinance
Program 6.2 - Consider the establishment of a "pre-approved" second unit program.		2012-2013	Evaluating Santa Cruz second unit program
Program 7.1 - Continue to implement City regulations that allow manufactured and prefab housing in residential districts		Ongoing	Allowed for by Zoning Ordinance
Program 8.1 - Continue to identify underutilized properties where transit oriented development can occur.		Ongoing	Ongoing
Program 9.1 - Use existing zoning regulations to allow innovative approaches to increasing affordable housing.		Ongoing	Allowed for by Zoning Ordinance
Program 10.1 - Revised the Zoning Ordinance to include housing size diversity standards		2012	To be completed with annual ZO update in fall 2012
Program 11.1 - Continue to enforce the Zoning Ordinance which provides incentives for affordable housing		Ongoing	Mandated by Zoning Ordinance
Program 11.2 - Continue to inform developers about and allow density bonuses		Ongoing	Ongoing

Table C
Program Implementation Status - Certified HE 2012

Program Description (By Housing Element Program Names)	Name of Program	Deadline in HE	Status of Implementation
Program 12.1 - During the annual Master Fee Schedule revision, evaluate development fees.		Annual	Fees will be updated with Master Fee Schedule as part of 2012 Budget
Program 13.1 - Streamline the application process by continuing to offer interdepartmental team meetings for applicants		Ongoing	Ongoing
Program 14.1 - Continue to enforce the Zoning Ordinance and encourage Transit Oriented development		Ongoing	Ongoing
Program 15.1 - Assist developers in obtaining state and federal funding available to develop affordable housing		Ongoing	Ongoing
Program 15.2 - Continue to enforce Federal and State Accessibility and Adaptability standards		Ongoing	Required by Building Code
Program 15.3 - Continue to fast track inspection processes for large family and special needs housing.		Ongoing	Ongoing
Program 15.4 - Continue to encourage and support development of senior housing		Ongoing	Ongoing
Program 15.5 - Facilitate the provision of housing that supports 'aging in place' for the City's senior population		Ongoing	56 units of "age in place" senior housing under development.
Program 15.6 - Update the Zoning Ordinance to include a definition of transitional and support housing		2012	To be completed with annual ZO update in fall 2012
Program 16.1 - Assist in the development of extremely low-, very low-, low- and moderate income housing		Ongoing	Ongoing
Program 16.2 - Study the feasibility of an inclusionary housing ordinance		2012	Under development
Program 16.3 - Encourage developers to leverage limited Housing Funds with other assistance		Ongoing	Ongoing
Program 17.1 - Continue to allow emergency and transitional housing as a permitted use within the CC zone		Ongoing	Mandated by Zoning Ordinance
Program 17.2 - Consult with other agencies to maintain 2007-2014 demand estimate for emergency housing		Ongoing	Ongoing
Program 17.3 - Coordinate with the County and cities to develop the annual 5-year consolidated plan		Ongoing	Ongoing
Program 18.1 - Look for opportunities with non-profits and other cities to expand the City's supply of affordable housing		Ongoing	City working with two non-profits to develop affordable housing.
Program 19.1 - Continue to provide non-discrimination clauses in rental agreements and deed restrictions		Ongoing	Ongoing
Program 19.2 - Reasonable Accommodation procedures		Ongoing	Required by Building Code
Program 19.3 - Continue the City's participation in the Contra Costa Urban County CDBG Consortium.		Ongoing	Ongoing
Program 19.4 - Continue to allow emergency, transitional and supportive housing as a permitted use within the CC zone		Ongoing	Mandated by Zoning Ordinance
Program 20.1 - Develop an energy conservation strategy		2011	Ongoing - The City's climate action plan is still in development.
Program 21.1 - Continue to enforce the State Energy Conservation Standards		Ongoing	Mandated by Building Code
Program 22.1 - Develop policies consistent with AB32 and SB375 to establish common thresholds for green buildings		2011	Ongoing - The City's climate action plan is still in development.
Program 23.1 - Continue to provide for increased density, reduced parking and design and development standards		Ongoing	Allowed for by Zoning Ordinance



Attachment 3 - Complete Streets Act Compliance

January 9, 2013

Metropolitan Transportation Commission
c/o Sean Co
Active Transportation Planner
101 Eighth Street
Oakland, CA 94607-4700

Dear Mr. Co,

Please accept this letter and the enclosed documentation as the City of El Cerrito's notice for "self-certification" in compliance with the One Bay Area Grant (OBAG) Complete Streets requirement. It is our understanding that, by January 31, 2013, to remain eligible to receive Federal funding through the Metropolitan Transportation Commission (MTC) and the One Bay Area Grant, jurisdictions are required to adopt a policy document that reflects the OBAG Complete Streets policies or take an equivalent action.

The Metropolitan Transportation Commission provides three options for jurisdictions to satisfy OBAG's Complete Streets policies requirements. They include the following:

- (1) update the General Plan Transportation/Circulation Element to include Complete Street policies;
- (2) adopt a resolution that incorporates Complete Streets Principles, Implementation, and Exceptions; or
- (3) provide MTC with letter self-certifying that the current General Plan complies with the Complete Streets Act of 2008,

The City has opted to self-certify that its current Transportation and Circulation Element meets the requirements of the Complete Streets Act of 2008.

To ensure compliance with the Act, the Governor's Office of Planning and Research (OPR) developed *Update to the General Plan Guidelines: Complete Streets and the Circulation Element – December 15, 2010* ("Guidelines"). Upon analyzing the *Guidelines* and the City's current Plan, we found that the adopted General Plan Transportation and Circulation Element ("Circulation Element") incorporates Complete Streets Policies as outlined in the *Guidelines* and the Complete Streets Act of 2008.

To support the City's approach of self-certification, we have prepared an audit of the *Guidelines* and the City's General Plan Transportation and Circulation Element. Our analysis found that the current Circulation Element meets the requirements outlined in the *Guidelines* and the Complete Streets Act of 2008. The enclosed Table 1 outlines the *Guidelines* "mandatory and possible policy areas" to be considered and identifies the City's Circulation Element goals and policies that satisfy the *Guidelines* and the Open Streets Act of 2008.

To conclude, as documented in the enclosed Table 1, we certify that our current General Plan and Circulation Element comply with the Complete Streets Act of 2008 and therefore fulfill the OBAG's Complete Streets policies. Thank you for your time and consideration in reading this letter. If you have any questions or comments, please contact Yvetteh Ortiz at 510/215-4345. or e-mail her at yortiz@ci.el-cerrito.ca.us.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Scott Hanin', with a horizontal line extending from the end of the signature.

Scott Hanin
City Manager

Enclosure: Table 1

CITY OF EL CERRITO TRANSPORTATION ELEMENT AUDIT

For Compliance with Complete Streets Act of 2008

In May 2012, the Metropolitan Transportation Commission (MTC) approved Resolution 4035, which outlined the process for allocating federal funding through Fiscal Year 2015–16. A substantial amount of that funding will be allocated by the Congestion Management Agencies (CMAs) through the OneBayArea Grant, also known as OBAG. The OBAG process outlined in Resolution 4035 requires local agencies to comply with two performance and accountability policies in order to be eligible for OBAG funds. One of these is to adopt a complete streets policy resolution or have a general plan that complies with the Complete Streets Act of 2008 (Assembly Bill 1358) no later than January 31, 2013.

The Complete Streets Act of 2008 requires that the legislative body of a city or county, upon any substantive revision of the circulation element of the general plan, modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel. The Governor's Office of Planning and Research (OPR) developed guidelines to assist all cities and counties in meeting this requirement. These guidelines are published in OPR's *Update to the General Plan Guidelines: Complete Streets and the Circulation Element – December 15, 2010*.

In reviewing the City of El Cerrito's Transportation and Circulation Element of the General Plan and OPR's Guidelines, City staff determined that the City's Transportation and Circulation Element currently complies with the Complete Streets Act of 2008. Therefore, for the purposes of meeting the OBAG complete streets policy by January 31, 2013, the City has opted for self-certification of its policies as outlined in OPR's Guidelines. Table 1 outlines the Guidelines "mandatory and possible policy areas" to be considered and the City's Transportation and Circulation Element goals and policies that satisfy the Guidelines and the Complete Streets Act of 2008.

Table 1: OPR's General Plan Guidelines: Complete Streets and the Circulation Element

Complete Streets Policy – Mandatory Circulation Element Issues	El Cerrito Gen. Plan Trans/Circulation and Related Land Use Goals	El Cerrito Gen. Plan Trans/Circulation Policies and Implementation Measures
The statute requires the circulation element be modified to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways.	Goal T1: A transportation system that allows safe and efficient travel by a variety of modes and promotes that use of alternatives to the single occupant vehicle.	T1.1 Balances Transportation System. Create and maintain a balanced transportation system with choice of transit, bicycle, pedestrian, and private automobile modes.
		Implementation: Bicycle Master

Circulation elements shall also take into consideration the provision of safe convenient travel that is suitable to the rural, suburban, or urban context of a local jurisdictions general plan. This could include policies and implementation measures for both retrofitting and developing streets to serve multiple modes and the development of multimodal transportation network design standards based on street types.		Plan, Circulation Map, Neighborhood Traffic Management Plan, Pedestrian Circulation Plan, Traffic Monitoring, and a Transit First Policy.
	Goal T1: A transportation system that allows safe and efficient travel by a variety of modes and promotes that [the?] use of alternatives to the single occupant vehicle.	T1.3 Bicycle Circulation. Create a complete, interconnected bicycle circulation system. Provide a bicycle system that serves commuter as well as recreational travel. Improve bicycle routes and access to and between mayor destinations. T1.4 Pedestrian Circulation. Provide a safe, convenient, continuous and interconnected pedestrian circulation system throughout the city. Ensure safe pedestrian access to local schools. Implementation: Bicycle Master Plan, Circulation Map, Neighborhood Traffic Management Plan, Pedestrian Circulation Plan, Traffic Monitoring, and a Transit First Policy.
	Goal T3: A transportation system, including safe and adequate streets, signals, sidewalks, pathways, curbs, gutters, street trees, signage, and streetlights, that maintains and improves the livability of the city.	T3.1 Improve Circulation. Improve circulation in the locations with high levels of congestion, but avoid major increase in street capacities unless necessary to remedy severe traffic congestion, and not at the expense of pedestrian circulation.
		T3.3 Residential Streets. To discourage cut-through traffic on residential streets, maintain the

		existing system of arterial and collector streets. Where necessary, employ traffic management techniques to control the speed of vehicles traveling on residential streets, including residential portions of arterial and collector streets.
		Implementation: Bicycle Master Plan, Circulation Map, Neighborhood Traffic Management Plan, Pedestrian Circulation Plan, Traffic Monitoring, and a Transit First Policy.
Local planning agencies should coordinate their circulation element provisions with applicable state and regional transportation plans.	Goal T1: A transportation system that allows safe and efficient travel by a variety of modes and promotes that use of alternatives to the single occupant vehicle.	T1.7 Regional Coordination. Recognize El Cerrito's role in the region and lead in regional efforts to increase transit and reduce congestion.
		Implementation: Inter-governmental Coordination.
POSSIBLE POLICY AREAS		
<u>Major Thoroughfares</u>		
<u>Street Roads and Highways</u>		
The availability of a mix of transportation modes and the infrastructure to support those to meet community needs.	Goal T1: A transportation system that allows safe and efficient travel by a variety of modes and promotes that use of alternatives to the single occupant vehicle.	T1.3 Bicycle Circulation. Create a complete, interconnected bicycle circulation system. Provide a bicycle system that serves commuter as well as recreational travel. Improve bicycle routes and access to and between mayor destinations.

		T1.4 Pedestrian Circulation. Provide a safe, convenient, continuous and interconnected pedestrian circulation system throughout the city. Ensure safe pedestrian access to local schools.
	Goal T3: A transportation system, including safe and adequate streets, signals, sidewalks, pathways, curbs, gutters, street trees, signage, and streetlights, that maintains and improves the livability of the city.	T3.1 Improve Circulation. Improve circulation in the locations with high levels of congestion, but avoid major increase in street capacities unless necessary to remedy severe traffic congestion, and not at the expense of pedestrian circulation. Implementation: Bicycle Master Plan, Circulation Map, Neighborhood Traffic Management Plan, Pedestrian Circulation Plan, Traffic Monitoring, and a Transit First Policy.
The Development and improvement of major thoroughfares, including future acquisitions and dedications based on proposed land use patterns and projected demand. This may include, street, road, and highway classification system.	Goal T3: A transportation system, including safe and adequate streets, signals, sidewalks, pathways, curbs, gutters, street trees, signage, and streetlights, that maintains and improves the livability of the city.	T3.1 Improve Circulation. Improve circulation in the locations with high levels of congestion, but avoid major increase in street capacities unless necessary to remedy severe traffic congestion, and not at the expense of pedestrian circulation. Implementation: Capital Improvement Program, Intergovernmental Coordination, Neighborhood Traffic Management

Plan, Pavement Management Plan, Pedestrian Circulation Plan, Traffic Monitoring, Transit First Policy.		
T3.2 Streets as Public Spaces. Recognize the role of streets not only as vehicle routes but also as part of an extensive system of public spaces where people live, city residents meet, and businesses reside. T3.3 Residential Streets. To discourage cut-through traffic on residential streets, maintain the existing system of arterial and collector streets. Where necessary, employ traffic management techniques to control the speed of vehicles traveling on residential streets, including residential portions of arterial and collector streets. T3.4 Street Closures. Keep all neighborhood streets open unless there is an existing or potential safety or cut-through traffic problem and there are no acceptable alternatives, or unless the closure would increase the use of alternative transportation modes. Implementation: Capital Improvement Program, Neighborhood Traffic Management Plan, and Circulation Plan for Bicyclists and Pedestrians	Goal T3: A transportation system, including safe and adequate streets, signals, sidewalks, pathways, curbs, gutters, street trees, signage, and streetlights, that maintains and improves the livability of the city.	The consideration of traffic calming measures (narrower travel lanes, roundabouts, raised medians, speed table, planting strips, etc.).

The safety of the traveling public including pedestrians and bicyclists.	Goal T1: A transportation system that allows safe and efficient travel by a variety of modes and promotes that use of alternatives to the single occupant vehicle.	T1.3 Bicycle Circulation. Create a complete, interconnected bicycle circulation system. Provide a bicycle system that serves commuter as well as recreational travel. Improve bicycle routes and access to and between mayor destinations. T1.4 Pedestrian Circulation. Provide a safe, convenient, continuous and interconnected pedestrian circulation system throughout the city. Ensure safe pedestrian access to local schools. Implementation: Bicycle Master Plan, Capital Improvement Program, Intergovernmental Coordination, Neighborhood Traffic Management Plan, Parking Management Plan, Pavement Management Plan, Pedestrian Circulation Plan.
The development of a connected system of streets, roads, and highways that provides continuous, safe, and convenient travel for all users.	Goal T1: A transportation system that allows safe and efficient travel by a variety of modes and promotes that use of alternatives to the single occupant vehicle.	T1.1 Balances Transportation System. Create and maintain a balanced transportation system with choice of transit, bicycle, pedestrian, and private automobile modes. T1.2 Transit System. Encourage transit providers to improve and increase existing transit routes, frequency, and level of service.

Encourage a public transit system that provides convenient transfers between transit services and other modes of travel. T1.3 Bicycle Circulation. Create a complete, interconnected bicycle circulation system. Provide a bicycle system that serves commuter as well as recreational travel. Improve bicycle routes and access to and between mayor destinations. T1.4 Pedestrian Circulation. Provide a safe, convenient, continuous and interconnected pedestrian circulation system throughout the city. Ensure safe pedestrian access to local schools. Implementation: Bicycle Master Plan, Capital Improvement Program, Intergovernmental Coordination, Neighborhood Traffic Management Plan, Parking Management Plan, Pedestrian Circulation Plan, Preference for Cut-through Streets.		
T1.2 Transit System. Encourage transit providers to improve and increase existing transit routes, frequency, and level of service. Encourage a public transit system that provides convenient transfers between transit services and other modes of travel.	Goal T1: A transportation system that allows safe and efficient travel by a variety of modes and promotes that use of alternatives to the single occupant vehicle.	The Development and improvement of transit, including transit services within a roadway right-of-way.

	Goal T2: A land use pattern that encourages walking, bicycling, and public transit use.	Implementation: Capital Improvement Program, Intergovernmental Coordination, Circulation Plan for Bicyclists and Pedestrians, Transit First Policy (City Council Resolution 97-56). T2.1 Land Use Patterns. Recognize the link between land use and transportation. Promote land use and development patterns that encourage walking, bicycling, and transit use. Emphasize high-density and mixed land use patterns that promote transit and pedestrian travel, where feasible, emphasize the following land use measures: 1. Promote conveniently located neighborhood complexes that provide housing and commercial services near employment centers and within transit corridors. 2. Promote land use patterns that maximize trip-linking opportunities by assembling uses that allow people to take care of a variety of daily needs. 3. Encourage pedestrian-oriented land use and urban design that can give a demonstrable effect on transportation choices. 4. Direct growth to occur along transit corridors.
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		5. Encourage retail, commercial, and office uses in ground floor space in combination with upper-floor housing along San Pablo Avenue T2.2 Project Design. Projects should be designed to include features that encourage walking, bicycling, and transit use
Transit and Railroads		
The development and improvement of transit and paratransit services, including mass rapid transit services, commuter light rail and heavy rail metro/subway systems, in consultation with the appropriate transportation agencies.	Goal T1: A transportation system that allows safe and efficient travel by a variety of modes and promotes that use of alternatives to the single occupant vehicle.	
		T1.1 Balances Transportation System. Create and maintain a balanced transportation system with choice of transit, bicycle, pedestrian, and private automobile modes. T1.2 Transit System. Encourage transit providers to improve and increase existing transit routes, frequency, and level of service. Encourage a public transit system that provides convenient transfers between transit services and other modes of travel. T4.3 BART Parking. Support decreasing the amount of land dedicated to parking around BART stations by using parking structures. To reduce parking demand at BART stations, encourage an improved transit feeder system to BART stations

		including consideration of new transit technologies. Encourage BART parking not to obstruct pedestrian access from stations to surrounding land uses. Implementation: Intergovernmental Coordination, Parking Management Plan, Pedestrian Circulation Plan, Residential Permit Parking Program, Traffic Monitoring.
	Goal T4: A minimum amount of land used for parking and minimal parking intrusion in neighborhoods.	T4.3 BART Parking. Support decreasing the amount of land dedicated to parking around BART stations by using parking structures. To reduce parking demand at BART stations, encourage an improved transit feeder system to BART stations including consideration of new transit technologies. Encourage BART parking not to obstruct pedestrian access from stations to surrounding land uses.
The accessibility and accommodation of all transit users.	Goal T1: A transportation system that allows safe and efficient travel by a variety of modes and promotes that use of alternatives to the single occupant vehicle.	T1.2 Transit System. Encourage transit providers to improve and increase existing transit routes, frequency, and level of service. Encourage a public transit system that provides convenient transfers between transit services and other

		modes of travel. Implementation: Capital Improvement Program, Parking Management Plan, Pavement Management Plan, Pedestrian Circulation Plan, Preference for Cut-through Streets, Residential Permit Parking Program, Traffic Monitoring, Transit First Policy, Travel Demand Management.
<i>Transportation Management Operation</i>		
The development of transportation operation management policies, such as the consideration of reducing speeds, separating pedestrians and bicyclists from vehicle traffic and adding or upgrading traffic control devices, etc.	Goal T1: A transportation system that allows safe and efficient travel by a variety of modes and promotes that use of alternatives to the single occupant vehicle.	Implementation Program of the General Plan – Transportation and Circulation Element (Adopted) ☐ Bicycle Master Plan ☐ Neighborhood Traffic Management Plan ☐ Pedestrian Circulation Plan ☐ Traffic Monitoring ☐ Transit First Policy ☐ Travel Demand Management Ordinance
<i>Transportation Routes</i>		
<i>Truck Routes</i>		
The Development of proposed truck routes and policies supporting truck routes regulations.	Goal T1: A transportation system that allows safe and efficient travel by a variety of modes and promotes	☐ Emergency Response and Truck Routes Map ☐ Figure 8 Emergency Response

	that use of alternatives to the single occupant vehicle.	and Truck Routes (EC General Plan) identifies streets where trucks are prohibited. Also in the General Plan text (Page 5-6) streets are identified in which truck prohibited.
<i>Pedestrian and Bicycle Routes</i>	Goal T1: A transportation system that allows safe and efficient travel by a variety of modes and promotes that use of alternatives to the single occupant vehicle.	T1.3 Bicycle Circulation. Create a complete, interconnected bicycle circulation system. Provide a bicycle system that serves commuter as well as recreational travel. Improve bicycle routes and access to and between mayor destinations. T1.4 Pedestrian Circulation. Provide a safe, convenient, continuous and interconnected pedestrian circulation system throughout the city. Ensure safe pedestrian access to local Implementation: Bicycle Master Plan, Capital Improvement Program, Pedestrian Circulation Plan.
The Development of a comprehensive pedestrian and/ or bicycle plan.		☐ Bicycle Master Plan ☐ Pedestrian Circulation Plan
The development and improvement of pedestrian and bicycle routes, on and off, streets, roads, and highways. Consider special accommodation such as car-free zones, bicycle boulevards, and paths.		☐ Bicycle Master Plan ☐ Pedestrian Circulation Plan
The connectivity of pedestrian and bicycle routes between homes, job centers, schools and facilities,		☐ Bicycle Master Plan ☐ Pedestrian Circulation Plan

and other frequently visited destinations		
The development of Safe Routes to School programs that address pedestrian and bicycle safety for two mile radius around all elementary, middle, and high school facilities.		☐ Circulation Plan for Bicyclists and Pedestrians
The development of pedestrian and bicycle facilities along routes that support the use of these routes such as benches, shelters, trees, bicycle parking etc.		☐ Bicycle Master Plan ☐ Pedestrian Circulation Plan ☐ Ohlone Greenway Master Plan ☐ Implementation of the CIP
The dedication and preservation of independent alignments (utility, abandoned waterways, or live rail right-of-ways) for the development of bicycle paths.		☐ Bicycle Master Plan ☐ Pedestrian Circulation Plan ☐ Ohlone Greenway Master Plan ☐ Implementation of the CIP
Transit Routes		
	Goal T1: A transportation system that allows safe and efficient travel by a variety of modes and promotes that use of alternatives to the single occupant vehicle.	T1.2 Transit System. Encourage transit providers to improve and increase existing transit routes, frequency, and level of service. Encourage a public transit system that provides convenient transfers between transit services and other modes of travel. T1.3 Bicycle Circulation. Create a complete, interconnected bicycle circulation system. Provide a bicycle system that serves commuter as well as recreational travel. Improve bicycle routes and access to and between mayor destinations. T1.4 Pedestrian Circulation. Provide

measures: 1. Promote conveniently located neighborhood complexes that provide housing and commercial services near employment centers and within transit corridors. 2. Promote land use patterns that maximize trip-linking opportunities by assembling uses that allow people to take care of a variety of daily needs. 3. Encourage pedestrian-oriented land use and urban design that can give a demonstrable effect on transportation choices. 4. Direct growth to occur along transit corridors. 5. Encourage retail, commercial, and office uses in ground floor space in combination with upper-floor housing along San Pablo Avenue Implementation: Bicycle Master Plan, Capital Improvement Program, Intergovernmental Coordination, Neighborhood Traffic Management Plan, Pedestrian Circulation Plan, Transit First Policy.		
☐ Intergovernmental Coordination ☐ Transit First Policy ☐ ADA Transition Plan		The location and characteristics of transit terminals to maximize accessibility by all modes of transportation.

The development of intermodal transfer facilities such as bicycle parking and bus transfer station.		☐ Intergovernmental Coordination ☐ Transit First Policy ☐ Bicycle Master Plan ☐ Pedestrian Circulation Plan
<u>Other Issues</u>		
Land Uses and Transportation Integration	Goal T2: A land use pattern that encourages walking, bicycling, and public transit use	T2.1 Land Use Patterns. Recognize the link between land use and transportation. Promote land use and development patterns that encourage walking, bicycling, and transit use. Emphasize high-density and mixed land use patterns that promote transit and pedestrian travel, where feasible, and emphasize the following land use measures: 1. Promote conveniently located neighborhood complexes that provide housing and commercial services near employment centers and within transit corridors. 2. Promote land use patterns that maximize trip-linking opportunities by assembling uses that allow people to take care of a variety of daily needs. 3. Encourage pedestrian-oriented land use and urban design that can give a demonstrable effect on transportation choices. 4. Direct growth to occur along

		transit corridors. 5. Encourage retail, commercial, and office uses in ground floor space in combination with upper-floor housing along San Pablo Avenue T2.2 Project Design. Projects should be designed to include features that encourage walking, bicycling, and transit use. Implementation: Bicycle Master Plan, Capital Improvement Program, Intergovernmental Coordination, Neighborhood Traffic Management Plan, Pedestrian Circulation Plan.
The development of transit oriented development standards including the appropriate mix of density and intensity of land uses near transit station parking requirements, and service, and delivery requirements. The creation of land use patterns, such as mixed-use overlay district that allow frequently visited destination to be accessible by multiple transportation The availability of transportation infrastructure needed to accommodate increased density and transit-oriented development modes.	Goal LU 5 A land use pattern and types of development that support alternatives for the movement of people, goods, and ideas.	LU5.1 BART Station Areas. Encourage higher density and a mix of uses the city tow BART stations to take advantage of the transit opportunities they provide. LU 5.2 Mixed-Use Centers. Encourage mixed use centers along San Pablo avenue including development along Fairmount Avenue, Stockton Avenue, and Moeser Lane between San Pablo Avenue and the Ohlone Greenway that provide the opportunity for people to walk among businesses, employment and residential. Implementation: Bicycle Master Plan,

		Capital Improvement Program, Intergovernmental Coordination, Neighborhood Traffic Management Plan, Pedestrian Circulation Plan.
Parking Facilities		
The provision of bicycle parking.	Goal T1: A transportation system that allows safe and efficient travel by a variety of modes and promotes that use of alternatives to the single occupant vehicle. T1.1 Balances Transportation System. Create and maintain a balanced transportation system with choice of transit, bicycle, pedestrian, and private automobile modes. T1.2 Transit System. Encourage transit providers to improve and increase existing transit routes, frequency, and level of service. Encourage a public transit system that provides convenient transfers between transit services and other modes of travel. T1.3 Bicycle Circulation. Create a complete, interconnected bicycle circulation system. Provide a bicycle system that serves commuter as well as recreational travel. Improve bicycle routes and access to and between mayor destinations. Implementation: Bicycle Master Plan, Capital Improvement Program, Intergovernmental Coordination, Neighborhood Traffic Management Plan.	

The development of strategies for the control of parking demand such as improved transit services, amenities for bicyclists, subsidized rideshare vehicles, and the consideration of eliminating minimum parking requirements.	Goal T4: A minimum amount of land used for parking and minimal parking intrusion in neighborhoods.	T4.1 Parking Requirements. Develop parking requirements that are consistent with the goals for increased use of alternative transportation modes, and acknowledge shared parking opportunities. T4.2 Underparked areas of San Pablo Avenue. Evaluate long-term parking needs along San Pablo Avenue and promote the development of common parking facilities in areas where existing and long-term parking provisions will not satisfy latent parking demand. T4.3 BART Parking. Support decreasing the amount of land dedicated to parking around BART stations by using parking structures. To reduce parking demand at BART stations, encourage an improved transit feeder system to BART stations including consideration of new transit technologies. Encourage BART parking not to obstruct pedestrian access from stations to surrounding land uses. T4.4 Residential Parking Permits. Maintain the restrictive residential permit-parking program for neighborhoods surrounding BART stations. As need arises, expand the permit parking areas or create new
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		permit parking areas to protect neighborhoods from parking intrusion from adjacent land uses. Implementation: Capital Improvement Program, Neighborhood Traffic Management Plan, Parking Management Plan, Bicycle Master Plan.
Green Streets		
The development of shade trees, green medians and landscape standards street, roads, highway, and pedestrian and bicycle parks and trails.	Goal CD2: A City with attractive	CD2.3 Streetscape Improvements: Maintain ☐ Circulation Plan ☐ Development of Urban Greening Plan

City of El Cerrito General Plan Transportation and Circulation Element 1999– Goals and Policies

Goals	Policies
Goal T1: A transportation system that allows safe and efficient travel by a variety of modes and promotes that use of alternatives to the single occupant vehicle.	T1.1 Balances Transportation System. Create and maintain a balanced transportation system with choice of transit, bicycle, pedestrian, and private automobile modes. T1.2 Transit System. Encourage transit providers to improve and increase existing transit routes, frequency, and level of service. Encourage a public transit system that provides convenient transfers between transit services and other modes of travel. T1.3 Bicycle Circulation. Create a complete, interconnected bicycle circulation system. Provide a bicycle system that serves commuter as well as recreational travel, Improve bicycle routes and access to and between mayor destinations. T1.4 Pedestrian Circulation. Provide a safe, convenient, continuous and interconnected pedestrian circulation system throughout the city. Ensure safe pedestrian access to local schools. T1.5 Goods Movement. Maintain a transportation system that provides truck mobility to serve all land uses in El Cerrito. T1.6 Emergency Services. Maintain and improve critical transportation facilities for emergency vehicle access and emergency evacuation needs. T1.7 Regional Coordination. Recognize El Cerrito's role in the region and lead in regional efforts to increase transit and reduce congestion. (T1.8 Need Facilities for alternative fuel vehicle).
Goal T2: A land use pattern that encourages walking, bicycling, and public transit use.	T2.1 Land Use Patterns. Recognize the link between land use and transportation. Promote land use and development patterns that encourage walking, bicycling, and transit use. Emphasize high-density and mixed land use patterns that promote transit and pedestrian travel, where feasible, emphasize the following land use measures: 6. Promote conveniently located neighborhood complexes that provide housing and

	commercial services near employment centers and within transit corridors. 7. Promote land use patterns that maximize trip-linking opportunities by assembling uses that allow people to take care of a variety of daily needs. 8. Encourage pedestrian-oriented land use and urban design that can give a demonstrable effect on transportation choices. 9. Direct growth to occur along transit corridors. 10. Encourage retail, commercial, and office uses in ground floor space in combination with upper-floor housing along San Pablo Avenue
	T2.2 Project Design. Projects should be designed to include features that encourage walking, bicycling, and transit use. T3.1 Improve Circulation. Improve circulation in the locations with high levels of congestion, but avoid major increase in street capacities unless necessary to remedy severe traffic congestion, and not at the expense of pedestrian circulation. T3.2 Streets as Public Spaces. Recognize the role of streets not only as vehicle routes but also as part of an extensive system of public spaces where people live, city residents meet, and businesses reside. T3.3 Residential Streets. To discourage cut-through traffic on residential streets, maintain the existing system of arterial and collector streets. Where necessary, employ traffic management techniques to control the speed of vehicles traveling on residential streets, including residential portions of arterial and collector streets. T3.4 Street Closures. Keep all neighborhood streets open unless there is an existing or potential safety or cut-through traffic problem and there are no acceptable alternatives, or unless the closure would increase the use of alternative transportation modes. T3.5 Street Maintenance. Provide high-quality, regular maintenance for existing and future transportation facilities, including streets and dedicated bicycle paths. T3.6 Maintenance of San Pablo. Coordinate with Caltrans to ensure the timely maintenance of San Pablo Avenue.
Goal T3: A transportation system, including safe and adequate streets, signals, sidewalks, pathways, curbs, gutters, street trees, signage, and streetlights, that maintains and improves the livability of the city.	
Goal T4: A minimum amount if land used for parking and minimal parking	T4.1 Parking Requirements. Develop parking requirements that are consistent with the goals for increased use of alternative transportation modes, and acknowledge shared

intrusion in neighborhoods.	parking opportunities. T4.2 Underparked areas of San Pablo Avenue. Evaluate long-term parking needs along San Pablo Avenue and promote the development of common parking facilities in areas where existing and long-term parking provisions will not satisfy latent parking demand. T4.3 Bart Parking. Support decreasing the amount of land dedicated to parking around BART stations by using parking structures. To reduce parking demand at BART stations, encourage an improved transit feeder system to BART stations including consideration of new transit technologies. Encourage BART parking not to obstruct pedestrian access from stations to surrounding land uses. T4.4 Residential Parking Permits. Maintain the restrictive residential permit-parking program for neighborhoods surrounding BART stations. As need arises, expand the permit parking areas or create new permit parking areas to protect neighborhoods from parking intrusion from adjacent land uses.
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Completed and Adopted General Plan Implementation Programs

Bicycle and Pedestrian Master Plan – Adopted June 2007

Neighborhood Traffic Management Plan – Adopted September 2004

ADA Transportation Plan – Adopted June 2009

Ohlone Greenway Master Plan – Adopted June 2009

Transit First Policy – Adopted 1997

Travel Demand Management (Travel Systems Management Ordinance – Adopted 1998

Capital Improvements Plan – Adopted Annually

- Pavement Management Plan

-
- Parking Management Plan (case – by – case basis)
- Residential Permit Parking Program
- Preference for Cut-through Streets
- Traffic Monitoring
-

Intergovernmental Coordination – Annually
2025251.1

Attachment 4 - Transportation-Related City CIP adopted June 2011

RESOLUTION 2011-45

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EL CERRITO ADOPTING THE ANNUAL BUDGET REPRESENTING APPROPRIATIONS FROM ALL FUNDS OF THE CITY OF EL CERRITO EXCEPT FOR FUNDS PERTAINING TO THE RECREATION DEPARTMENT FOR FISCAL YEAR 2011-12

WHEREAS, City staff have prepared, transmitted, and presented a proposed budget for Fiscal Year 2011-12 to the City Council of the City of El Cerrito for its consideration; and

WHEREAS, the City prepares and adopts the budget with the intent of providing a planned policy program for City services and a financial system to carry out the planned program of services; and

WHEREAS, the proposed budget continues cost containment efforts in all departments and maintenance of all existing programs and services; and

WHEREAS, the proposed budget has been reviewed and analyzed in public review sessions; and

WHEREAS, the proposed budget represents anticipated revenues and proposed expenditures, including interfund transfers, from all funds of the City of El Cerrito; and

WHEREAS, proposed revenue appropriations from proceeds of taxes are within the Fiscal Year 2011-12 City of El Cerrito appropriations limit, as defined by Article XIII B of the Constitution of the State of California; and

WHEREAS, the proposed budget assumes compensation adjustments as prescribed in collective bargaining agreements and a two percent cost of living adjustment for the remaining employees; and

WHEREAS, a Councilmember has requested removal of the Recreation Department from this Budget Resolution to allow separate approval and to promote the appearance of independence in the administrative service of the City.

NOW THEREFORE, BE IT RESOLVED that the City Council of the City of El Cerrito, in accordance with its authority and responsibility, hereby adopts the Fiscal Year 2011-12 Budget, summarized as Exhibit A, with exception to the items that pertain to the Recreation Department; and

BE IT FURTHER RESOLVED that the City Council of the City of El Cerrito, in accordance with its authority and responsibility, does hereby adopt revenue and expenditure appropriations in funds referenced in the budget document pertaining to all activity exclusive of revenue and expenditure appropriations related to the Recreation Department.

BE IT FURTHER RESOLVED that the City Council of the City of El Cerrito hereby authorizes the City Manager or his/her designee to create such appropriations into such new

accounts as may be appropriate for proper accounting in the City's financial system and to make any necessary non-material changes to finalize the budget document.

BE IT FURTHER RESOLVED that the City Council of the City of El Cerrito hereby authorizes the City Manager or his/her designee to apply appropriate accounting rules for the proper classification of interfund transactions, including transfers between funds, or other financial transactions, as may be necessary to address bond or loan covenants, or any other requirements imposed by formal, legal agreements between the City any other parties, as previously entered into by the City.

BE IT FURTHER RESOLVED that the City Council of the City of El Cerrito hereby authorizes the City Manager or his/her designee to approve payment of goods and services received by the City in accordance with the City's approved budgets, programs, and policies, subject to a limitation of \$25,000 for any single vendor in any one fiscal year, beyond which amount the City Council retains authority to approve payment with the exception of those items falling under other statutory authority (e.g., public works, State purchasing).

BE IT FURTHER RESOLVED that the City Council of the City of El Cerrito hereby authorizes the City Manager or his/her designee to shift expenditure appropriations within funds among departments, as may be necessary to meet the City's operational needs.

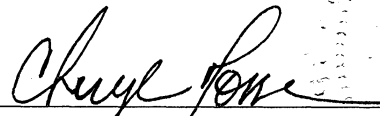
I CERTIFY that at the regular meeting on June 20, 2011, the El Cerrito City Council passed this resolution by the following vote:

AYES: Councilmembers Abelson, Benassini, Jones, Lyman and Mayor Cheng

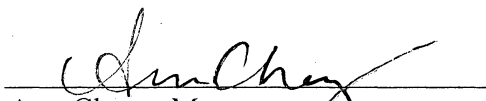
NOES: None

ABSENT: None

IN WITNESS of this action, I sign this document and affix the corporate seal of the City of El Cerrito on June 22, 2011


Cheryl Morse, City Clerk

APPROVED:


Ann Cheng, Mayor

CITY OF EL CERRITO
Proposed Fund Balance
Fiscal Year Ending June 30, 2012

Fund	Description	Projected at June 30, 2011	Revenues	Expenditures	Operating Transfers		Net Change	Est. Balance at June 2012
	Designated and Reserved Fund Balance	\$1,157,943						\$1,157,943
	Unrestricted Fund Balance	1,457,508						1,739,821
101	Sub-total Total General Fund Balance	<u>2,615,451</u>	<u>\$27,812,419</u>	<u>\$28,176,789</u>	<u>\$1,415,890</u>	<u>\$769,207</u>	<u>\$282,313</u>	<u>2,897,764</u>
201	Gas Tax Fund	134,439	635,000	510,340	365,000	657,597	(167,937)	(33,498)
202	NPDES	3,850	340,994	338,942	100,000	103,535	(1,483)	2,367
203	Landscape and Lighting	29,858	771,000	1,117,366	455,000	138,431	(29,797)	61
204	Measure J Return to Source	78,673	496,421	128,884		437,074	(69,537)	9,136
206	Measure A Parcel Tax	305,254	438,100	115,000		371,005	(47,905)	257,349
208	Asset Seizure	77,548	2,000				2,000	79,548
209	Vehicle Abatement	128,677	21,000	10,000			11,000	139,677
210	Park In Lieu Fund	12,935	500				500	13,435
211	Street Improvement Fund	(24,881)	1,505,000	555,000		737,653	212,347	187,466
221	Federal, State and Local Grants	195,408	297,400	297,400				195,408
		<u>941,761</u>	<u>4,507,415</u>	<u>3,072,932</u>	<u>920,000</u>	<u>2,445,295</u>	<u>(90,812)</u>	<u>850,949</u>
301	Capital Improvements	608,336	1,662,590	2,451,616	57,600		(731,426)	(123,090)
205	Measure J Storm Drain	(10,149)	698,000	141,518		539,450	17,032	6,883
		<u>598,187</u>	<u>2,360,590</u>	<u>2,593,134</u>	<u>57,600</u>	<u>539,450</u>	<u>(714,394)</u>	<u>(116,207)</u>
401	Storm Drain Debt Service	554,440	100	519,550	519,450			554,440
834	Finance Authority- Measure A	376,915	300	371,305	371,005			376,915
835	Financing Authority-City Hall	603,311	300	598,407	598,107			603,311
836	Financing Authority-Street Imp	741,203	1,000	738,653	737,653			741,203
		<u>2,275,869</u>	<u>1,700</u>	<u>2,227,915</u>	<u>2,226,215</u>			<u>2,275,869</u>
501	Integrated Waste Management	842,118	1,798,968	1,709,352		302,184	(212,568)	629,550
601	Vehicle/Equipment Replacement	1,261,427	148,600	48,017			100,583	1,362,010
		<u>2,103,545</u>	<u>1,947,568</u>	<u>1,757,369</u>		<u>302,184</u>	<u>(111,985)</u>	<u>1,991,560</u>
801	Redevelopment	3,380,414	4,083,000	2,294,257		1,862,356	(73,613)	3,306,801
802	RDA-Low & Moderate Income	3,318,253	1,021,500	665,730		814,581	(458,811)	2,859,442
804	RDA Debt Service	685,208	500	773,485	773,485		500	685,708
805	Senior Center Construction							
811	RDA 2004 Series A	1,422,027						1,422,027
814	RDA 2004 Series A&B Debt Service	754,126	500	1,191,383	1,191,383		500	754,626
		<u>9,560,028</u>	<u>5,105,500</u>	<u>4,924,855</u>	<u>1,964,868</u>	<u>2,676,937</u>	<u>(531,424)</u>	<u>9,028,604</u>
701	Employees' Pension Trust Fund			148,500	148,500			
Total		<u>\$18,094,841</u>	<u>\$41,735,192</u>	<u>\$42,901,494</u>	<u>\$6,733,073</u>	<u>\$6,733,073</u>	<u>(\$1,166,302)</u>	<u>\$16,928,539</u>

CITY OF EL CERRITO
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name:	Ohlone Greenway Natural Area and Rain Gardens	Proponent:	Environmental Services Division
Project Number:	C3067	Project Mgr:	ESD and PW
Funding Sources:	Grants A	User Dept:	All
		Location:	Ohlone Greenway

Fiscal Year	Capital Costs				Other Costs		
	Prop 84 Urban Greening				Operating	Energy	Misc
Prior Years	903,720	-	-	-	-	-	-
2011-12	-	-	-	-	-	-	-
2012-13	-	-	-	-	-	-	-
2013-14	-	-	-	-	-	-	-
2014-15	-	-	-	-	-	-	-
2015-16	-	-	-	-	-	-	-
2016-17	-	-	-	-	-	-	-
2017-18	-	-	-	-	-	-	-
2018-19	-	-	-	-	-	-	-
2019-20	-	-	-	-	-	-	-
2020-21	-	-	-	-	-	-	-
Unidentified	-	-	-	-	-	-	-
Subtotal	903,720	-	-	-	-	-	-

TOTAL ALL COSTS:	<u>903,720</u>	Total Capital Costs: <u>903,720</u>	Total Other Costs: <u>-</u>
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Statement of Need, Service Level, and Issue:

Project Description: The project would add green elements to this Ohlone Greenway between the City of Albany and Fairmount Avenue by treating urban stormwater runoff; creating an informal exploration, natureplay and plaza area; improving walkability; utilizing and demonstrating low maintenance, low water using, native landscaping; improving riparian habitat and diversity; and fostering connection to nature along the Ohlone Greenway.

General Plan Objective: The project implements elements and design goals within both the General Plan and the Ohlone Greenway Master Plan.

Need/Service Level: The Ohlone Greenway Master Plan developed with extensive community input indicated a desire to create more attractive and usable "nodes" along the Greenway as well as to enhance ecological areas and incorporate community gathering areas.

Pertinent Issues: Staff submitted a Proposition 84/Urban Greening grant for this project. The project received letters of support from the City of Albany, BART, Albany Middle School, Friends of Five Creeks and the Contra Costa Public Health Department as it fosters a more active community. The project was also presented to the Parks and Recreation Commission. Construction will need to be coordinated with the BART Earthquake Safety Retrofit program.

Status: The City was awarded funding in January 2011. The City is undertaking preliminary steps with BART to assure the projects are coordinated and anticipates issuing a RFP for a project architect in Spring 2012 and constructing the project in 2013.

Cost Estimate:	Admin.	6,000	Design:	136,342	Constr Mgt:	25,000
	Equipment:	-	Constr:	634,160	Other:	19,000
	Contingency:	83,218			TOTAL:	\$ 903,720

CITY OF EL CERRITO
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name:	Ohlone Greenway Improvements between Hill and Blake	Proponent:	Public Works Dept.
Project Number:	tbd	Project Mgr:	PW
Funding Sources:	Park-in-Lieu Fund 210	User Dept:	All
		Location:	Ohlone Greenway

Fiscal Year	Capital Costs				Other Costs		
	Park-in-Lieu Fund				Operating	Energy	Misc
Prior Years	-	-	-	-	-	-	-
2011-12	\$ 487,000	-	-	-	-	-	-
2012-13	-	-	-	-	-	-	-
2013-14	-	-	-	-	-	-	-
2014-15	-	-	-	-	-	-	-
2015-16	-	-	-	-	-	-	-
2016-17	-	-	-	-	-	-	-
2017-18	-	-	-	-	-	-	-
2018-19	-	-	-	-	-	-	-
2019-20	-	-	-	-	-	-	-
2020-21	-	-	-	-	-	-	-
Unidentified	-	-	-	-	-	-	-
Subtotal	487,000	-	-	-	-	-	-

TOTAL ALL COSTS:	<u>487,000</u>	Total Capital Costs: <u>487,000</u>	Total Other Costs: <u>-</u>
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Statement of Need, Service Level, and Issue:

Project Description: Improve the Ohlone Greenway consistent with the Greenway Master Plan includes landscaping, lighting, and street crossing improvements.

General Plan Objective: The project implements elements and design goals within both the General Plan and the Ohlone Greenway Master Plan.

Need/Service Level: The Ohlone Greenway Master Plan developed with extensive community input indicated a desire to create more attractive and usable "nodes" along the Greenway as well as to enhance ecological areas and incorporate community gathering areas.

Pertinent Issues: Improvements will be coordinated with Safeway development improvements and work on Greenway as part of the BART Seismic Retrofit Project.

Status: Design

Cost Estimate:	Admin.	6,000	Design:	42,000	Constr Mgt:	26,000
	Equipment:		Constr:	353,000	Other:	
	Contingency:	60,000			TOTAL:	\$ 487,000

CITY OF EL CERRITO
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name:	Ohlone Greenway Improvements	Proponent:	Public Works/Environmental Services
Project Number:	C3035	Project Mgr:	Public Works - Engineering Division
Funding Sources:	Park-in-Lieu Fund (210) RDA Capital (2003 Bonds) (811), unidentified 811, 210, A, B	User Dept:	General Public
		Location:	Ohlone Greenway

	Capital Costs				Other Costs		
Fiscal Year	Park-in-Lieu Fund	RDA Capital ('03 Bonds)	BART	Unidentified	Operating	Energy	Misc
Prior Years	20,500	127,500	603,292	-	-	-	-
2011-12	-	-	-	-	-	-	-
2012-13	-	-	-	-	5,000	-	-
2013-14	-	-	-	-	5,150	-	-
2014-15	-	-	-	-	5,305	-	-
2015-16	-	-	-	-	5,464	-	-
2016-17	-	-	-	-	5,628	-	-
2017-18	-	-	-	-	5,796	-	-
2018-19	-	-	-	-	5,970	-	-
2019-20	-	-	-	-	6,149	-	-
2020-21	-	-	-	-	6,334	-	-
Unidentified	200,000	-		2,500,000	-	-	-
Subtotal	220,500	127,500	603,292	2,500,000	50,796	-	-
Total Capital Costs:				3,451,292	Total Other Costs:		50,796

TOTAL ALL COSTS: \$3,502,088

Statement of Need, Service Level, and Issue:

Project Description: The project is divided into three phases: Master Plan; BART-related upgrades; and future improvements. The master plan is now complete and adopted, and the BART-related upgrades have been designed and are slated for construction in 2011 - 2014. Future improvements are outlined in the master plan, most are not funded at this point.

General Plan Objective: Comm Design: Utilize the Greenway as one of the features that provides a more distinct identity for El Cerrito through enhancement of its landscape features, signage, maps and other features. (CD 3.9): Ohlone Greenway- Enhance the usability and aesthetic appeal of the Ohlone greenway by integrating it into the fabric of the City. (CD 3.10): Greenway Spur Trails- Develop greenway spur trails for creekside access. (CD3): A City with attractive landscaping of public and private properties, open space, and public gathering places.

Need: Three primary conditions give rise to the need for this project. 1) The need for improving the facility to meet current and future users' needs and standards, as well as to improve the design and feel of the facility to fully actualize its potential to contribute to the surrounding areas; 2) To coordinate and optimize the opportunity provides by the BART Earthquake Safety Program and disruptive trail closure; 3) To create a consistent and appealing design to coordinate future improvements with public or private projects.

Service Level: The Ohlone is considered by regional bicycle organizations as a backbone to the non-motorized transportation system in the region. 2007 counts found weekday use averaging 627 pedestrians/bicyclists per day, and according to a citywide survey completed in 2003, the Greenway is the 6th most used recreational facility. 2/3 of residents in a 2007 Citywide survey indicated they use the Greenway regularly or often.

Pertinent Issue: Through extensive negotiations with BART, Phase 1A of the Master Plan, for the most part, has been included in the design for the BART Earthquake Safety Program. In order for BART to use City property along the Ohlone Greenway for construction purposes, BART purchased temporary construction easements from the City in July 2009 via the execution of an Acquisition Agreement. The City granted BART a Right of Entry to City property and, in lieu of payment to the City for the Right of Entry value in the amount of \$603,292, BART offered to construct improvements beyond the equivalent value of BART's required restoration work. The Ohlone Greenway Master Plan is helping staff in searching for additional outside funding, including an Urban Greening Grant for the section between Fairmount Avenue and Brighton Avenue in Albany.

Status: BART-related improvements are designed and scheduled for construction in 2011-2013. City staff will review the construction of these improvements. Future improvements are awaiting funding.

Capital Cost Estimate:	Admin:	\$43,000	Design:	\$258,000	Constr Mgt:	\$172,000
	Equipment:	\$500,000	Constr:	\$2,150,000	Other:	\$0
	Contingency:	\$328,292			TOTAL:	\$3,451,292

CITY OF EL CERRITO
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name:	Ohlone Greenway Signage Program	Proponent:	Public Works Department
Project Number:	tbd	Project Mgr:	Public Works - Engineering Division
Funding Sources:	Unidentified	User Dept:	General Public
	B	Location:	Ohlone Greenway

	Capital Costs				Other Costs			
Fiscal Year	General Fund	Unidentified			Operating	Energy	Misc	
Prior Years	-	-	-	-	-	-	-	
2011-12	-	-	-	-	-	-	-	
2012-13	-	-	-	-	-	-	-	
2013-14	-	-	-	-	-	-	-	
2014-15	-	-	-	-	-	-	-	
2015-16	-	-	-	-	-	-	-	
2016-17	-	-	-	-	-	-	-	
2017-18	-	-	-	-	-	-	-	
2018-19	-	-	-	-	-	-	-	
2019-20	-	-	-	-	-	-	-	
2020-21	-	-	-	-	-	-	-	
Unidentified	-	100,000	-	-	-	-	-	
Subtotal	-	100,000	-	-	-	-	-	
Total Capital Costs:				100,000	Total Other Costs:			-

TOTAL ALL COSTS: 100,000

Statement of Need, Service Level, and Issue:

Project Description:	Install signage along the Ohlone Greenway that conforms to the prototype developed with the Baxter Creek Gateway Park and the Ohlone Greenway Master Plan.				
Need/Service Level:	A comprehensive signage program will provide better wayfinding, provide distances for cyclers and walkers, and bring a unique and uniform appearance to the Ohlone Greenway. Current signage is sporadic and not consistent in its look.				
Pertinent Issues:	The City is participating on a WCCTAC-led Transit Wayfinding Sign Project funded by Regional Measure 2/Safe Routes to Transit. The project will develop technical specifications and design for signs to direct pedestrians and bicyclists to and from major transit facilities and major sites in West County and Albany and includes the Ohlone Greenway.				
Status:	Planning including coordination with WCCTAC. Could be a candidate for Measure WW funding or future Safe Routes to Transit funding.				
Capital Cost Estimate:	Admin.	2,000	Design:	Constr Mgt:	-
	Equipment:		Constr:	Other:	-
	Contingency:	5,000		TOTAL:	\$ 100,000

CITY OF EL CERRITO
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name:	Ohlone Greenway-Richmond Greenway Connection	Proponent:	Public Works Department
Project Number:	C3049	Project Mgr:	Public Works - Engineering Division
Funding Sources:	RDA, Unidentified 811, B	User Dept:	Public
		Location:	North El Cerrito-Richmond border

Fiscal Year	Capital Costs				Other Costs		
	General Fund	Safe Routes to Transit	RDA Funds	Unidentified	Operating	Energy	Misc
Prior Years	-	-	20,000		-	-	-
2011-12	-		-	-	-	-	-
2012-13	-	-	-	-	-	-	-
2013-14		-	-	-	-	-	-
2014-15	-	-	-	-	-	-	-
2015-16	-	-	-	-	-	-	-
2016-17	-	-	-	-	-	-	-
2017-18	-	-	-	-	-	-	-
2018-19	-	-	-	-	-	-	-
2019-20	-	-	-	-	-	-	-
2020-21	-	-	-	-	-	-	-
Unidentified	-	-	-	-	-	-	-
Subtotal	-	-	20,000	-	-	-	-

Total Capital Costs: 20,000

Total Other Costs: -

TOTAL ALL COSTS: \$20,000

Statement of Need, Service Level, and Issue:

Project Description: This project will provide a Class I Multi-Use bicycle/pedestrian connection between the northern terminus of the Ohlone Greenway and the eastern terminus of the Central Richmond Greenway and includes a signalized mid-block crossing on San Pablo Ave between Conlon Ave and MacDonald Ave, a safe crossing under the I-80 overpass, and crossing of a fork of Baxter Creek.

The project is largely funded by grants, and the City of Richmond is the lead contracting agency.

Need/Service Level: Regional agencies (the Bay Trail, Coastal Conservancy, MTC) and bicyclists in both Richmond and El Cerrito have long been working to extend the Ohlone Greenway (via the Baxter Creek project) and complete the Central Richmond Greenway with the goal of providing a unique urban recreational and non-motorized transportation route to connect the two cities and to provide a regional Class I trail all the way from Berkeley to the Bay Trail in Richmond.

Pertinent Issues: This project involves providing a Class I trail through some combination of utilizing BART ROW and a Richmond Redevelopment Agency parcel to get to the I-80 overpass. In 2009/10, Richmond and El Cerrito jointly received a Safe Routes to Transit grant for \$200,000 to plan and design the project. Richmond is taking the lead on the design work, and has included an important creek restoration element as part of the scope of work. The City committed \$20,000 in San Pablo Avenue Streetscape funds (originally funded by the RDA) to assist with additional design costs. Two community meetings to obtain public input on the concept design were held in 2010.

Status: Planning and design is being done by the City of Richmond.

Capital Cost Estimate:	Admin.	-	Planning and Design:	20,000	Constr Mgt:	-
	Equipment:		Constr:	-	Other:	-
	Contingency:	-			TOTAL:	\$ 20,000

City of El Cerrito
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Street Improvement Program
Project Number: C3027
Funding Sources: Measure J Return-to-Source (204)
 Grants (STP, Prop 1b, ARRA)
 Sales Tax - Street Impr (211)
 204, 211, A

Proponent: Public Works
Project Mgr: Public Works - CIP Division
User Dept: General Public

Location: City-wide

Fiscal Year	Project Budget						Other Costs	
	Measure A Sales Tax	Grants	General Fund	Trench Fees	Meas J (CCTA)		Revenues	Cost Savings
Prior Years	14,489,412	377,000	-	98,500	180,000	-	-	-
2011-12	695,000	-	-	55,000	-	-	-	(80,000)
2012-13	695,000	385,000	-	50,000	-	-	-	(85,000)
2013-14	695,000	-	-	40,000	100,000	-	-	(87,550)
2014-15	708,900	-	-	40,800	150,000	-	-	(90,177)
2015-16	723,078	-	-	41,616	153,000	-	-	(92,882)
2016-17	737,540	-	-	42,448	156,060	-	-	(95,668)
2017-18	752,290	-	-	43,297	159,181	-	-	(98,538)
2018-19	767,336	-	-	44,163	162,365	-	-	(101,494)
2019-20	782,683	-	-	45,046	165,612	-	-	(104,539)
2020-21	798,337	-	-	45,947	168,924	-	-	(107,675)
Unidentified	-	-	-	-	-	-	-	-
Subtotal	21,844,575	762,000	-	546,819	1,395,143	-	-	(943,524)
Total Capital Costs:					24,548,537	Total Other Costs:		(943,524)

TOTAL ALL COSTS: **\$23,605,013**

Statement of Need, Service Level, and Issue:

Project Desc: Project includes the design of a variety of roadway treatments including slurry seal, micropave, cape seal, asphalt overlay of various thicknesses, and repairs of failed sections. The scope will also include installation of curb ramps in compliance with the ADA for all streets that receive an overlay treatment, curb, gutter, and sidewalk upgrades as needed, and upgrades to traffic control systems that pertain to pavement work (striping, crosswalks, bike facilities, and associated signage). The project will involve multiple specialty contracts such as seal coats, asphalt overlay, roadway repairs and concrete.

This project will also fund the bi-annual Pavement Management Program update.

Need: A physical system such as city streets requires continual maintenance to keep them in serviceable condition. Much of that required effort was deferred for several decades, and the street system degraded to an unacceptable condition. This project will along with other federally funded pavement projects accelerated the scope of work in 2008, 2009, and 2010 to bring the pavement condition up from 52 (out of 100) to 85 in 2010. This has greatly reduced the future costs of system maintenance.

Service Level: see above

Pertinent Issue: The primary issue has been that of funding. With the passage by voters in February 2008 of Measure A (Street Improvement Sales Tax), it is anticipated that there will be sufficient funding to bring the overall system condition up to acceptable levels and keep it there.

Status: The accelerated program was completed in 2010, and the annual project will perform scheduled maintenance and any needed rehabilitation.

Capital Cost Estimate:	Admin:	\$417,325	Design	\$981,941	Constr Mgt:	\$1,497,461
	Equipment:	\$0	Construction	\$20,178,897	Other:	\$245,485
	Contingency:	\$1,227,427			TOTAL:	\$24,548,537

CITY OF EL CERRITO
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name:	Access Modifications - Streets	Proponent:	Public Works
Project Number:	C3024	Project Mgr:	PW Engineering Division
Funding Sources:	Measure C/J 204	User Dept:	Public
		Location:	Citywide

Fiscal Year	Capital Costs				Other Costs		
	Measure C/J (204)				Operating	Energy	Misc
Prior Years	70,000	-	-	-	-	-	-
2011-12	35,000	-	-	-	-	-	-
2012-13	35,700	-	-	-	-	-	-
2013-14	36,500	-	-	-	-	-	-
2014-15	37,300	-	-	-	-	-	-
2015-16	38,100	-	-	-	-	-	-
2016-17	38,900	-	-	-	-	-	-
2017-18	39,700	-	-	-	-	-	-
2018-19	40,500	-	-	-	-	-	-
2019-20	41,400	-	-	-	-	-	-
2020-21	42,300	-	-	-	-	-	-
Unidentified	-	-	-	-	-	-	-
Subtotal	455,400	-	-	-	-	-	-
Total Capital Costs:					455,400	Total Other Costs:	-

TOTAL ALL COSTS: \$455,400

Statement of Need, Service Level, and Issue:

Project Description: This project will implement the streets portion of the City's American with Disabilities Act (ADA) Transition Plan Update, which was adopted in September 2009. Specific locations and scopes of work will be determined annually in conformance with the Plan Update and based on guidance from ADA Advisory Group. This program is in addition to the curb ramp work required by street repaving program, however the access program may be contracted jointly with the Street Resurfacing Program.

Need: The ADA requires that public facilities are accessible to people with disabilities. The City's ADA Transition Plan identifies deficiencies on major pedestrian routes in the public right-of-way, and recommends a strategy for eliminating these obstructions. The Plan prioritizes improvements to major pedestrian routes in the public right-of-way. Within the public streets, there are numerous obstructions to access for disabled persons. This capital program is an integral part of a compliance strategy for tackling this massive deficiency in the most practical manner. These actions require that requests from persons with disabilities be prioritized based on guidance from the ADA Advisory Group.

Service Level: This program will work toward bringing the pedestrian routes in the public right-of-way into compliance and making the City's programs accessible.

Pertinent Issue: In 2010, 18 curb ramps were constructed at four key intersections discussed with the ADA Advisory Group. The funding used was from FY2009-10 and FY2010-11. We expect to construct 8 to 10 curb ramps in FY2011-12.

Status: This is an ongoing program, but planning for FY2011-12 is currently underway.

Capital Cost Estimate:	Admin:	\$9,108	Design:	\$54,648	Constr Mgt:	\$36,432
	Equipment:	\$0	Constr:	\$296,010	Other:	\$0
	Contingency:	\$59,202			TOTAL:	\$455,400

CITY OF EL CERRITO
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name:	Fairmount / Ashbury Intersection Impr	Proponent:	Public Works
Project Number:	C3044	Project Mgr:	PW - Engineering Division
Funding Sources:	HSIP Grant, RDA Funds	User Dept:	General Public
	811, A	Location:	Fairmount Ave & Ashbury Ave

Fiscal Year	Capital Costs				Other Costs		
	HSIP Grant	RDA			Operating	Energy	Misc
Prior Years	622,890	70,000	-	-	-	-	-
2011-12	-	-	-	-	-	-	-
2012-13	-	-	-	-	-	-	-
2013-14	-	-	-	-	-	-	-
2014-15	-	-	-	-	-	-	-
2015-16	-	-	-	-	-	-	-
2016-17	-	-	-	-	-	-	-
2017-18	-	-	-	-	-	-	-
2018-19	-	-	-	-	-	-	-
2019-20	-	-	-	-	-	-	-
2020-21	-	-	-	-	-	-	-
Unidentified	-	-	-	-	-	-	-
Subtotal	622,890	70,000	-	-	-	-	-
Total Capital Costs:				692,890	Total Other Costs:		
TOTAL ALL COSTS:				\$692,890			

Statement of Need, Service Level, and Issue:

Project Description: The project would re-align the intersection and upgrade the traffic signal to make it less confusing and safer for drivers and pedestrians.

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

Need: The misalignment of the north-south axis of Ashbury Avenue at Fairmount Avenue results in traffic flow being offset from on-coming traffic, creating confusion at the busy signalized intersection. In addition, the off-set right-turn island contributes to the right of way confusion. The proposed improvements will help address the predominant collision patterns at the intersection. Realigning the intersection would narrow the intersection, significantly smooth out the misalignment, eliminate the right-turn island, add a marked crosswalk and create a small landscaped public space at the southeast corner of the intersection. As part of the City of El Cerrito Circulation Plan for Bicyclists and Pedestrians, the intersection was prioritized as needing improvement based on its location and current conditions.

Service Level: Both streets passing through this intersection are arterials with approximately 15,700 entering vehicles per day. The intersection also has a high volume of pedestrian due to the adjacent Harding Elementary School and El Cerrito High School, two blocks away. Additionally, Ashbury Avenue and Fairmount Avenue are a designated pedestrian route and a park trail connector, respectively, in the Circulation Plan.

Pertinent Issue: Schematic layouts for the realignments were produced during the Upper Fairmount Avenue Streetscape Project. Consultant began design in Summer 2009. In April 2011, City staff obtained approval from Caltrans Local Assistance to proceed with construction, which is needed for federal highway funded-projects.

Status: Construction is anticipated to begin in late Summer 2011.

Capital Cost Estimate:	Admin:	10,000	Design:	65,000	Constr Mgt:	50,000
	Equipment:	-	Constr:	515,000	Other:	-
	Contingency:	52,890			TOTAL:	\$ 692,890

CITY OF EL CERRITO
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name:	Potrero & I-80 Ramps Intersection Imp	Proponent:	Public Works and Police Departments
Project Number:	C3045	Project Mgr:	Public Works - Engineering Division
Funding Sources:	HSIP Grant, Measure J/C Fund, Prop 1b Fund	User Dept:	General Public
	204, A	Location:	Potrero between S.55th and 56th Streets

	Capital Costs				Other Costs			
Fiscal Year	HSIP Grant (secure)	Measure J/C (CCTA)	Prop 1b		Operating	Energy	Misc	
Prior Years	584,910	31,600	33,390	-	-	-	-	
2011-12	-	-	-	-	-	-	-	
2012-13	-	-	-	-	-	-	-	
2013-14	-	-	-	-	-	-	-	
2014-15	-	-	-	-	-	-	-	
2015-16	-	-	-	-	-	-	-	
2016-17	-	-	-	-	-	-	-	
2017-18	-	-	-	-	-	-	-	
2018-19	-	-	-	-	-	-	-	
2019-20	-	-	-	-	-	-	-	
2020-21	-	-	-	-	-	-	-	
Unidentified	-	-	-	-	-	-	-	
Subtotal	584,910	31,600	33,390	-	-	-	-	
Total Capital Costs:				649,900	Total Other Costs:			-
TOTAL ALL COSTS	\$	649,900						

Statement of Need, Service Level, Schedule and Issue:

Project Description: The project is along Potrero Ave between S. 55th and 56th St, and its intersections with WB I-80 On-Ramp and Eastshore BI/I-80 EB Off-Ramp, in the City of El Cerrito. The proposed improvements include: extending the left-turn lane at the I-80 WB, modification of the centerline to the west of 55th Street, traffic signal upgrades and modified channelization in the form of protected/permissive left-turns and removal of right-turn island at Eastshore/I-80 EB, and modified median at 56th St.

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

Need/Service Level: This segment of Potrero Avenue has four closely spaced intersections within approximately 500 feet from east to west as follows: stop-controlled at S. 55th St, uncontrolled at the WB I-80 On-Ramp, signalized at Eastshore BI/I-80 EB Off-Ramp and stop-controlled at S. 56th St. This area has a disproportionately high collision rate based on the 2006 Traffic Safety Audit. The project is expect to result in the reduction of the predominant collision patterns along this roadway segment, for motorists and bicyclists.

Pertinent Issue: The project involves State Right of Way under the I-80 freeway, and will require the City to obtain a Caltrans Encroachment Permit. Consultant began design in January 2010.

Status: Design: Final Design is scheduled for completion at the end of 2011.

Capital Cost Estimate:	Admin:	10,000	Design:	65,000	Constr Mgt:	47,500
	Equipment:		Constr:	475,000	Other:	
	Contingency:	52,400	Land:		TOTAL:	\$ 649,900

CITY OF EL CERRITO
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name:	Arlington School Crossing	Proponent:	Public Works and Police Departments
Project Number:	C3047	Project Mgr:	Public Works - Engineering Division
Funding Sources:	Federal Safe Routes to School (SRTS) Grant	User Dept:	General Public, School Children
	A	Location:	Arlington Boulevard at Madera and Brewster

	Capital Costs				Other Costs			
Fiscal Year	SRTS Grant (secure)				Operating	Energy	Misc	
Prior Years	230,470	-	-	-	-	-	-	
2011-12	-	-	-	-	-	-	-	
2012-13	-	-	-	-	-	-	-	
2013-14	-	-	-	-	-	-	-	
2014-15	-	-	-	-	-	-	-	
2015-16	-	-	-	-	-	-	-	
2016-17	-	-	-	-	-	-	-	
2017-18	-	-	-	-	-	-	-	
2018-19	-	-	-	-	-	-	-	
2019-20	-	-	-	-	-	-	-	
2020-21	-	-	-	-	-	-	-	
Unidentified	-	-	-	-	-	-	-	
Subtotal	230,470	-	-	-	-	-	-	
Total Capital Costs:		230,470		Total Other Costs:				-
TOTAL ALL COSTS	\$ 230,470							

Statement of Need, Service Level, Schedule and Issue:

Project Description: Infrastructure improvements on Arlington Boulevard at two intersections with uncontrolled school crosswalks serving Madera Elementary School. The first intersection is at Madera Drive and the second is at Brewster Drive. The improvements involve construction of new curb bulb-outs at both intersections and new in-pavement flashing lights with automatic detection, new led-enhanced signs, and upgraded/interconnected advance flashing beacons and signs at Madera Drive.

Need/Service Level: The improvements are intended to promote safe routes to school on Arlington Boulevard for the children living and commuting in the immediate area of Madera Elementary School and to/from Arlington Park. Arlington Boulevard is a minor arterial street with an 85th-percentile speed of 31 miles per hour and average daily traffic of 4,120 vehicles. The relatively high traffic volumes and speeds on Arlington Boulevard, a winding roadway, are a safety concern during school drop-off and pick-up periods.

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

Pertinent Issue: The grant requires that education, enforcement and evaluation activities be implemented as part of the project. The following are key elements of the project: 1) a City website page and newsletter article to provide educational information on the meaning and use of in-pavement flashing lights with automatic detection; 2) one publicized enforcement activity of motorist violations of pedestrian right-of-way in a crosswalk and 3) official Student Travel Talley Sheets and Parent Surveys. City staff worked with Caltrans Local Assistance for several months to push this project forward.

Status: Design: Final Design is scheduled for completion at the end of 2011.

Capital Cost Estimate:	Admin:	5,000	Design:	24,542	Constr Mgt:	16,361
	Equipment:		Constr:	163,610	Other:	
	Contingency:	20,957	Land:		TOTAL:	\$ 230,470

CITY OF EL CERRITO
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name:	Ohlone Greenway Arterial Crossings	Proponent:	Public Works and Police Departments
Project Number:	C3046	Project Mgr:	Public Works - Engineering Division
Funding Sources:	HSIP Grant, Measure J/C Fund 204, A	User Dept:	General Public
		Location:	Ohlone Greenway + BART Stations

Fiscal Year	Capital Costs				Other Costs		
	HSIP Grant (secure)	Measure J/C (CCTA)			Operating	Energy	Misc
Prior Years	168,207	23,400	-	-	-	-	-
2011-12	361,083	35,410	-	-	-	-	-
2012-13			-	-	-	-	-
2013-14	-	-	-	-	-	-	-
2014-15	-	-	-	-	-	-	-
2015-16	-	-	-	-	-	-	-
2016-17	-	-	-	-	-	-	-
2017-18	-	-	-	-	-	-	-
2018-19	-	-	-	-	-	-	-
2019-20	-	-	-	-	-	-	-
2020-21	-	-	-	-	-	-	-
Unidentified	-	-	-	-	-	-	-
Subtotal	529,290	58,810	-	-	-	-	-
Total Capital Costs:			588,100	Total Other Costs:			
TOTAL ALL COSTS			\$ 588,100				

Statement of Need, Service Level, Schedule and Issue:

Project Description:	Improvements are proposed at nine (9) uncontrolled marked crosswalks on the Ohlone Greenway and next to BART Stations on seven arterial streets as follows: Fairmount Ave (1), Central Ave (2), Stockton Ave (1), Moeser Ln (1), Potrero Ave (1), Hill St (2), and Cutting Blvd (1). The proposed improvements include installation of in-pavement flashing lights, controller and passive detection devices, LED enhanced crosswalk signs and posts, solar power equipment or alternative power source equipment, and new traffic striping and pavement markings.
General Plan Goal:	Goal T1: A transportation system that allows safe and efficient travel by a variety of modes and promotes the use of alternatives to the single-occupant vehicle.
Need/Service Level:	The need for safety improvements at uncontrolled crossing along Ohlone Greenway has been focused on for some time. It has been observed that the Greenway path is shadowed where the path intersects with our busy streets. The project consists of crosswalk safety improvements involving the installation of in-pavement flashing lights to warn drivers of the presence of pedestrians and bicyclists crossing the arterial roadways. All three groups of the general public will benefit; pedestrians, bicyclists, and motorists.
Pertinent Issue:	The HSIP grant will also allow for the acquisition of collision analysis software to help City staff identify other locations in the City with the greatest safety needs. The construction of the project must be coordinated with the seismic retrofit of the BART Stations and Elevated Structure along the Ohlone Greenway, which is anticipated to occur between the end of 2010 and 2013. City staff worked with Caltrans Local Assistance for several months to push this project forward.
Status:	Design: Final Design is scheduled for completion at the end of 2011.

Capital Cost Estimate:	Admin:	7,500	Design:	56,500	Constr Mgt:	43,000
	Equipment:		Constr:	430,100	Other:	
	Contingency:	51,000	Land:		TOTAL:	\$ 588,100

CITY OF EL CERRITO
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Moeser and Ashbury Avenues Ped & Bike Corridor Improvements
Project Number: C3061
Funding Sources: STIP-TE, Sales Tax - Street Impr (211) 211, A

Proponent: Public Works
Project Mgr: PW - Engineering Division
User Dept: General Public
Location: Moeser and Ashbury Avenues

	Capital Costs				Other Costs		
Fiscal Year	STIP-TE	Measure A			Operating	Energy	Misc
Prior Years	-	30,000	-	-	-	-	-
2011-12	-	-	-	-	-	-	-
2012-13	977,000	-	-	-	-	-	-
2013-14	-	-	-	-	-	-	-
2014-15	-	-	-	-	-	-	-
2015-16	-	-	-	-	-	-	-
2016-17	-	-	-	-	-	-	-
2017-18	-	-	-	-	-	-	-
2018-19	-	-	-	-	-	-	-
2019-20	-	-	-	-	-	-	-
2020-21	-	-	-	-	-	-	-
Unidentified	-	-	-	-	-	-	-
Subtotal	977,000	30,000	-	-	-	-	-
	Total Capital Costs: 1,007,000				Total Other Costs: -		
TOTAL ALL COSTS:	\$1,007,000						

Statement of Need, Service Level, and Issue:

Project Description: The project includes closing sidewalk gaps along both Moeser and Ashbury Avenues, installing pedestrian safety and traffic calming measures along Ashbury Avenue, and installing Class II or III bicycle facilities along Ashbury Avenue and partially along Moeser Lane.

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

Need: Ashbury Avenue and Moeser Lane are major pedestrian routes, bicycle routes, and access routes for persons with disabilities in the City of El Cerrito. The Circulation Plan for Bicyclists and Pedestrians and ADA Transition Plan, both adopted by El Cerrito City Council, place high priorities on these two corridors. Access and safety improvements are needed. The project will make improvements by closing the gaps in sidewalks as prioritized in the Circulation Plan including the provisions of curb ramps as prioritized in the ADA Transition Plan, installing pedestrian facilities such as raised crosswalks and curb bulb-outs, installing bicycle facilities such as lanes and shared pavement markings, and calming traffic using pedestrian-refuge islands.

Service Level: Combined these two corridors provide access to the following facilities: Community Center, Contra Costa Civic Theater, Cerrito Vista Park, Portola Middle School, Prospect Sierra School, El Cerrito High School, Harding Elementary School and Albany High School. Students, parents, and others frequently walk between the facilities on the south end of Ashbury Avenue and the east and west ends of Moeser Lane to the Community Center located at the intersection of Ashbury Avenue and Moeser Lane. The installation of the proposed pedestrian and bicycle improvements will help complete two important corridors in the City of El Cerrito by providing facilities to serve everyone, including the young and old, motorist and bicyclist, and walker and wheelchair user.

Pertinent Issue: In May 2011, City staff is requesting a 15-month time extension for the STIP-TE grant from the California Transportation Commission given CiviCorps and right-of-way delays and a 9-month PG&E permitting timeframe.

Status: Design Phase: Design is anticipated to be completed at the end of 2011.

Capital Cost Estimate:	Admin:	Design:	30,000	Constr Mgt:		
	Equipment:	-	Constr:	902,000	Other:	-
	Contingency:	75,000		TOTAL:	\$1,007,000	

CITY OF EL CERRITO
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Central & Liberty Streetscape Improvements	Proponent: Public Works
Project Number: C3063	Project Mgr: PW - Engineering Division
Funding Sources: TLC Grants (Fed CMAQ, Measure J)	User Dept: General Public
A	Location: various

Fiscal Year	Capital Costs				Other Costs		
	Fed CMAQ	Measure J TLC			Operating	Energy	Misc
Prior Years	-	-	-	-	-	-	-
2011-12	100,000	25,000	-	-	-	-	-
2012-13	716,000	179,000	-	-	-	-	-
2013-14	-	-	-	-	-	-	-
2014-15	-	-	-	-	-	-	-
2015-16	-	-	-	-	-	-	-
2016-17	-	-	-	-	-	-	-
2017-18	-	-	-	-	-	-	-
2018-19	-	-	-	-	-	-	-
2019-20	-	-	-	-	-	-	-
2020-21	-	-	-	-	-	-	-
Unidentified	-	-	-	-	-	-	-
Subtotal	816,000	204,000	-	-	-	-	-
Total Capital Costs:				1,020,000	Total Other Costs: -		
TOTAL ALL COSTS:	\$1,020,000						

Statement of Need, Service Level, and Issue:

Project Description:	The project consists of streetscape improvements within and around the El Cerrito Plaza BART Station on Central Avenue and Liberty Street. The scope of the project improvements includes sidewalk replacement, pedestrian level lighting, crosswalks improvements (curb bulb-outs, and enhanced signing & striping), bike route signing & striping, street trees and street furniture. The goal of the project is to improve walking and biking routes to transit, support development, and enhance the sense of place and quality of life in the El Cerrito Plaza BART Station Area.					
General Plan Objective:	Goal T1: A transportation system that allows safe and efficient travel by a variety of modes and promotes the use of alternatives to the single-occupant vehicle; and Goal T3: A transportation system, including safe and adequate streets, signals, sidewalks, pathways, curbs, gutters, street trees, signage, and streetlights, that maintains and improves the livability of the City.					
Need:	This project has arisen out of various efforts in the City of El Cerrito. Through the General Plan policies, Circulation Plan, and Draft San Pablo Specific Plan, the City has identified the El Cerrito Plaza area as a high-activity node and has identified the need for streetscape improvements to enhance pedestrian and bicycle facilities to businesses and transit. Central Avenue and Fairmount Avenue play a key role in the Plaza Area as the primary east-west corridors for travel. Liberty Street, bordering the main BART parking lot, connects these corridors and leads directly into the Plaza shopping center.					
Service Level:	The Draft San Pablo Avenue Specific Plan describes the Plaza Area as serving many functions: a gateway to El Cerrito from points south, contains a BART Station, features a regional shopping center, has a historical building currently hosting the Cerrito Theatre, and encompasses the "Main Street" feel of Fairmount Avenue. The area also hosts many local shops, restaurants, multi-family and single-family residences, and AC Transit bus lines. The Plaza Area is envisioned as the "downtown" for El Cerrito with in-fill & transit-oriented neighborhoods. The Plan calls for streetscape improvements that encourage walking, biking, and transit use. The project will improve streets for users of all modes. For pedestrians, bicyclists and transit users, the addition of the proposed improvements will create a friendlier and safer environment.					
Pertinent Issue:	In 2010, City staff applied for and was awarded a CMA Block Grant - TLC Program grant by the CCTA for 80% of the project costs. WCCTAC also approved the use of Measure J TLC as the 20% local match.					
Status:	Design: Final Design is scheduled for completion in early 2012.					
Capital Cost Estimate:	Admin:	5,000	Design:	105,000	Constr Mgt:	71,000
	Equipment:	-	Constr:	725,000	Other:	-
	Contingency:	114,000			TOTAL:	\$1,020,000

CITY OF EL CERRITO
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name:	City-Wide Signage Program	Proponent:	Public Works
Project Number:	C3028	Project Mgr:	Public Works - Engineering Division
Funding Sources:	General Fund (101), unidentified 101, B	User Dept:	General Public
		Location:	various

101, B		Location:		Various			
Capital Costs					Other Costs		
Fiscal Year	General Fund	Unidentified			Operating	Energy	Misc
Prior Years	50,000	-	-	-	-	-	-
2011-12	-	-	-	-	-	-	-
2012-13	-	50,000	-	-	1,000	-	-
2013-14	-	50,000	-	-	1,000	-	-
2014-15	-	-	-	-	1,030	-	-
2015-16	-	-	-	-	1,061	-	-
2016-17	-	-	-	-	1,093	-	-
2017-18	-	-	-	-	1,126	-	-
2018-19	-	-	-	-	1,159	-	-
2019-20	-	-	-	-	1,194	-	-
2020-21	-	-	-	-	1,230	-	-
Unidentified	-	-	-	-	-	-	-
Subtotal	50,000	100,000	-	-	9,892	-	-
Total Capital Costs:				150,000	Total Other Costs:		9,892

TOTAL ALL COSTS: \$159,892

Statement of Need, Service Level, and Issue:

Project Description: Phased replacement of old signs (identification and wayfinding) with new signage that is consistent with the City's updated identity program on San Pablo Avenue.

Need: Current wayfinding and identification signage throughout town is inconsistent, out-of-date and/or not distinctive

Service Level: The project includes placing new signs at secondary city entrances, parks, facilities and where directional/wayfinding signage is needed.

Pertinent Issue: The Redevelopment Agency has recently investing in development of a new signage and civic identity program within its project area. (Installation was completed in April 2007). This project will expand that signage program outside of the RDA Project Area to create a city-wide consistency in the signage formats. Funds in this project will be used for signage that cannot be funded by other means (such as other city projects or development.) The City is participating on a WCCTAC-led Transit Wayfinding Sign Project funded by Regional Measure 2/Safe Routes to Transit. The project will develop technical specifications and design for signs to direct pedestrians and bicyclists to and from major transit facilities and major sites in West County and Albany.

Status: Planning including coordination with WCCTAC.

Capital Cost Estimate:	Admin:	\$4,500	Design:	\$10,000	Constr Mgt:	\$5,000
	Equipment:	\$0	Constr:	\$130,500	Other:	\$0
	Contingency:	\$0			TOTAL:	\$150,000

CITY OF EL CERRITO
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name:	Bicycle Facility Improvement Program	Proponent:	Public Works Department
Project Number:	tbd	Project Mgr:	PW - Engineering Division
Funding Sources:	Unidentified	User Dept:	General Public
	B	Location:	Various Locations Throughout the City

	Capital Costs				Other Costs			
Fiscal Year	Unidentified				Operating	Energy	Misc	
Prior Years	-				-	-	-	
2011-12	-	-	-	-	-	-	-	
2012-13	-	-	-	-	-	-	-	
2013-14	-	-	-	-	-	-	-	
2014-15	-	-	-	-	-	-	-	
2015-16	-	-	-	-	-	-	-	
2016-17	-	-	-	-	-	-	-	
2017-18	-	-	-	-	-	-	-	
2018-19	-	-	-	-	-	-	-	
2019-20	-	-	-	-	-	-	-	
2020-21	-	-	-	-	-	-	-	
Unidentified	-	-	-	250,000	-	-	-	
Subtotal	-	-	-	250,000	-	-	-	
Total Capital Costs:				250,000	Total Other Costs:			-

TOTAL ALL COSTS: \$250,000

Statement of Need, Service Level, and Issue:

Project Description: Complete recommendations in Circulation Plan, including completion of Class I, II and III bikeways, installation of bicycle detection at all signalized intersections, installation of additional bike racks and lockers at facilities citywide, evaluation of the ultimate alignment for the Cerrito Creek-Bay Trail connection, and evaluation of a bike boulevard parallel to Richmond St. Bikeways include Hill Street and Cutting Blvd from San Pablo to the Ohlone, Fairmount Ave from Carlson to Colusa, Central Ave from Carlson to San Pablo, Lincoln St from the Ohlone to Ashbury, and various other hillside routes.

General Plan Objective: Policy T1.1 Balanced Transportation System: Create and maintain a balanced transportation system with choice of transit, bicycle, pedestrian, and private automobile modes. Policy T1.3 Bicycle Circulation: Create a complete, interconnected bicycle circulation system; provide a bicycle system that serves commuter as well as recreational travel; improve bicycle routes and access to and between major destinations.

Need: The implementation of these projects is a continuation of the City's efforts to increase accessibility, safety and mobility for residents and visitors.

Service Level: See above.

Pertinent Issue: We look for opportunities to fund improvements as part of other capital projects on both a local and regional level.

Status: Coordination and planning

Capital Cost Estimate:	Admin:	\$5,000	Design:	\$20,000	Constr Mgt:	\$15,000
	Equipment:	\$0	Constr:	\$190,000	Other:	\$0
	Contingency:	\$20,000			TOTAL:	\$250,000

CITY OF EL CERRITO
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name:	Del Norte TOD Infrastructure Improvements	Proponent:	Public Works / Community Development
Project Number:	C4014	Project Mgr:	Public Works - Engineering Division
Funding Sources:	STMP Developer Fees, unidentified A, B	User Dept:	Public Works / Community Development
		Location:	Del Norte area

	Capital Costs				Other Costs			
Fiscal Year	STMP	Unidentified			Operating	Energy	Misc	
Prior Years		-	-	-	-	-	-	
2011-12	-	-	-	-	-	-	-	
2012-13		-	-	-	-	-	-	
2013-14	-	-	-	-	-	-	-	
2014-15	-	-	-	-	-	-	-	
2015-16	-	-	-	-	-	-	-	
2016-17	-	-	-	-	-	-	-	
2017-18	-	-	-	-	-	-	-	
2018-19	-	-	-	-	-	-	-	
2019-20	-	-	-	-	-	-	-	
2020-21	-	-	-	-	-	-	-	
Unidentified	6,875,000	18,125,000	-	-	-	-	-	
Subtotal	6,875,000	18,125,000	-	-	-	-	-	
Total Project Costs:				25,000,000	Total Other Costs:			-

TOTAL ALL COSTS: \$25,000,000

Statement of Need, Service Level, and Issue:

Project Description: The project includes planning, engineering and construction of various public infrastructure improvements to facilitate transit-oriented development in the Del Norte Area including parking facilities; bicycle, pedestrian, and/or bus transit access improvements; signage; lighting; improvements to station access or station waiting areas; ADA improvements; improvements to adjacent streets, street crossings, or signals; and/or Ohlone Greenway improvements.

General Plan Objective: Goal T1: A transportation system that allows safe and efficient travel by a variety of modes and promotes the use of alternatives to the single-occupant vehicle. Goal T2: A land use pattern that encourages walking, bicycling, and public transit use. Goal T3: A transportation system that maintains and improves the livability of the City.

Need: Traffic congestion and planned/proposed development in the vicinity of the Del Norte BART station require creative and effective transportation solutions. The proximity of San Pablo Avenue to I-80 (the most congested freeway in the Bay Area) makes it an attractive relief route during the commute hours in addition to the heavy BART-bound traffic to and from the freeway. The two primary intersections (San Pablo Avenue at Cutting and at Hill) cannot accommodate a pedestrian crosswalk on the leg that has the highest pedestrian crossing demand due to critical vehicle volumes, and this induces pedestrians to cross illegally in the mid-block locations. There is also a history of collisions involving vehicles and pedestrians in this area. In addition, BART is interested in performing a study around and within its station as it considers improvements and possible on-site development partnerships.

Service Level: San Pablo Avenue is a State highway, and carries over 25,000 vehicles a day. The Del Norte BART Station was identified as one of the 21 regional transit hubs in the nine Bay Area counties by MTC because of the linkages it provides between the services of various transit operators. The BART Station has over 700 bus trips a day which contributes to this being the 10th busiest station of 43 BART stations.

Pertinent Issue: Previous STMP funding was used for the high school internship program run by WCCTAC and the San Pablo Avenue Specific Plan. BART had previously committed \$100,000 of its STMP fees for this area. Future efforts will build on the San Pablo Ave Specific Plan, MTC and BART plans, and the Del Norte Strategic Plan being prepared by the Redevelopment Agency. Public Works will continue to seek additional funding for San Pablo Avenue based on its designation as a planned Priority Development Area under the FOCUS Program.

Status: The project is pending additional funding and coordination with the Redevelopment Agency's Strategic Plan.

Capital Cost Estimate:	Admin:	\$850,000	Design:	\$1,700,000	Constr Mgt:	\$1,700,000
	Equipment:	\$0	Constr:	\$17,000,000	Other:	\$0
	Contingency:	\$3,750,000			TOTAL:	\$25,000,000

CITY OF EL CERRITO
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name:	Balra Retaining Wall Repair	Proponent:	Public Works
Project Number:	C3058	Project Mgr:	PW - Engineering Division
Funding Sources:	General Fund, Unidentified 101, B	User Dept:	General Public
		Location:	779 block of Balra Drive

	Capital Costs				Other Costs		
Fiscal Year	General Fund	Unidentified			Operating	Energy	Misc
Prior Years	10,200	-	-	-	-	-	-
2011-12	-	-	-	-	-	-	-
2012-13	-	-	-	-	-	-	-
2013-14	-	-	-	-	-	-	-
2014-15	-	-	-	-	-	-	-
2015-16	-	-	-	-	-	-	-
2016-17	-	-	-	-	-	-	-
2017-18	-	-	-	-	-	-	-
2018-19	-	-	-	-	-	-	-
2019-20	-	-	-	-	-	-	-
2020-21	-	-	-	-	-	-	-
Unidentified	-	300,000	-	-	-	-	-
Subtotal	10,200	300,000	-	-	-	-	-
Total Capital Costs:				310,200	Total Other Costs:		-

TOTAL ALL COSTS: \$310,200

Statement of Need, Service Level, and Issue:

Project Description: Repair or replace the retaining wall in front of 779 Balra Drive, and repair street and sidewalk damage above wall.

Need: The existing retaining wall above the Creek headwall in front of 779 Balra Drive is badly damaged and must be repaired.

Service Level: The gradual failure of this wall is causing subsidence of the street and sidewalk above, and has created some uneven surfaces in the walking and driving paths.

Pertinent Issue: The wall is leaning over onto private property, but is not causing any immediate damage. Geotech report prepared and measuring points marked on the wall. However, no funding source has been identified for this work.

Status: pending funds

Capital Cost Estimate:	Admin:	\$6,204	Design:	\$31,020	Constr Mgt:	\$31,020
	Equipment:	\$0	Constr:	\$210,936	Other:	\$0
	Contingency:	\$31,020			TOTAL:	\$310,200

CITY OF EL CERRITO
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name:	Traffic Safety Improvement Program	Proponent:	Public Works
Project Number:	tbd	Project Mgr:	PW - Engineering Division
Funding Sources:	Unidentified	User Dept:	General Public
	B	Location:	various

	Capital Costs				Other Costs			
Fiscal Year	Unidentified				Operating	Energy	Misc	
Prior Years	-	-	-	-	-	-	-	
2011-12	-	-	-	-	-	-	-	
2012-13	400,000	-	-	-	-	-	-	
2013-14	-	-	-	-	-	-	-	
2014-15	400,000	-	-	-	-	-	-	
2015-16	-	-	-	-	-	-	-	
2016-17	400,000	-	-	-	-	-	-	
2017-18	-	-	-	-	-	-	-	
2018-19		-	-	-	-	-	-	
2019-20	-	-	-	-	-	-	-	
2020-21		-	-	-	-	-	-	
Unidentified	-	-	-	-	-	-	-	
Subtotal	1,200,000	-	-	-	-	-	-	
Total Capital Costs:				1,200,000	Total Other Costs:			-

TOTAL ALL COSTS: \$1,200,000

Statement of Need, Service Level, and Issue:

Project Description: This program would contain various projects that would improve safety for motorists, pedestrians and bicyclists traveling on city streets.

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

Need: Studies conducted as part of the 2005 Speed Surveys revealed several street segments that had significantly higher collision rates than other arterial and collector streets in the City. A safety audit was subsequently performed to evaluate each of 14 street segments, and make recommendations for improvements to mitigate collision rates.

Service Level: The targeted street segments are generally on arterial and collector streets which carry most of the City's traffic.

Pertinent Issue: A Caltrans Highway Safety Improvement Program was secured to fund improvements for the number one ranked street segment, Potrero Avenue between E. 55th and 56th Streets, but this effort is now listed as a separate project. Public Works will continue to seek state and federal funding opportunities, and combine this program with others such as the PDA Streetscape Improvements Program to maximize funding opportunities as they arise.

Status: Planning Phase: Implementation pending funding.

Capital Cost Estimate:	Admin:	17,500	Design:	105,000	Constr Mgt:	70,000
	Equipment:	-	Constr:	875,000	Other:	-
	Contingency:	132,500			TOTAL:	\$1,200,000

CITY OF EL CERRITO
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Wildcat Drive Repair **Proponent:** Public Works
Project Number: tbd **Project Mgr:** PW - Engineering Division
Funding Sources: Unidentified **User Dept:** General Public
B **Location:** various

Fiscal Year	Capital Costs				Other Costs		
	Unidentified				Operating	Energy	Misc
Prior Years	-	-	-	-	-	-	-
2011-12	-	-	-	-	-	-	-
2012-13	-	-	-	-	-	-	-
2013-14	-	-	-	-	-	-	-
2014-15	-	-	-	-	-	-	-
2015-16	-	-	-	-	-	-	-
2016-17	-	-	-	-	-	-	-
2017-18	-	-	-	-	-	-	-
2018-19	-	-	-	-	-	-	-
2019-20	-	-	-	-	-	-	-
2020-21	-	-	-	-	-	-	-
Unidentified	2,500,000	-	-	-	-	-	-
Subtotal	2,500,000	-	-	-	-	-	-
Total Capital Costs:				2,500,000	Total Other Costs:		
TOTAL ALL COSTS:				\$2,500,000			

Statement of Need, Service Level, and Issue:

Project Description: This project would restore Wildcat Drive to its original width.

General Plan Objective:

Need: The last in a series of landslides removed a section of Wildcat Drive (approximately 100 feet long and 10 feet wide) and the abutting valley gutter and embankment. Emergency work was performed that stabilized the remaining roadway.

Service Level: In its current configuration, the road serves the primary public need of access and utility pathways. However, the emergency repair work requires traffic to constrict to a one-lane path, and the sheet pile retaining wall is considered to be adverse in appearance.

Pertinent Issue: Conceptual design was completed in the late 1990s for a retaining wall that would enable restoration of the original roadway width. This remedy is costly and currently unfunded. Other possible remedies that include restoring the stability of the abutting private land could be considered along with a funding partnership with the affected property owners.

Status: pending funding.

Capital Cost Estimate:	Admin:	40,000	Design:	210,000	Constr Mgt:	150,000
	Equipment:	-	Constr:	2,000,000	Other:	-
	Contingency:	100,000			TOTAL:	\$2,500,000

CITY OF EL CERRITO
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name:	PDA Streetscape Improvements	Proponent:	Public Works
Project Number:	tbd	Project Mgr:	PW - Engineering Division
Funding Sources:	Unidentified	User Dept:	General Public
	B	Location:	various

Fiscal Year	Capital Costs				Other Costs		
	Unidentified				Operating	Energy	Misc
Prior Years	-	-	-	-	-	-	-
2011-12	-	-	-	-	-	-	-
2012-13	-	-	-	-	-	-	-
2013-14	-	-	-	-	-	-	-
2014-15	-	-	-	-	-	-	-
2015-16	-	600,000	-	-	-	-	-
2016-17	-	-	-	-	-	-	-
2017-18	-	600,000	-	-	-	-	-
2018-19	-	-	-	-	-	-	-
2019-20	-	600,000	-	-	-	-	-
2020-21	-	-	-	-	-	-	-
Unidentified	-	-	-	-	-	-	-
Subtotal	-	1,800,000	-	-	-	-	-
Total Capital Costs:				1,800,000	Total Other Costs: -		
TOTAL ALL COSTS:	\$1,800,000						

Statement of Need, Service Level, and Issue:

Project Description: The project consists of streetscape improvements within and around the San Pablo Avenue Priority Development Area, which includes all of San Pablo Avenue and crossing arterials leading to the El Cerrito Plaza and Del Norte BART Stations. Improvements will be coordinated with the City's Redevelopment Agency, neighboring cities and transit agencies. The scope of the project improvements includes sidewalk replacement, pedestrian level lighting, crosswalks improvements (curb bulb-outs, pedestrian refuge islands, and enhanced signing & striping), bike route signing & striping, street trees and street furniture.

General Plan Objective: Goal T1: A transportation system that allows safe and efficient travel by a variety of modes and promotes the use of alternatives to the single-occupant vehicle; and Goal T3: A transportation system, including safe and adequate streets, signals, sidewalks, pathways, curbs, gutters, street trees, signage, and streetlights, that maintains and improves the livability of the City.

Need: The City's General Plan calls for three specific areas along the San Pablo Avenue corridor to become "pedestrian-friendly, mixed-use villages with ground floor retail uses and upper floor office and residential use". Each of the three identified areas has its own unique character and function and will be connected via the Ohlone Greenway and a vibrant San Pablo Avenue to two BART stations and multiple transit stops. The San Pablo Avenue Specific Plan calls for transit-oriented neighborhoods and in-fill development around the BART Stations. Continued streetscape and open space improvements in the corridor would capitalize on the momentum created by previous Redevelopment Agency projects.

Service Level: The San Pablo Avenue and BART Stations are important transportation facilities that serve residents and visitors of El Cerrito. The project will improve streets for users of all modes. For pedestrians, bicyclists and transit users, the addition of the proposed improvements will create a friendlier and safer environment.

Pertinent Issue: Identify funding opportunities through Transportation for Livable Communities Programs from the county through federal level.

Status: Planning Phase: Implementation pending funding.					
Capital Cost Estimate:	Admin:	26,000	Design:	156,000	Constr Mgt: 104,000
	Equipment:	-	Constr:	1,300,000	Other: -
	Contingency:	214,000		TOTAL:	\$1,800,000

CITY OF EL CERRITO
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name:	Safe Routes to School Program	Proponent:	Public Works
Project Number:	tbd	Project Mgr:	PW - Engineering Division
Funding Sources:	Unidentified	User Dept:	General Public
		Location:	Citywide

Fiscal Year	Capital Costs				Other Costs		
	Unidentified				Operating	Energy	Misc
Prior Years	-	-	-	-	-	-	-
2011-12	-	-	-	-	-	-	-
2012-13	-	-	-	-	-	-	-
2013-14	-	-	-	-	-	-	-
2014-15	-	-	-	-	-	-	-
2015-16	-	-	-	-	-	-	-
2016-17	-	-	-	-	-	-	-
2017-18	-	-	-	-	-	-	-
2018-19	-	-	-	-	-	-	-
2019-20	-	-	-	-	-	-	-
2020-21	-	-	-	-	-	-	-
Unidentified	1,500,000	-	-	-	-	-	-
Subtotal	1,500,000	-	-	-	-	-	-
Total Capital Costs:				1,500,000	Total Other Costs:		
TOTAL ALL COSTS:	\$1,500,000						

Statement of Need, Service Level, and Issue:

Project Description: Develop a safe routes to school program including educational, engineering and enforcement measures.

General Plan Objective: Goal T1: A transportation system that allows safe and efficient travel by a variety of modes and promotes the use of alternatives to the single-occupant vehicle; and Goal T3: A transportation system, including safe and adequate streets, signals, sidewalks, pathways, curbs, gutters, street trees, signage, and streetlights, that maintains and improves the livability of the City.

Need: The El Cerrito Circulation Plan for Bicyclists, adopted in 2007, and Pedestrians and Citywide Pedestrian Safety Assessment, conducted in 2009, both call for development of a safe routes to school program. School zones are particularly hazardous areas for pedestrians and bicyclists with many parents dropping off or picking up students. However, there are many benefits of having children walk or bike to school, including improving physical health and reducing traffic congestion.

Service Level: The safe routes to school program will serve K through 12th-grade students in public and private schools throughout the City.

Pertinent Issue: No funding has been secured for this program. Public Works will seek state and federal funding opportunities.

Status: Concept Phase: Implementation pending funding.

Capital Cost Estimate:	Admin:	100,000	Design:	90,000	Constr Mgt:	90,000
	Equipment:	170,000	Constr:	900,000	Other:	-
	Contingency:	150,000			TOTAL:	\$1,500,000

CITY OF EL CERRITO
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name: Neighborhood Traffic Management Program **Proponent:** Public Works and Police Departments
Project Number: tbd **Project Mgr:** PW - Engineering Division
Funding Sources: Unidentified **User Dept:** General Public
Location: Citywide

Fiscal Year	Capital Costs				Other Costs		
	Unidentified				Operating	Energy	Misc
Prior Years	-	-	-	-	-	-	-
2011-12		-	-	-	-	-	-
2012-13	-	-	-	-	-	-	-
2013-14	-	-	-	-	-	-	-
2014-15	-	-	-	-	-	-	-
2015-16	-	-	-	-	-	-	-
2016-17	-	-	-	-	-	-	-
2017-18	-	-	-	-	-	-	-
2018-19	-	-	-	-	-	-	-
2019-20	-	-	-	-	-	-	-
2020-21	-	-	-	-	-	-	-
Unidentified	500,000	-	-	-	-	-	-
Subtotal	500,000	-	-	-	-	-	-
Total Capital Costs:				500,000	Total Other Costs:		
TOTAL ALL COSTS:				\$500,000			

Statement of Need, Service Level, and Issue:

Project Description: Implement major capital improvements under the Neighborhood Traffic Management Program consisting of educational, engineering and enforcement measures to address speeding, high traffic volumes, and pedestrian and bicycle obstacles on residential streets.

General Plan Objective: Goal T3: A transportation system, including safe and adequate streets, signals, sidewalks, pathways, curbs, gutters, street trees, signage, and streetlights, that maintains and improves the livability of the City.

Need: An increasing number of El Cerrito residents are concerned about vehicular speeds, traffic volumes and pedestrian and bicycle obstacles in their neighborhoods. The City has responded to community concerns by installing standard traffic control devices (warning and regulatory signs, pavement markings, striping and curb markings) and speed humps, deploying the speed feedback trailer, and enforcement of traffic and parking regulations. Generally, the City addressed resident requests on a case-by-case basis – with each request becoming a unique process and involving extensive City resources. The problem became how to place these requests in context – which have priority, which represent “normal” traffic conditions on residential streets, and what types of measures would provide equitable, effective and timely solutions.

Service Level: The program will serve neighborhoods throughout the City.

Pertinent Issue: No funding has been secured for this program.

Status: Planning Phase: Implementation pending funding.

Capital Cost Estimate:	Admin:	50,000	Design:	30,000	Constr Mgt:	30,000
	Equipment:	50,000	Constr:	300,000	Other:	-
	Contingency:	40,000			TOTAL:	\$500,000

CITY OF EL CERRITO
CAPITAL IMPROVEMENT PROJECT INFORMATION SHEET

Project Name:	I-80 / Central Avenue Interchange	Proponent:	City of El Cerrito, City of Richmond, CCTA, Caltrans, WCCTAC
Project Number:	na	Project Mgr:	CCTA, ACTC
Funding Sources:	Measure J Transportation Sales Tax Federal Demonstration Funds STMP Developer Fees	User Dept:	General Public
		Location:	Central Ave between I-580 and San Mateo Ave

Fiscal Year	Project Costs				Other Costs			
	General Fund	Unidentified			Operating	Energy	Misc	
Prior Years	-	-	-	-	-	-	-	
2011-12	-	-	-	-	-	-	-	
2012-13	-	-	-	-	-	-	-	
2013-14	-	-	-	-	-	-	-	
2014-15	-	-	-	-	-	-	-	
2015-16	-	-	-	-	-	-	-	
2016-17	-	-	-	-	-	-	-	
2017-18	-	-	-	-	-	-	-	
2018-19	-	-	-	-	-	-	-	
2019-20	-	-	-	-	-	-	-	
2020-21	-	-	-	-	-	-	-	
Unidentified	-	-	-	-	-	-	-	
Subtotal	-	-	-	-	-	-	-	
Total Capital Costs:				-	Total Other Costs:			-

TOTAL ALL COSTS: not applicable

Statement of Need, Service Level, and Issue:

Project Description: Improvements to the Central Avenue intersections with the I-80 ramps and surrounding streets to alleviate congestion on Central Avenue between San Pablo Avenue and I-580. The feasibility study determined that the project should be done in two independent phases: Modification to the I-80 and i-580 ramp termini on the west side of I-80; and re-alignment of Pierce Street to intersect with Central Avenue at San Mateo Avenue on the east side of I-80. The former would be on Caltrans facilities, and the latter would be on city facilities (both El Cerrito and Richmond).

Need/Service Level: Central Avenue suffers from chronic congestion during peak hours including weekday commute hours and weekend days. The cause is the three closely spaced signalized intersections along Central Avenue on either side of I-80 combined with heavy turning movements - particularly certain left turn movements.

Pertinent Issues: The westside project consists of relatively common roadway and signal modifications that require no additional right of way acquisition. Environmental and design work is underway as part of the I-80 Integrated Corridor Mobility Project. Funding is available from the SAFETY-LU federal demonstration grant. Construction is anticipated to begin in early 2011.
The eastside project is more complex as it requires acquisition of significant right of way over currently commercially-occupied land. A new terminus of Pierce Street at San Mateo Street lies within El Cerrito, but all other portions of the work (including right of way acquisition) lies within the City of Richmond. Funding would be provided through Measure J Transportation funds, which will not be available until 2015. Work is underway to accelerate sufficient funding to develop a more detailed design, and perform necessary environmental studies prior to 2015. Eastside work may need to coordinate with private development on adjacent land. An open house was held in April 2010 to present these planned improvements and obtain input from the public.

Status: An Environmental Document is currently being prepared by the Alameda County Congestion Management Agency (ACCMA) and Caltrans for the first phase of improvements.

Capital Cost Estimate:	Admin.	Design:	Constr Mgt:	-
	Equipment:	Constr:	Other:	-
	Contingency:	-	TOTAL:	\$ -

ORDINANCE NO. 98-2

AN ORDINANCE OF THE CITY OF EL CERRITO AMENDING TITLE 11 (VEHICLES AND TRAFFIC) OF THE EL CERRITO MUNICIPAL CODE BY DELETING CHAPTER 11.76 (TRANSPORTATION DEMAND MANAGEMENT PROGRAMS) AND REPLACING IT WITH A NEW CHAPTER 11.76 ENTITLED TRANSPORTATION SYSTEMS MANAGEMENT

WHEREAS, in 1988, Measure C was approved by the voters of Contra Costa County to address the funding of transportation projects in Contra Costa County by imposing a one-half cent sales tax; and

WHEREAS, pursuant to the requirements of Contra Costa County Measure C, each jurisdiction within Contra Costa County, as a condition of receiving Measure C Local Street Maintenance and Improvement funds, was required to adopt a Transportation Systems Management ("TSM") Ordinance or other mitigations to promote carpools, vanpools, and park and ride lots; and

WHEREAS, pursuant to the provisions of Measure C, the Contra Costa Transportation Authority (the "Authority") drafted and adopted a model TSM Ordinance for use by local jurisdictions in developing local ordinances for adoption and implementation; and

WHEREAS, the model TSM Ordinance was modified and adopted by the City of El Cerrito as Ordinance No. 92-7 on July 6, 1992 (the "Ordinance") and codified as Chapter 11.76 of the El Cerrito Municipal Code; and

WHEREAS, in 1989 the California Legislature enacted amendments to the California Government Code imposing separate requirements under the state congestion management programs which required local jurisdictions to adopt trip reduction and travel demand ordinances; and

WHEREAS, pursuant to such requirements, the Authority revised its model TSM Ordinance to incorporate trip reduction and travel demand ("TDM") requirements; and

WHEREAS, the Authority's revised model TSM/TDM Ordinance was modified and adopted by the City of El Cerrito as revisions to Chapter 11.76 through Ordinance No. 94-6 on August 15, 1994; and

WHEREAS, in 1995, the California Legislature amended congestion management requirements to prohibit local jurisdictions from enforcing mandatory employer trip reduction programs; and

WHEREAS, in order to implement the mandate of the 1995 legislation, it is necessary and advisable to repeal the TSM/TDM Ordinance codified as Chapter 11.76 to

eliminate requirements for mandatory employer based trip reduction plans and to approve and adopt new purposes, goals and objectives for transportation systems management.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF EL CERRITO DOES HEREBY ORDAIN AS FOLLOWS:

DIVISION I. CHAPTER 11.76 OF THE EL CERRITO MUNICIPAL CODE IS HEREBY DELETED IN ITS ENTIRETY AND REPLACED WITH A NEW CHAPTER 11.76, ENTITLED TRANSPORTATION SYSTEMS MANAGEMENT, WHICH SHALL READ AS FOLLOWS

11.76.010 Findings

- A. Transportation Systems Management (hereinafter referred to as "TSM") has the potential to reduce vehicle trips and vehicle emissions more efficiently and cost effectively than major roadway improvements.
- B. For many years prior to the passage of Contra Costa County Measure C in 1988, local jurisdictions developed and implemented a variety of TSM and Transportation Demand Management (hereinafter referred to as "TDM") projects and programs e.g., operation of transit systems, construction of bicycle facilities, land use policy coordination and related improvements.
- C. Since 1992, the Contra Costa Transportation Authority has committed both Measure C and Transportation Fund for Clean Air ("TFCA") funds to four sub-area programs for the implementation of Measure C and Clean Air Plan goals.
- D. Pursuant to the provisions of Measure C, adoption of a TDM ordinance was deemed to be one component of a comprehensive transportation planning effort.
- E. In compliance with the requirements of the TDM Ordinance, large employers were required to develop and implement trip reduction programs at work sites and, pursuant to those requirements, implementation of the TDM Ordinance was delegated to the West Contra Costa Transportation Advisory Committee ("WCCTAC").
- F. The Countywide Comprehensive Transportation Plan incorporates each Regional Committee's Action Plan for Routes of Regional Significance, which support specific TSM/TDM goals and objectives.
- G. Over the past four years, the sub-area TDM programs have been successful in reducing vehicle trips and emissions at the employment sites specified in the TDM Ordinance, as well as in school and residential areas where programs have been implemented.

- H. Since the adoption of the TDM Ordinance, TDM efforts have been expanded to include aspects of the transportation systems other than employer programs e.g., enhancement of transit and bicycle facilities, incorporation of new technologies into the system, land use policy coordination, and related enhancements.
- I. In adopting this Ordinance, cooperation and coordination with other local jurisdictions and regions in furthering TSM are acknowledged as having the potential to enhance the efficiency and cost-effectiveness of its efforts; and, accordingly, the Council of the City of El Cerrito directs staff to take steps to implement TSM in accordance with the policies, goals, and objectives set forth herein, and in cooperation with WCCTAC staff.

11.76.020 Purpose, goal and objectives

- A. In light of legislation passed eliminating mandatory employer-based trip reduction requirements, the following purposes, goals, and objectives are adopted in order to assist staff in implementing this TSM Ordinance and programs:
1. To promote maximum efficiency in the existing transportation system and to further the transportation goals of the Measure C Growth Management Program, Contra Costa's Congestion Management Program, the Bay Area Clean Air Plan, and the West County Action Plan, by:
 - (a) Promoting and encouraging the use of transit, ridesharing, bicycling, walking, flexible work hours, and telecommuting as alternatives to solo driving;
 - (b) Incorporating these goals and objectives into the land use and review and planning process;
 - (c) Developing proactive programs and/or projects either alone, in conjunction with other jurisdictions, or with WCCTAC, aimed at achieving these goals;
 - (d) Considering the incorporation of appropriate technology designed to facilitate traffic flow, provide transit and highway information, provide trip generation alternatives, and consider the incorporation of related technology into the transportation system;
 - (e) Cooperating with other jurisdictions, the private sector, and transit operators in planning and implementing transportation programs;
 - (f) Educating West County employees, employers, residents, and students regarding the benefits and availability of commute alternatives;

- (g) Working with the transit authorities to better serve West Contra Costa County;
 - (h) Encouraging the most cost-effective transportation improvement projects aimed at achieving congestion relief; and
 - (i) Cooperating with other jurisdictions and agencies, the private sector, and transit operators in planning and implementing transportation programs;
 - 2. To reflect an ongoing commitment to expand TSM efforts beyond employer based trip reduction programs, in order to achieve congestion management and air quality goals.
 - 3. To comply with applicable state and federal laws as well as with Measure C Growth Management Program requirements pertaining to TSM.
- B. The goal of this TSM Ordinance is to ensure the continuation of a pro-active TSM program effort aimed at reducing vehicle trips, vehicle emissions, and traffic congestion in the most efficient and cost effective manner.
- C. The objective of this section is to establish the following policies:
- 1. To participate, in conjunction with other jurisdictions and WCCTAC, in a pro-active effort to support and develop projects which will achieve the Measure C TSM/TDM goals as described in the West County Action Plan, the Countywide Comprehensive Transportation Plan, the Measure C Strategic Plan, the Congestion Management Plan, and/or the Bay Area Clean Air Plan. Such participation may include, but need not be limited to:
 - (a) Promotion and encouragement of the use of transit, ridesharing, bicycling, walking, flexible work hours, telecommuting or other alternatives to solo driving;
 - (b) Defining and implementing projects incorporating appropriate technology designed to facilitate traffic flow, provide transit and highway information, and related technology.
 - 2. To incorporate these goals into the land use review and planning process.

DIVISION II. SEVERABILITY CLAUSE.

If any section, subsection, sentence, clause or phrase of this ordinance is for any reason held to be invalid, such decision shall not affect the validity of the remaining portions of the ordinance. The council hereby declares that it would have adopted the

ordinance, and each section, subsection, sentence, clause, or phrase thereof, irrespective of the fact that one or more sections, subsections, sentences, clauses or phrases be declared invalid.

DIVISION III.

EFFECTIVE DATE

This ordinance shall take effect thirty (30) days after passage and shall within fifteen (15) days after passage, be posted in accordance with Section 36933 of the Government Code of the State of California with the names of those City Councilmembers voting for and against it.

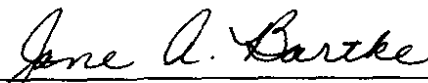
The foregoing ordinance was introduced at a regular meeting of the City Council of the City of El Cerrito, held on the 6th day of April, 1998.

Adopted and ordered posted at a meeting of the City Council of the City of El Cerrito held on the 4th day of May, 1998 by the following vote:

AYES: COUNCILMEMBERS: Brusatori, Damon, Friedman, La Force, Bartke

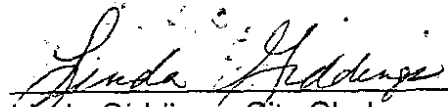
NOES: COUNCILMEMBERS: None

ABSENT: COUNCILMEMBERS: None



Jane A. Bartke, Mayor

ATTEST:



Linda Giddings, City Clerk

E97B-228

Attachment 6 - Adopted Growth Management Element

RESOLUTION 2013-06

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EL CERRITO ADOPTING A GROWTH MANAGEMENT ELEMENT AND REVISIONS TO THE GROWTH MANAGEMENT SECTION OF CHAPTER 4: COMMUNITY DEVELOPMENT AND DESIGN OF THE EL CERRITO GENERAL PLAN.

WHEREAS, Contra Costa County Measure J (2004) requires participation in the Growth Management Program in order to obtain Local Street and Road Maintenance Funds; and

WHEREAS, the Contra Costa Transportation Authority's Growth Management Program checklist requires adoption of a Growth Management Element; and

WHEREAS, the El Cerrito Growth Management Element complies with the requirements of Measure J; and

WHEREAS, on January 16, 2013 the El Cerrito Planning Commission recommended that the City Council adopt revisions to the Growth Management Section of Chapter 4: Community Development and Design of the El Cerrito General Plan; and

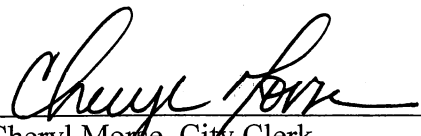
WHEREAS, the project is exempt from review under the California Environmental Quality Act (CEQA) pursuant to the general rule in Section 15061(b)(3) of CEQA.

NOW THEREFORE, BE IT RESOLVED by the City Council of the City of El Cerrito that it hereby adopts a Growth Management Element of the El Cerrito General Plan and revisions to the Growth Management Section of Chapter 4: Community Development and Design of the El Cerrito General Plan.

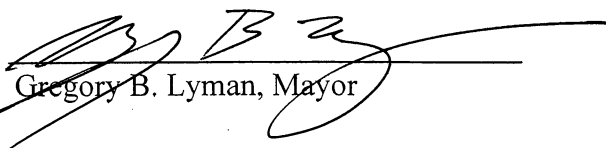
I CERTIFY that at an adjourned regular meeting on February 5, 2013, the El Cerrito City Council passed this resolution by the following vote:

AYES: Councilmembers Abelson, Benassini, Bridges, Friedman and Mayor Lyman
NOES: None
ABSENT: None

IN WITNESS of this action, I sign this document and affix the corporate seal of the City of El Cerrito on February 7, 2013.


Cheryl Morse, City Clerk

APPROVED


Gregory B. Lyman, Mayor

GROWTH MANAGEMENT

A. Introduction

The Growth Management Element establishes a comprehensive, long-range program that matches demand for public facilities generated by new development with policies and standards for traffic level of service (LOS) and performance criteria for fire, police, parks, sanitary facilities, water supplies, and flood control. The Growth Management Element is concerned with maintaining defined urban service levels; it is not intended to limit growth or to direct growth into certain areas of the community on a priority basis. Most importantly, the Element's policies ensure that new development impacts that threaten to degrade established traffic performance or public service thresholds are mitigated through project modification, capital improvement programming, or contributions to improvements.

This element satisfies the obligations established under Contra Costa County's 2004 Growth Management Program (referred to as Measure J). Measure J (2004) is a 25-year extension of the previous Measure C Contra Costa Transportation Improvement and Growth management Program approved by the voters in 1998.

In addition to the public facilities and services identified within this Growth Management Element, Chapter 3: Circulation Element, establishes goals, policies, and programs for traffic services, and roadway improvements, bicycle and pedestrian movement, and Transportation Demand Management (TDM) programs. Chapter 10: Housing Element, includes an expanded list of policies and programs that describe the City's efforts to foster access to safe, quality housing for people of all income levels.

Measure J

In November 2004, the voters of Contra Costa County approved Measure J, thereby approving both Transportation Improvement and Growth Management Programs and authorizing a 0.5% sales tax to fund associated improvement projects. In order to receive local street maintenance and improvement funds under Measure J, the County and each city in the county is required to develop a Growth Management Element as part of their General Plan. The overall intent of the Measure J program is:

- To establish a long-range program matching the demand for multi-modal transportation facilities to serve new development with plans, capital improvement programs, and development impact mitigation programs; and,
- To ensure that growth takes place in a manner that will ensure protection of health, safety and welfare of both existing and future residents of Contra Costa County; and,

- The Urban Limit Line is intended to promote compact urban development patterns and restrict the extension of infrastructure into areas where urban development is not planned.

In order to receive funding under Measure J, each land use agency within Contra Costa County must adopt and implement a Growth Management Element that substantially complies with the Contra Costa County Transportation Authority Model Growth Management Element. The previous requirements of Measure C to receive funding required each land use agency within Contra Costa County to establish policies and standards for traffic levels of service (LOS) and set performance standards for fire, police, parks, sanitary facilities, water, and flood control to generally ensure that adopted standards for public facilities are maintained as the community grows. Although Measure J does not require these policies and standards, they remain adopted.

El Cerrito Growth Management

While this element satisfies obligations established under Measure J, the City has clearly established its commitment to managing new development in a manner that not only ensures adequate public facilities, but also protects the quality of life enjoyed by residents. Growth management issues are discussed in detail in various other elements of this General Plan, including Land Use, Transportation and Circulation, and the Public Facilities and Services and Resources and Hazards chapters. Policies in those other Elements/Chapters are noted in the Goal and Policy tables.

Organization of the Element

The Growth Management Element is organized into three main sections. This Introduction provides an overview of growth management topics, a description of the organization of the element, and requirements for the element as specified under State law. A Goals and Policies section provides specific policy guidance for growth management topics.

Consistency with State Law

Authorization for Growth Management Element

California Government Code Section 65302 does not require a Growth Management Element to be included in a General Plan. However, Section 65303 states the following:

"The general plan may include any other elements or address any other subjects which, in the judgment of the legislative body, relate to the physical development of the City."

This element has been prepared in conformance with all mandatory requirements of State law and also satisfies the planning obligations established under Contra Costa County's Measure J.

Relationship to Other Elements of the General Plan

This Growth Management Element is closely related to the Land Use and Transportation & Circulation Elements. This Growth Management Element is intended to incorporate the requirements set forth in Measure J. It is also related to the Public Facilities and Services and Resources and Hazards chapters of the General Plan.

The Growth Management Element is not intended to supersede the goals or policies of the other elements of the General Plan. When other elements of the General Plan are updated, it may be appropriate to amend the Growth Management Element to ensure an internally consistent and comprehensive set of City goals, policies and actions.

Urban Limit Line

As part of the 1996 Contra Costa County General Plan, the County delineated an Urban Limit Line (ULL) to identify areas appropriate for urban expansion. The Measure J (2004) Transportation Expenditure Plan included a Growth Management Plan (GMP) which contained an urban limit line component mandating that local jurisdictions adopt and continuously comply with a voter approved ULL. Measure L (2006) the Contra Costa County Board of Supervisor ULL was passed by a majority of voters in Contra Costa at the November 7, 2006 election. The Measure L ULL was also approved by a majority of voters in the City at the November 7, 2006 election. The City adopted the Measure L ULL by resolution on October 16, 2006. The adoption of the Measure L ULL specifically complies with the purposes of Measure J as follows:

- Ensure the preservation and protection of identified non-urban land, including agricultural, open space, parkland, and other areas, by establishing a line beyond which urban development is prohibited; and
- Link land use decisions with the transportation investments in Measure J by channeling future growth to locations more suitable for urban development; and
- Ensure that land use policies within the voter Approved Urban Limit Line effectively promote appropriate development that accommodates the area's projects housing and job needs in the future.

Housing Options

Consistent with the requirements of Measure J and state Law, the City's Housing Element establishes a range of goals, policies and programs that outline the City's efforts to support balanced housing development in the City. Measure J expands upon the program requirements identified in the Prior Measure C, and requires ongoing reporting to CCTA of the City's progress in implementing the goals and objectives listed in the Housing Element.

California Government Code Sec. 65400(b) requires the preparation of the annual report summarizing the City's progress implementing the Housing Element of the General Plan, and submitting copies of the report to the Contra Costa Transportation Authority biennially as part of the Authority's Growth Management Plan Compliance Checklist.

Measure J requires that the annual report on the implementation of the Housing element of the General Plan be submitted to CCTA every other year. The report must include the specified housing reporting period and must be submitted to CCTA in one of the following formats:

- The number of housing units approved, constructed or occupied in the City since the beginning of the reporting period, compared to the average number of units needed annually to meet the fair share regional housing need;
- A description of how the City's adopted land use, housing, and regulatory plans and programs have provided sufficient opportunities for and removed undue constraints to the achievement of the City's fair share regional housing need; or
- A description of how the plans and policies of the General Plan and the land use regulations of the Zoning Ordinance facilitate the improvement and development of the City's fair share regional housing need.

B. Traffic Service Standards

Projected increases in travel have the capacity to influence disproportionately the shape and character of El Cerrito, if traffic congestion and improvements to the travel network are not managed through local and cooperative regional policy implementation. The Land Use Element (Community Development and Design chapter) establishes the timing and density of future growth within the city. The Transportation Element (Transportation and Circulation chapter), supplemented by the Growth Management Element's defined levels of intersection performance and policies for mitigation of traffic impacts, are useful sources of options and strategies to influence regional growth patterns that extend their influence beyond El Cerrito's borders.

Routes of Regional Significance

Measure "C" required that all freeways and selected arterials in the county be designated as Routes of Regional Significance, or "regional routes." These roadways experience extreme levels of congestion, and carry significant levels of through-traffic to other parts of the Bay Area. There are many obstacles to improving conditions on these regional routes, including the high cost of expanding physical capacity and the uncertain role of outside agencies' funding decisions. Within El Cerrito, these regional routes include Interstate Freeway 80, San Pablo Avenue, and Cutting Boulevard.

Characteristics of El Cerrito's Regional Routes

Interstate Freeway 80

The freeway consists of three lanes in each direction through West County. Interchanges serving El Cerrito include Central Avenue, Carlson Boulevard, Potrero Avenue, and Cutting Boulevard. Interstate 80 is the most congested of all regional routes. Congestion extends from Pinole Valley Road south to Central Avenue during the AM peak period and from Central to the Carquinez Bridge tollbooth during the PM peak period. Congestion on I-80 causes high traffic volumes and consequent delays on San Pablo Avenue, the primary parallel route.

I-80 has one of the highest percentages of through traffic in the West County corridor, with 52% of AM peak hour direction travel, measured at the Carquinez Bridge. Ninety-two percent of that traffic originates in Napa and Solano counties. Truck traffic, which contributes to travel delay, makes up 9% of total AM Eastbound (non-peak direction) volume, much of which enters or leaves the freeway on the San Pablo Avenue corridor.

The West Contra Costa County Action Plan identifies a number of improvements to the I-80 corridor needed to alleviate the expected breakdown of capacity. Those improvements of most significance to El Cerrito include:

- HOV interchange at Cutting Boulevard to serve the El Cerrito Del Norte BART station (constructed)
- Parallel route improvements on San Pablo Avenue including signal upgrades (on-going)
- Transportation Management Plan to include transit, ride sharing, public information/marketing and vehicle monitoring.

San Pablo Avenue

In El Cerrito, San Pablo Avenue is an urbanized thoroughfare between the southern City limits at Cerrito Creek near Carlson Boulevard to the northern city limits just south of McDonald Avenue with two lanes in each direction. At most intersections there are left turns operating with left-turn signal phasing. The speed limit is 30 MPH. Average daily traffic volumes on San Pablo Avenue are greatest at its southerly extreme in the County. Near Cutting Boulevard, the highest average daily volume is 29,900 vehicles. During the AM peak period, the highest volumes occur near Potrero Avenue at 2,275 vehicles per hour. The highest PM peak hour period volumes occur near Barrett Avenue in Richmond, and frequently cause traffic backup into El Cerrito.

The San Pablo Avenue Corridor has been studied on a regional and local basis to determine the improvements necessary to maintain the routes as a parallel to I-80 and to serve locally approved uses. Coordination of improvements is difficult given the number of jurisdictions through which the street passes, and variety of volumes and functions that it serves. Alameda and Contra Costa counties are currently installing various improvements along San Pablo Avenue to improve inter-jurisdictional and intra-jurisdictional signal coordination.

Cutting Boulevard

The portion of Cutting Boulevard in El Cerrito designated as a regional route extends from Key Boulevard to the westerly city limit. It links San Pablo Avenue and the Del Norte BART station to I-80. The road encompasses two lanes in each direction with improved medians and left-turn pockets, except for a segment which is one-way westbound between the BART station and San Pablo Avenue. Most significant congestion occurs at the intersection of San Pablo Avenue and Cutting Boulevard in El Cerrito.

Regional Action Plans

Local jurisdictions participated in the development of programs to control regional traffic impacts on these routes through a series of Action Plans approved by one of the Regional Transportation Planning Committees created under Measure C. El Cerrito has been working closely with the WCCTAC (West Contra Costa County Traffic Advisory Committee) to work on an update of the 2000 and 2009 action plans for the west county area. Once approved, the updated Action Plan will be combined by CCTA with other regionally recommended Action Plans to create a countywide comprehensive transportation plan. The City recognizes that the success of attaining Action Plan objectives depends upon participation of other jurisdictions in both planning and funding of necessary improvements.

Basic Routes

All roads not indicated on the map of Routes of Regional Significance are Basic Routes. The Growth Management Element is required to assess the operating capacity of signalized intersections on Basic Routes, estimate future service impacts resulting from significant, foreseeable increases in home building and job-formation, according to the city's General Plan land use and housing policies.

Level of Service – General

The Transportation Element of the El Cerrito General Plan classifies vehicle routes according to the character of surrounding development and their linkage to sources of traffic congestion from other jurisdictions. Table 4-4 describes the city's Basic Route signal controlled intersections and the minimum service level at which the intersection is expected to operate based on future development activity:

Table 4-4: Signalized Intersection Service Standards

Location	Land Use	Intersection Characteristics	LOS Standard
Fairmount/Liberty	CBD	Minor Arterial/Principal Arterial	'E' to 0.94 v/c
Fairmount/Ashbury	Suburban	Collector/Minor Art'l/Principal Art'l	'D' to 0.84 v/c
Fairmount/Colusa	Suburban	Collector/Principal Arterial	'D' to 0.84 v/c
Central/Carlson	CBD	Principal Arterial/Principal Arterial	'E' to 0.94 v/c
Potrero/Eastshore	Urban	Local Street/Principal Arterial	'D' to 0.89 v/c
Richmond/Stockton	Suburban	Minor Arterial/Collector	'D' to 0.84 v/c
Richmond/Moeser	Urban	Minor Arterial/Minor Arterial	'D' to 0.89 v/c
Richmond/Potrero	Urban	Minor Arterial/Minor Arterial	'D' to 0.89 v/c

Elm/Hill/Key	Urban	Principal Arterial/Minor Arterial	'D' to 0.89 v/c
Moeser/Navellier	Suburban	Minor Arterial/Collector	'D' to 0.84 v/c

Level of Service and Future Land Use

Nearly all significant new increments of housing and employment will occur on parcels located within the San Pablo Avenue corridor, or in joint use with BART station facilities. Expanding jobs and housing opportunity inside El Cerrito's borders will not necessarily eliminate commute travel to and from the region. However, it will offer an alternative to the commuter lifestyle and enhance options for El Cerrito's economic development that do not burden the regional roadway network.

While most of the direct traffic impact of local land use intensification will fall upon Regional Routes such as San Pablo Avenue and Cutting Boulevard, it is equally important that such activity not burden the basic route system and degrade the minimum service levels for signalized intersections described above.

The city is committed, as part of the region-wide effort to reduce traffic congestion and improve the efficiency and safety of its local street system for all users including pedestrians and bicyclists, to monitor traffic conditions on a systematic basis and develop programs to maintain established service standards. El Cerrito is a "mature" city with only limited growth potential. However, even the relatively small increment of growth potential described in this Element can burden local and regional transportation facilities without a prescribed means of measurement and defined mitigation programs.

C. Urban Service Performance Standards

Park and Recreation Facilities

Service Function

The City of El Cerrito provides a rich diversity of parks and recreational opportunities. Parklands include approximately 32 acres of City-owned parks, 100 acres of City-owned open space used for recreation and conservation purposes, 23 acres of other City-maintained recreation facilities, and 27 acres of School District-owned and maintained recreation areas. More details are provided in Chapter 6.

Service Standard

Five (5) acres of publicly owned parkland for each 1,000 residents.

Fire Suppression and Related Emergency Services

Service Function

The El Cerrito Fire Department provides first response to structural, vehicular and wildland fires, medical emergencies, hazardous materials incidents and natural disasters. The Department's ability to meet these needs is facilitated through active

participation with Richmond, Kensington, and the West County fire departments in an automatic response agreement that uses the combined resources of all four agencies to serve these needs irrespective of jurisdictional lines. The departments share the costs of dispatch and training services and have established common standards for staffing, apparatus and equipment.

Service Standard

The interagency agreement specifies the following response protocol for all emergency service requests:

- Maximum response time for first engine arrival of six (6) minutes including one (1) minute dispatch time and three (3) minute-travel time from responding station.
- Three (3) person engine company is minimum response.
- Minimum training level of responders shall be Firefighter 1 and Emergency Medical Technician 1.

Police Emergency Services

Service Function

The El Cerrito Police Department's mission is to respond to requests for law enforcement emergency services, deter criminal activity, investigate crimes against persons and property and undertake proactive programs to reduce the opportunity for criminal activity. The department also acts proactively to reduce dangerous motor vehicle operating practices and offers community education outreach programs about personal and neighborhood security.

Service Standard

The Police Department is committed to maintaining a level of personnel and capital equipment for first-unit response in three (3) minutes to requests for emergency service. The City's resources alone are insufficient to meet the multiplicity of demands upon a modern police agency. Hence, the Department contracts with the City of Richmond for emergency dispatching, and with various state and county agencies for specialized investigative support services.

Sanitary Sewer and Treatment Services

Service Function

Two agencies work together to serve El Cerrito's sanitary sewer needs. Stege Sanitary District provides the underground lines leading from customer discharge sites to the regional treatment plant. That plant, operated by the East Bay Municipal Utility District at Point Isabel, provides tertiary level treatment to RWQCB standards for discharge to the Bay.

Service Standard

Service capacity planning is based on a 130-gallon daily increment per person.

Domestic Water Services

Service Function

East Bay Municipal Utility District provides domestic water service to residential and institutional customers in the city. Past droughts, which curtailed water service in some areas, have reminded people of the need to conserve water whenever possible.

Service Standard

250 gallons/day for each residential household to 4 (four) persons +62 gallons for each additional person in the household. 90% of 1986 use for commercial connections and 95% of 1986 use for institutional uses, to be reevaluated upon improvement in prevailing drought conditions.

Flood Control

Service Function

Flood hazards arise from natural rainstorms, failure of water storage facilities, and from the secondary effects of landslides. Because the watersheds in El Cerrito's foothills are relatively small, risk of flood damage through the sudden release of accumulated water behind a collapsed mass of landslide debris is also small. The greatest flood hazard risk is posed by the current condition of the storm drain system that is under study for long term and comprehensive remediation.

Only a small portion of Cerrito Creek is subject to inundation in the 1% (100 year event). Property damage from such an event is predictable, but would be confined to isolated locations in the flood path. The Contra Costa County Flood Control District establishes maintenance and development standards in the floodway. The City has also established restrictive development policies in its Municipal Code as a condition of continued eligibility for participation in the National Flood Insurance Program.

Service Standard

Containment of the 100-year flood event according to the federal Flood Insurance Rate Maps. Continued restriction on construction within flood hazard zones through establishment of minimum floor level elevations above the projected 100-year flood event level, as established by the Flood Control District.

D. Goals and Policies

The Implementation Measures associated with each policy are described in the following section of this chapter. A policy located in another chapter with more detail is noted by the original policy number at the end of the paragraph.

Goal GM1: A coordinated regional and sub-regional planning system that provides better service and less congestion for residents of El Cerrito through cooperative transportation and land use planning in Contra Costa County.

Policies	Implementation Measures
GM1.1 Cooperative Transportation Planning. Participation in an ongoing multi-jurisdictional planning process with other jurisdictions and agencies, the RTPC, and the Contra Costa Transportation Authority to create a balanced, safe, and efficient transportation system and to manage the impacts of growth.	• Intergovernmental Coordination
GM1.2 Coordination with adjacent jurisdictions. Cooperate in remediation of intersections in other jurisdictions operating at a level of service below the desired minimum threshold when it is demonstrated that El Cerrito's actions contribute substantially to adverse operating conditions at such intersections. Such cooperative action shall only be considered in the context of an application by the other jurisdiction for a Finding of Special Circumstances in accordance with application procedures established by the Contra Costa Transportation Authority.	• Intergovernmental Coordination
GM1.3 Implementation of Action Plans. Implement in a timely manner specific local actions of updated Regional Route Action Plan following its adoption by the West Contra Costa Transportation Advisory Committee and the Contra Costa Transportation Authority.	• Intergovernmental Coordination

- GM1.4 Urban Limit Line (ULL).** Maintain the ULL adopted by the El Cerrito City Council on October 16, 2006 until March 31, 2034.
- Intergovernmental Coordination
- GM1.5 Conflict Resolution Services.** Seek the services of the Contra Costa Transportation authority's conflict resolution process when needed to resolve disputes with other jurisdictions related to the development and implementation of Actions Plans and other programs described in the Growth Management Element.
- Intergovernmental Coordination
- GM1.6 Housing Opportunities.** Demonstrate reasonable progress in providing housing opportunities for all income levels and demonstrate reasonable progress in meeting housing goals.
- Housing Program

Goal GM2: Compliance with applicable level of service standards.

-
- GM2.1 Application of Standards.** Strive to maintain the minimum V/C performance standard for each signalized intersection as described in Table 4-4. Level of Service Standards are considered to be met if measurement of actual conditions at the intersection indicates that operations are equal to or better than the specified minimum performance standard, or if El Cerrito's Capital Improvement Program includes projects which, when constructed, will result in performance better than or equal to the specified minimum standard.
- Capital Improvements Program
 - Development Regulations (zoning)

GM2.2 Achieving Level of Service Standards.

Consider amendments to the General Plan Land Use Element or Map, Zoning Ordinance, or other relevant plans and policies to alter land use intensity or vehicle trip activity so that any Basic Route signalized intersection which does not meet the minimum service level standard in Policy GM2.2 can be brought into compliance with said standard.

Alternately, consider amendments to the Capital Improvement Program or other relevant programs and policies which will improve the capacity or efficiency of intersections not meeting the service standards through physical construction and improvements.

- Development Regulations (zoning)
- Capital Improvements Program

GM2.3 Findings of Special Circumstances.

Consider requesting from the Contra Costa Transportation Authority a Finding of Special Circumstances for any Basic Route signalized intersection that may not meet level of service standards as described in Policy GM2.1 when it can be demonstrated that the amendments described in Policy GM2.2 are infeasible under the Authority's prescribed criteria. Prior to initiating the request, the City will evaluate policy options and changes, alternative standards, and proposed mitigation measures to achieve the minimum service levels and describe the findings upon which these alternatives were deemed infeasible.

- Intergovernmental Coordination

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

GM3.1	Traffic Impact Study. Conduct a traffic impact study consistent with CCTA Technical Guidelines as part of the application review process for development proposals estimated to generate over 100 peak-hour vehicle trips.	• Development Regulations (zoning)
GM3.2	Finding of Consistency with Standards. Demonstrate that development proposals that generate over 100 peak-hour vehicle trips in the peak direction are consistent with the Level of Service Standards stated in Policy GM2.2, and the West Contra Costa Action Plan for Regional Routes prior to approval. Findings of Consistency may be made if a traffic impact analysis demonstrates that the project will not erode the minimum service standards at any Basic Route signalized intersection unless: (1). Projects included in the City's Capital Improvement Program or Street Improvement Program will result in attainment of the desired standard and fully or partially offset the traffic impacts of the project; or (2). Findings of Special Circumstances, including appropriate mitigation measures, have been adopted by the City of El Cerrito and the CCTA.	• Development Regulations (zoning) • Intergovernmental Coordination
GM3.3	Transportation Demand Management Ordinance. Adopt and implement a Transportation Demand Management (TDM) Ordinance.	• Transportation Demand Management

Goal GM4: Effective community-wide programs to reduce traffic impacts of new projects and to assure that new residential, business and commercial growth pays for the facilities required to meet the demands resulting from that growth.

GM4.1	Local Development Mitigation Program – Transportation. Adopt and maintain in place a development mitigation program to ensure that new growth is paying its share of the costs associated with that growth.	• Traffic Impact Fee
GM4.2	Local Street Maintenance and Improvement Funds. Support projects intended to meet or maintain Level of Service standards, to implement Action Plans for Regional Routes, and to provide mitigation for intersections Subject to Findings of Special Circumstances through Local Street Improvement and Maintenance Funds allocated by the Contra Costa Transportation Authority. Revenue from this source shall not replace private developer exactions pursuant to Policy GM4.1 for transportation projects necessary to meet or maintain minimum service standards challenged by new growth.	• Intergovernmental Coordination • Capital Improvements Program
GM4.3	Capital Improvement Program. Identify in the City's Capital Improvement Program funding sources, as well as intended phasing, for projects necessary to maintain and improve traffic operations.	• Capital Improvements Program
GM4.4	Compliance Reporting. Complete and submit the required compliance checklist materials required periodically by the Contra Costa Transportation Authority.	• Intergovernmental Coordination
GM4.5	Regional Efforts. Recognize El Cerrito's role in the region and lead in regional efforts to increase transit and reduce congestion. (T1.7)	• Intergovernmental Coordination

Goal GM5: An effective system of providing urban services to support infill and redevelopment in existing urban and brownfield areas.

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| <p>GM5.1 Local Development Mitigation Program – Services. Adopt and implement a development mitigation program requiring developers to pay the costs necessary to offset impacts of their projects on the local police, fire and park service system. Ensure that the local development review process includes consultation with contact agencies supplying domestic water, sanitary sewage and flood control service so that cost impacts are identified and appropriate mitigations included on a cooperative basis.</p> | <ul style="list-style-type: none"> • Public Facilities Fee |
| <p>GM5.2 Performance Standard Review. As part of the City's development review process, or through the local CEQA review procedure for defined projects, evaluate the impact of the project upon public services and make findings appropriate to project approval under the following circumstances</p> <ol style="list-style-type: none"> (1) Performance standards will be maintained following project occupancy; (2) Mitigation measures have been incorporated in project approval documents sufficient to maintain designated service standards; or (3) Capital improvements sponsored by El Cerrito or the affected special purpose agency will ensure that designated service standards are maintained. | <ul style="list-style-type: none"> • Development Review • CEQA Review |

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| <p>GM5.3 Capital Improvement Program.
Identify in the City's Capital Improvement Program funding sources, as well as intended phasing, for projects necessary to maintain police, fire and park service standards. Encourage outside agencies providing vital services to El Cerrito to maintain adequate funding and long-range facility planning activity to adequately anticipate future demands of growth and the life-cycle/replacement of equipment and infrastructure.</p> | <ul style="list-style-type: none"> • Capital Improvements Program • Intergovernmental Coordination |
| <p>GM5.4 Contributions to Improvement.
Require new development to contribute to or participate in the improvement of public services according to the demand generated by the project occupants and users.</p> | <ul style="list-style-type: none"> • Public Facilities Fee • CEQA Review |

Goal GM6: Support land use patterns that make more efficient use of the transportation system

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| <p>GM6.1 Land Use Patterns. Recognize the link between land use and transportation. Promote land use and development patterns that encourage walking, bicycling, and transit use. Emphasize high-density and mixed land use patterns that promote transit and pedestrian travel. Where feasible, emphasize the following land use measures:</p> <ol style="list-style-type: none"> 1. Promote conveniently located neighborhood complexes that provide housing and commercial services near employment centers and within transit corridors. 2. Promote land use patterns that maximize trip-linking opportunities by assembling uses that allow people to take care of a variety of daily needs. 3. Encourage pedestrian-oriented land use and urban design that can have a | <ul style="list-style-type: none"> • Development Regulations (zoning) |
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demonstrable effect on transportation choices.

4. Direct growth to occur along transit corridors.
5. Encourage retail, commercial, and office uses in ground floor space in combination with upper-floor housing along San Pablo Avenue.
(T2.1)

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| <p>GM6.2 Mixed-Use Centers. Encourage mixed-use centers along San Pablo Avenue – including development along Fairmount Avenue, Stockton Avenue and Moeser Lane, between San Pablo Avenue and the Ohlone Greenway – that provide the opportunity for people to walk among businesses, employment, and residences.
(LU5.2)</p> | <ul style="list-style-type: none"> • Development Regulations (zoning) |
| <p>GM6.3 Pedestrians, Bicycles, and Access. Ensure that business areas have adequate pedestrian and bicycle facilities and accessibility for persons with disabilities, and that easy connections to transit are available wherever possible.
(LU5.5)</p> | <ul style="list-style-type: none"> • Capital Improvements Program |
| <p>GM6.4 Circulation Alternatives. To the extent possible, encourage alternatives to the use of private automobiles. Encourage a full range of transportation options – driving, transit, walking and biking – without allowing any one to preclude the others.
(LU6.2)</p> | <ul style="list-style-type: none"> • Transportation Demand Management |
| <p>GM6.5 Multi-Modal Transportation Network. Ensure that streets, paths, and bikeways contribute to the system of a fully connected transportation network to all major destinations in the City. The design of these streets and pathways should encourage pedestrian and bicycle uses by being spatially defined by buildings, trees, lighting, and street furniture. Pedestrian and bicycle pathways and auto routes should be</p> | <ul style="list-style-type: none"> • Capital Improvements Program |

	compatible. (CD2.4)	
GM6.6	Balanced Transportation System. Create and maintain a balanced transportation system with choice of transit, bicycle, pedestrian, and private automobile modes. (T1.1)	• Capital Improvements Program
GM6.7	Transit System. Encourage transit providers to improve and increase existing transit routes, frequency, and level of service. Encourage a public transit system that provides convenient transfers between transit services and other modes of travel. (T1.2)	• Capital Improvements Program • Intergovernmental Coordination
GM6.8	Bicycle Circulation. Create a complete, interconnected bicycle circulation system. Provide a bicycle system that serves commuter as well as recreational travel. Improve bicycle routes and access to and between major destinations. (T1.3)	• Capital Improvements Program
GM6.9	Pedestrian Circulation. Provide a safe, convenient, continuous and interconnected pedestrian circulation system throughout the City. Ensure safe pedestrian access to local schools. (T1.4)	• Capital Improvements Program

IMPLEMENTATION MEASURES

The following is a summary of the major tools available to the City for implementation of the policies in this chapter, Community Development and Design.

1. *Beautification Program*

A city beautification program is excellent way to increase public awareness and participation in creating good design and quality spaces. City beautification programs can take many forms and involve both the public and private sectors. They can include; design awards for building design and landscaping, yard maintenance; landscape planting programs such as flower planting, street tree planting; and, public art projects or other civic improvement programs. They may also include the development of public scenic turnouts, rest stops, and overlooks to take advantage of views and vistas from the hillsides. Many city beautification programs are sponsored jointly by the city government and local civic organizations to promote civic pride while enhancing the physical appearance.

2. *Building Code*

El Cerrito should consider adopting amendments to the Building Code that promote energy efficiency and better uses of natural resources. This could be the part of the charge to a citizen task force that looks into possible ways of encouraging El Cerrito to agree upon and adhere to applicable principles of sustainable development.

3. *Capital Improvement Program*

The Capital Improvement Program (CIP) is a compilation of the capital improvements planned for construction over the next five years in El Cerrito. It includes cost estimates, the phasing of specific improvements and associated costs and methods with which specific improvements will be financed. The City should continue to conduct annual reviews of the CIP and add money for transportation, infrastructure, and public facility improvements as funding sources are identified. The CIP also provides the basis for planning for and funding of new community buildings and facilities.

4. *CEQA Review*

The City should ensure that the CEQA review process identifies impacts of new development upon the transportation system, utilities, and public facilities.

5. *City Entry Design Program*

The City can sponsor the design and construction of entry monuments and other landscape improvement projects to improve the appearance of city streets. These landscape improvement projects can also be developed in cooperation with civic organizations or sponsored by local business to create new entry signs, monuments, and landmarks at major entry points to El Cerrito.

6. Creek Restoration

The City may contribute through its storm drainage improvement program, or seek funding from other agencies or private sources, to restore various segments to creeks or other streets (on surface or through removal of pipes) and restoration of riparian habitats.

7. Design Guidelines

Design guidelines are a tool for ensuring that development is compatible with the surrounding area and that it functions well for the community. To the extent possible, the guidelines should be specific: guidelines that are quantifiable should be considered for incorporation into the development regulations.

8. Development Incentives

Providing development incentives to developers and property owners can influence good community design. Development incentives can be in the form of density and development intensity bonuses, reduced development standards (i.e., reductions in parking requirements, height restrictions, setbacks, etc.). Incentives may be granted where they promote closer adherence to City objectives by providing desirable features, such as exceptional design, creative design of off-street parking, enhancements to public amenities, environmental benefits, such as creek restoration, and similar benefits to the community.

9. Development Regulations (zoning)

The development regulations, primarily the zoning regulations and the subdivision ordinance, provide the standards for development, prescribe allowable uses, contain specific incentive provisions, and include other standards and procedures related to approval of development projects.

10. Development Review

The development review process includes discretionary review by the Planning Commission and the Design Review Board, based on consideration of General Plan objectives and policies, and criteria established by the zoning and subdivision ordinances and other city regulations and adopted guidelines. Most discretionary actions are subject to the requirements of the California Environmental Quality Act (CEQA). The development review process also includes administrative review of projects to verify compliance with Planning Commission and Design Review Board requirements, as well as standards set by the City through adoption of building and fire codes, engineering standards, and other regulations and ordinances. Development review should be used to assess the impact of new development on the demand for transportation and public facility improvements and to implement mitigation measures and other mechanisms to help finance needed improvements.

11. Economic Development Strategy

The city should maintain a strategy to retain and attract businesses. This strategy should be reviewed frequently to ensure that it reflects current economic and business trends and makes use of the city's advantages as a business location. The

city staff, elected officials, and business organizations should then actively market the city as a location for desirable types of businesses.

12. Fiscal Impact Assessment

The City should consider development of a fiscal impact assessment process that would identify the economic and fiscal impacts of new development projects. The process should establish size thresholds that trigger the assessment, integrate the assessment with CEQA review, and ensure that the fiscal impact assessment is not an undue burden on economic development of the City. Also see Implementation Measures in Chapter 6 on a Public Facilities Fee and Traffic Impact Fee.

13. General Plan Consistency Review

Review all public projects for consistency with the General Plan as early as possible in order to minimize wasted effort on projects deemed not to be in conformance.

14. Grant Funds

The City should determine whether grant funds are available from federal or state sources for restoring creeks, preparing design guidelines to reduce crime, and developing guidelines for pedestrian friendly areas near either or both BART stations.

15. Historical Inventory and Designation

The City should initiate, or work with a local civic group to initiate, an inventory of structures or sites that may have architectural, historical, archeological, or cultural significance to the community. The City should then consider action to list the most significant structures or sites on the California Register of Historical Resources and the National Register of Historic Places.

16. Housing Program

The city's housing program consists of those actions necessary to achieve the policies of the General Plan and the goals of the Housing Element. The housing program should monitor progress toward achieving goals to ensure that suitable land and incentives are available. The housing program also includes the responsibilities of the Housing Functions Successor Agency to support affordable housing goals.

17. Intergovernmental Coordination

The City should coordinate with adjacent jurisdictions, the Metropolitan Transportation Commission, Contra Costa County, AC Transit, BART, Caltrans, and other applicable agencies. The Contra Costa County Transportation Authority (CCTA) West County Action Plan for Routes of Regional Significance defines a regional vision for Hercules, Pinole, San Pablo, Richmond, and El Cerrito. This document defines many of the City's positions with respect to regional transportation improvements.

In addition to, and in support of, these regional key items, the following are City of El Cerrito interagency coordination positions:

- a. As opportunities present themselves, improve freeway access to El Cerrito, particularly around the Del Norte area and at the Central Avenue interchange.
- b. Oppose transportation projects that would diminish access to Interstate 80 from El Cerrito.
- c. Oppose capacity enhancements to San Pablo Avenue except when the improvements serve local traffic and do not compromise bus, pedestrian and bicycle travel.
- d. Support physical enhancements to San Pablo Avenue to make it a transit and pedestrian friendly multi-modal street.

In addition to the above, the City should work with Caltrans to install adequate highway landscaping improvements along I-80.

18. Joint Watershed Goals

In 1995 the cities of El Cerrito, Albany, Berkeley and Richmond, the East Bay Regional Park district, and the University of California at Berkeley, endorsed a goals statement expressing mutual intentions to restore creeks to natural conditions, to make use of creek corridors for pedestrian and bicycle transportation purposes, to assure adequate flow of freshwater for nourishment of creeks, and to promote public awareness of the value of healthy watersheds. The statement includes a mutual agreement to seek opportunities for grants and other cooperative efforts.

19. Parking Districts

Parking districts can be formed by local property owners to help finance needed parking in impacted commercial areas. Parking districts provide for centralized parking lots and parking structures that allow participants to build and rehabilitate existing buildings at a higher intensity of development.

20. Public Facilities Fee

The City should consider adopting a citywide public facilities impact fee ordinance, under the requirements of the applicable laws, to fund new community and public facilities, including public safety facilities, required to serve new residents and employees in the City.

21. Redevelopment Program

In support of its economic development strategy, the City may choose to pursue post-Redevelopment Dissolution tools that may become available to attract and retain desirable commercial and residential development, and provide supportive public improvements.

22. Sign Ordinance

The sign ordinance is a tool to regulate the appearance, size, and location of signs in the City of El Cerrito. Well-designed signs contribute to the overall visual quality of the built environment by reducing clutter as well as helping in way-finding and locating business and other activities.

23. Special Districts

Special districts can be formed by local property owner to help finance desired neighborhood improvements including street lighting, streetscape enhancements, and landscaping improvements.

24. Specific Plans

Certain areas of the city need to be planned comprehensively, but in more detail than can be done in a general plan. A specific plan can integrate land use, design, transportation, utilities and other issues into an action strategy.

The Draft San Pablo Avenue Specific Plan is currently being developed to address planning needs in the San Pablo Avenue corridor. As conditions change and as development proposals come forward, additional areas of the City may also need more-detailed planning efforts.

25. Street Tree Program

A citywide street tree planting program can dramatically enhance neighborhood streets, increase property values, and improve the overall appearance of the city. The city should continue its street tree planting program by offering free street trees to any resident or business in the City.

26. Streetscape Improvement Program

Many of the commercial streets in El Cerrito can be improved with a concerted effort to provide new improvements to make the right-of-way more attractive and pedestrian friendly environments. The City should continue efforts to make streetscape improvements on San Pablo Avenue and other major arterial streets in the City.

27. Traffic Impact Fee

To help avoid public costs of traffic impacts, the City should consider collecting a traffic impact fee from developers of projects, citywide. Fee payments would fund transportation improvements to mitigate the traffic impacts of new development. The traffic impact fee would be in-lieu of the off-site mitigation requirements, but would not replace the developer's responsibility for frontage improvements. The traffic impact fee may be used to fund roadway extensions, intersection improvements, safety improvements, or improvements and amenities to pedestrian, bicycle or transit facilities.

28. Travel Demand Management (TDM)

Support and promote TDM measures to reduce the percentage of person trips made by automobile and to reduce the annual vehicle miles of travel. Reduce the percentage of trips made by automobile and provide the opportunity and facilities to divert trips from automobiles to other modes. Encourage small businesses in areas of employment concentration to form cooperatives that can collectively provide effective TDM options to employees.

29. Underground Utility Districts

Creating underground utility districts is a way of financing undergrounding of overhead utility lines. This process can speed up the process of removing overhead utility lines along selected streets.



AGENDA BILL

Agenda Item No. 5(E)

Date: April 2, 2013
To: El Cerrito City Council
From: Yvetteh Ortiz, Engineering Manager
Jerry Bradshaw, Public Works Director / City Engineer
Subject: Professional Services Agreement with Avila Project Management

ACTION REQUESTED

Adopt a resolution authorizing the City Manager to execute an amendment to the consultant services agreement between the City of El Cerrito and Avila Project Management for project management services in an amount not to exceed \$50,000 bringing the total contract to an amount not to exceed \$75,000.

BACKGROUND/ANALYSIS

The Public Works Department has had a vacancy in the position of Associate Engineer since April 2012. This position serves as the primary project manager for the City's capital improvement projects. The City currently has a wide variety of active capital improvement projects that are in the environmental, design, construction, and close-out stages. These projects require focused project management services. The City had previously used consultants to assist City staff to deliver capital projects. In February 2013 under the authority of the City Manager, the City entered into an agreement with Avila Project Management to provide these services. Avila Project Management has regularly assisted the City with capital improvement projects since 2007 with the most significant effort being related to the Measure A Street Improvement Program.

As the City reviews its overall organizational structure and funding with respect to the current vacancies that exist in the Public Works Department, staff will be examining the duties and functions of the positions within various divisions. In March 2013, the Public Works Department issued a request for proposals for both project management and engineering services to provide as-needed support during this process and a longer three-year term. This solicitation effort is anticipated to be completed by the end of April 2013. In the interim, the continued use of the services of Avila Project Management at least through the end of May 2013 is essential for the delivery of several capital improvement projects.

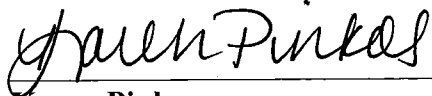
FINANCIAL CONSIDERATIONS

The original agreement was for an amount not to exceed \$25,000. This amendment for an additional \$50,000 would bring the total contract to an amount not to exceed \$75,000.

Agenda Item No. 5(E)

Funding is available through the capital improvement project budgets. No additional budget appropriations are required.

Reviewed by:

A handwritten signature in cursive script, appearing to read "Karen Pinkos", written over a horizontal line.

Karen Pinkos
Assistant City Manager

Attachment:

1. Accompanying Resolution

RESOLUTION 2013 - XX

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EL CERRITO AUTHORIZING THE CITY MANAGER TO EXECUTE AN AMENDMENT TO THE CONSULTANT SERVICES AGREEMENT BETWEEN THE CITY OF EL CERRITO AND AVILA PROJECT MANAGEMENT FOR PROJECT MANAGEMENT SERVICES IN AN ADDITIONAL AMOUNT NOT TO EXCEED \$50,000 BRINGING THE TOTAL CONTRACT TO AN AMOUNT NOT TO EXCEED \$75,000

WHEREAS, the City currently has a vacancy for the Associate Engineer position and this position serves as the primary project manager for the City's capital improvement projects; and

WHEREAS, the City currently has a wide variety of active capital improvement projects that are in the environmental, design, construction, and close-out stages; and

WHEREAS, the City is in the process of reviewing vacant positions in the Public Works Department; and

WHEREAS, in February 2013, the City entered into an agreement with Avila Project Management to provide project management services for an amount not to exceed \$25,000; and

WHEREAS, in March 2013, the City issued a Request For Proposals for long-term project management and engineering services and this consultant solicitation is anticipated to be completed by the end of April 2013; and

WHEREAS, the continued use of the services of Avila Project Management at least through the end of May 2013 is essential for the delivery of several capital improvement projects.

NOW THEREFORE, BE IT RESOLVED by the City Council of the City of El Cerrito that it hereby authorizes the City Manager to execute an amendment to the consultant services agreement between the City of El Cerrito and Avila Project Management for project management services in an additional amount not to exceed \$50,000 bringing the total contract to an amount not to exceed \$75,000.

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

I CERTIFY that at a regular meeting on April 2, 2013 the City Council of the City of El Cerrito passed this Resolution by the following vote:

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

IN WITNESS of this action, I sign this document and affix the corporate seal of the City of El Cerrito on April XX, 2013.

Cheryl Morse, City Clerk

APPROVED:

Gregory B. Lyman, Mayor



AGENDA BILL

Agenda Item No. 5(F)

Date: April 2, 2013
To: El Cerrito City Council
From: Sean Moss, Senior Planner
Subject: 2012 Annual Progress Report on the General Plan

ACTION REQUESTED

Receive and file the attached General Plan Annual Progress Report.

BACKGROUND/ANALYSIS

Government Code Section 65400(b) requires that an annual General Plan Progress Report be provided to the local legislative body, the Governor's Office of Planning and Research (OPR), and the Department of Housing and Community Development (HCD). The purpose of the report is to discuss the City's progress in implementing the General Plan, meeting its share of regional housing needs, and removing governmental constraints to the maintenance, improvement and development of housing.

This year's report covers the calendar year January 1, 2012 through December 31, 2012. The General Plan Annual Report was forwarded to the Planning Commission on March 20, 2013. The Commission did not suggest any changes to the report.

Reviewed by:

Karen Pinkos
Assistant City Manager

Attachments:

1. Annual Progress Report on the General Plan 2012



Annual Progress Report on the General Plan 2012

March 2013

City of El Cerrito
Environmental and Development Services Department
10890 San Pablo Avenue
El Cerrito, CA 94530

INTRODUCTION

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

This General Plan Annual Progress Report covers the period from January 1, 2012 to December 31, 2012.

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

BACKGROUND

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

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

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

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

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

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

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

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

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

GENERAL PLAN ADOPTION AND AMENDMENTS

1. Adoption Dates of Mandatory General Plan Elements

General Plan Element	Latest Adoption
Land Use	1999
Circulation	1999
Housing	2012
Open Space	1999
Conservation	1999

Safety	1999
Noise	1999

2. List of General Plan Amendments

No General Plan amendments were made during the 2011 reporting period.

GENERAL PLAN UPDATES

1. General Plan Housing Element Update

On February 6, 2012, the 2007-2014 Draft Housing Element was adopted by City Council. The document was certified by the Department of Housing and Community Development on March 6, 2012.

2. Overall General Plan Update

Staff is generating a scope for a General Plan update to commence as soon as funding can be identified.

GENERAL PLAN IMPLEMENTATION

Chapter 4: Community Development and Design

Land Use

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

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

The City continued to implement the 2008 Zoning Ordinance which allows for a mix of commercial and residential uses, generally along the San Pablo Avenue corridor.

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

The City continues to implement the Zoning Ordinance, recently updated in 2008. The revised ordinance puts a focus on more intense development in the “nodes” around the BART station and Civic Center areas as designated within the General Plan.

Goal LU4: A safe, attractive, and interesting community

During the 2012 reporting period, the City implemented additional lighting at Creekside Park. The improved lighting will enhance safety at the park. Additionally, the City commenced construction of safety improvements at the intersection of Fairmount Avenue and Ashbury Avenue.

The City continued implementation of the San Pablo Avenue Streetscape Public Art Project that will move the City’s identity forward through a public art project on the light poles that line San Pablo Avenue.

In 2012, BART continued the retrofit of the aerial BART structure through El Cerrito. BART began work on safety improvements to the Ohlone Greenway pursuant to the Ohlone Greenway Master Plan.

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

In 2009, the city voters approved a bond measure (Measure A) to improve local streets. In 2012 Measure A funds were used to pay for street improvements such as paving, installation of curb ramps, and replacing damaged storm drain pipes throughout the City.

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

The City continues to implement the Zoning Ordinance recently updated in 2008. The revised ordinance puts a focus on more intense development in the “nodes” around the BART station and Civic Center areas as designated within the General Plan.

Additionally, the City commenced preparation of a Climate Action Plan which identifies energy efficiency and efficient development patterns as methods to achieve the City’s greenhouse gas reduction targets.

Community Design

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

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

In 2012, the City received a grant for a complete streets plan which will be part of the San Pablo Avenue Specific Plan. The City also received a grant to design and install way-finding signage along the Ohlone Greenway and a grant to update the City’s Circulation Plan for Bicyclists and Pedestrians, which was adopted in 2007.

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

In 2012, BART continued the retrofit of the Ohlone Greenway (BART – pedestrian and bike path and tracks). The retrofit primarily focused on earthquake improvements to the elevated tracks for BART. BART also agreed to realign and modify the trail to make it safer, more efficient and to serve multiple users.

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

The City continued to implement the Design Review process pursuant to the Zoning Ordinance to ensure that new development is well-designed.

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

In 2012, the City continued to utilize the design review process to achieve the General Plan goals above. Design review in the City of El Cerrito is intended to encourage high-quality design, well-crafted and maintained buildings and landscaping, the use of higher-quality building materials, and attention to the design and execution of building details and amenities in both public and private projects.

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

Housing – see attachment for Housing Element annual report

Growth Management

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

In 2012, the City participated in the I-80 Integrated Corridor Mobility Project, a multi-agency effort to ease congestion on Interstate 80. This project is an effort of CalTrans in cooperation with ten municipalities, two transit agencies and four regional agencies. As part of this project, the City completed vehicular and pedestrian improvements at the intersection of San Pablo Avenue and Fairmount Avenue, and the intersection of San Pablo Avenue and Carlson Boulevard.

Goal GM2: Compliance with applicable level of service standards.

In 2012, the City, through the CEQA review process, continued to ensure that new development meets the level of service standards in the General Plan.

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

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

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

In 2010, the Council directed staff to study ways of reducing traffic impacts from new development, with particular focus on balancing local and commuter traffic in the area around the Del Norte BART Station. As a result, the City initiated the Del Norte Transit Oriented Development Strategy. In 2011, this strategy led the City to crafting the Transit-Oriented Development Feasibility and Parking study, therefore, implementing the directive from Council. As a result, the study will be used as a reference to be incorporated into the San Pablo Avenue Specific Plan. The City continues to prepare the San Pablo Avenue Specific Plan as a means to address traffic impacts in the San Pablo Avenue corridor.

Goal GM5: An effective system of providing urban services.

The City, in partnership with Albany, Piedmont, San Pablo, and Strategic Energy Innovations (SEI), a local non-profit agency, participated in the Small Cities Climate Action Partnership. The central premise of the program is to create a model in which the four small cities will pool staff and consultant resources and aggregate the population base to support the implementation of common municipal and community emissions reduction activities, while also supporting each jurisdiction to advance individual emissions reduction activities. As a result of the partnership the City was able to:

- Complete the Draft Climate Action Plan, which is expected to be adopted in May 2013.
- Complete a utility management protocol and monitoring system that will provide easily assessed information on city facility energy and water use.
- Prepare a Five-Year Plan for Clean Energy Projects
- Conduct energy efficiency and/or clean energy retrofits of city facilities

Chapter 5: Transportation and Circulation

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

In 2010, the Public Works Department developed a Neighborhood Traffic Management Program (NTMP) to address resident concerns regarding speeding, high traffic volumes and pedestrian and bicycle comfort and safety in El Cerrito's neighborhoods. The NTMP was based on previous efforts in the City, guidance provided by the City's General Plan and City Council, policies and lessons learned from other jurisdictions, practices published by the transportation industry, and community input. In 2012 the NTMP process allowed neighborhoods and applicants to achieve safer streets through adding striping or speed bumps in neighborhoods.

In May 2012, the City sponsored an "Energizer Station" as part of Bike to Work Day, a regional effort to increase bicycling.

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

The City continues to implement the Zoning Ordinance with a focus on Transit Oriented Development nodes. The Draft Climate Action plan also envisions land use patterns that encourage alternative modes of transportation as a way of meeting the City's greenhouse gas reduction targets.

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

The Measure A Street Improvement Program, approved by El Cerrito voters on February 5, 2008, was initiated as an accelerated multi-year program to improve pavement conditions in El Cerrito and this effort culminated in 2010. The program was then continued as an annual maintenance and repair program aimed at keeping street

conditions in the good category and addressing a handful of streets that still remained in the poor category. The 2011 Street Paving Project, the first annual project, included the rehabilitation of a large segment of Liberty Street. The 2012 Street Paving Project included slurry sealing at a few locations. A much larger annual project is anticipated in 2013 as the City will continue to dedicate resources to maintenance of the recently resurfaced streets.

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

The San Pablo Avenue Specific Plan is examining different methods of reducing parking in future development projects and minimizing the intrusions into neighborhoods. The Transit Oriented Development Feasibility and Parking study was funded and completed in 2011. The study will be used as a reference in completing the San Pablo Avenue Specific Plan. In 2012, the City continued the drafting of the San Pablo Avenue Specific Plan to incorporate strategies for reducing land used for parking in the Specific Plan Area.

Chapter 6: Public Facilities and Services

Parks, Recreations and Open Space

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

To provide better recreational opportunities for the City's youth, the City has created after-school band programs at all Elementary Schools in the City. These programs replace previous school program which was cut due to funding shortages. In October 2012, the City's Arts and Culture Commission sponsored the Art's Month pARTy in celebration of National Arts Day.

In conjunction with the City of Albany, the City of El Cerrito sponsored a community event called "Alberrito Streets." A section of Ashbury Avenue/Key Route Boulevard that runs through the two cities was closed to automobile traffic. The event featured classes and workshops tailored to various interests and age groups. The also City sponsored an additional "streetplay" event near the intersection of Conlon Avenue and Key Boulevard.

In 2012, the City continued to sponsor the popular worldOne 4th of July Festival at Cerrito Vista Park. The event features programs and activities for diverse audiences. The City also continued to sponsor various community film events at the Rialto Cinemas Cerrito Theatre and City Hall over the course of 2012.

The City offers ESL conversation classes at the El Cerrito Community Center. The City continues to offer a range of programs for seniors at the Senior Center as well as a range of programs for youth at various City facilities.

Goal PR2: High quality open space protected for the benefit of present and future generations, reflecting a variety of important values: ecological, educational, aesthetic, economic and recreational. These values are interwoven throughout the community in

numerous ways so that the preservation of open space is very important to the well being of the City.

The City received a grant for improvements to the Ohlone Greenway south of the El Cerrito Plaza BART Station in 2010. The Ohlone Greenway Urban Natural Area and Raingardens project is intended to enhance community, environmental quality and neighborhood livability through integrating additional ecological and community functions along the Greenway. The project began the design phase in 2011 and continued in 2012. The project's conceptual design includes elements to treat urban stormwater runoff; create an informal play and gathering area; improve walkability; utilize and demonstrate low-maintenance, low water using native landscaping; improve riparian habitat; and foster connection to nature in an urban and accessible location adjacent to neighborhoods, schools, retail, transit and future development.

The project aims to pilot and demonstrate the types of improvements and high-quality design that will complement the upcoming trail restoration work that will be completed along the Greenway following BART's Earthquake Safety Retrofit program.

In 2012, the City was awarded a grant to prepare an Urban Greening plan for El Cerrito.

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

In 2012, the City added lighting to Creekside Park in order to enhance safety. The addition of lighting will improve access to this public open space.

Access to the Ohlone Greenway will improve as a result of the improvements BART is constructing, in coordination with the City, upon completion of each portion of the BART Retrofit Project. This work continued in 2012.

Non-Recreational Facilities

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

In 2012, the City completed construction of a new Recycling and Environmental Resources Center on the site of the former Recycling Center. This project was funded entirely from the City's Integrated Waste Management Fund. With the 2009 change in the method of collection to a single stream (also known as "fully commingled") method with the larger carts instead of a small sorted bin method that had been in place for years, the amount and variety of recyclables has increased. Also the decision to discontinue sorting recyclables at the Center, and instead taking them directly to the recycling processor, eliminates the need for a sorting area. This reduced the size and cost of the facility, and allows for a greater focus on community education and drop-off for items that are difficult to recycle such as florescent lights, electronics and items that could be reused.

Public Services and Infrastructure

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

In 2012, the City of El Cerrito continued its participation in National Night Out as a way to promote anti-crime programs in the City. The El Cerrito Police Department conducted a Citizen's Academy in September 2012. The City also participated in Tri-City Safety Day in conjunction with the City of Albany and the Community of Kensington.

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

El Cerrito's comprehensive fire hazard reduction program focuses upon reducing fire hazards in four areas: (1) on City property, (2) on property owned by other agencies (3) large landowners, and (4) on residential property.

The fire hazard abatement program is designed to reduce fire hazards on a large number of private properties during the spring and early summer months. A process of advance notice and hearings for property owners is coupled with a public education program involving the promulgation of standards for vegetation management in residents' yards and vacant lots.

This program seeks to remove weeds, rubbish, litter or other flammable material from private properties where such flammable material endangers the public safety by creating a public nuisance and a fire hazard. Most property owners voluntarily abate these hazards without Fire Department involvement. Ideally, 100% of the property owners would do so. We anticipate that a small number of owners are content to have the City do the work and place the costs on their tax bill.

Over the past eighteen years, the City's annual fire hazard abatement program has been very successful in reducing fire hazards throughout the hill neighborhoods of El Cerrito.

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

As mentioned previously, the City continued implementation of the Street Paving Project funded by Measure A. In 2012, the City completed work on intersection improvements at Fairmount Avenue and Ashbury Avenue. These improvements included new curbs, gutters, sidewalks and sidewalk ramps.

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

In March 1993, the voters of the City of El Cerrito approved the issuance of \$6.3 million in revenue bonds for the reconstruction of the City's storm drain system. In June 1993, the City Council adopted Ordinance 93-4, providing for the imposition and collection of Storm Drain Fees to pay the debt service on the revenue bonds. Ordinance 93-4 set the Storm Drain Fee and provided that the fees be collected through the property tax based on amounts specified in an annual Engineer's report. This Engineer's report contains the description of each parcel of real property receiving storm drain services and the amount of the annual fee for each parcel. The City held its required annual public hearing to consider the method of collecting the City Storm Drain Fee on May 15, 2012.

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

In 2012, the City completed construction of the Recycling and Environmental Resource Center. The Center allows the City to improve collection for all constituents. In addition to the City's continued curb-side pickup program, the Recycling and Environmental Resource Center provides convenient drop-off facilities. The Center allows the City to expand the range of items accepted for disposal. The Center has expanded the items that the City is able to accept, including compact fluorescent light bulbs and styrofoam. The Center has been designed as a facility that will provide maximum flexibility to meet future, changing waste disposal needs. In addition, in 2012 the City held an e-waste recycling event and conducted a compost giveaway program at the new Center. In 2012 the City again sponsored citywide garage sale events, which allowed additional goods to be diverted from landfills.

Chapter 7: Resources and Hazards

Natural and Historic Resources

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

The Energy and Water Efficiency Program (EWEP) was begun in 2009 in which projects are developed that will save on non-renewable resources. The first few years of cost savings are then reinvested into other projects that will save even more resources.

In 2011 in conjunction with the Cities of Albany, Piedmont, and San Pablo, the City conducted an evaluation of solar energy resources for civic buildings. The Cities issued an RFP for procurement of solar panels for civic buildings in the four cities. The project entered the design phase in 2012 and the project received Design Review Board approval.

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

The City issued a request for proposal in May 2010 seeking a qualified consultant to develop a historic context statement for the City of El Cerrito, and conduct a reconnaissance survey focused on historic and archeological resources. The City continues to seek out funding sources for this survey.

Hazards

Goal H1: Minimal potential for loss of life, injury, damage to property, economic and social dislocation and unusual public expense due to natural and man-made hazards, including protection from the risk of flood damage, hazards of soil erosion, fire hazards, weak and expansive soils, potentially hazardous soils materials, other hazardous

materials, geologic instability, seismic activity, and release of hazardous materials from refineries and chemical plants in West County.

In 2012, the City continued to oversee the residential rental inspection program.

The City also continued implementation of the Unreinforced Masonry (URM) building hazard mitigation ordinance. The City continues to work with property owners to permit retrofit work for URM buildings.

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

In 2012, the Fire Department continued the very popular Community Emergency Response Team (CERT) program. The program teaches neighbors to help themselves and help each other. Through CERT, citizens receive hands-on training in Disaster First Aid, Disaster Preparedness, Basic Firefighting, Light Search and Rescue, Damage Assessment, and How to Turn Off Utilities.

The Fire Department has also continued internal National Incident Management System (NIMS) and the Incident Command System (ICS) training for City staff. Through the training, staff members directly involved in managing an emergency will understand command reporting structures, common terminology, and roles and responsibilities inherent in a response operation.

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

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

CONCLUSION

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

ATTACHMENTS:

1. HCD - Housing Element Annual Report

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation
 (CCR Title 25 §6202)

Jurisdiction City of El Cerrito
 Reporting Period 1/1/2012 - 12/31/2012

Table A

Annual Building Activity Report Summary - New Construction
Very Low-, Low-, and Mixed-Income Multifamily Projects

Housing Development Information								Housing with Financial Assistance and/or Deed Restrictions		Housing without Financial Assistance or Deed Restrictions		
1	2	3	4				5	5a	6	7	8	
Project Identifier (may be APN No., project name or address)	Unit Category	Tenure R=Renter O=Owner	Affordability by Household Incomes				Total Units per Project	Est. # Infill Units*	Assistance Programs for Each Development	Deed Restricted Units	Note below the number of units determined to be affordable without financial or deed restrictions and attach an explanation how the jurisdiction determined the units were affordable. Refer to instructions.	
			Very Low- Income	Low- Income	Moderate- Income	Above Moderate- Income			See Instructions	See Instructions		
(9) Total of Moderate and Above Moderate from Table A3 ▶ ▶			0	0		0	0					
(10) Total by income Table A/A3 ▶ ▶												
(11) Total Extremely Low-Income Units*			0									

* Note: These fields are voluntary

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation
 (CCR Title 25 §6202)

Jurisdiction City of El Cerrito
Reporting Period 1/1/2012 - 12/31/2012

Table A2

Annual Building Activity Report Summary - Units Rehabilitated, Preserved and Acquired pursuant to GC Section 65583.1(c)(1)

Please note: Units may only be credited to the table below when a jurisdiction has included a program in its housing element to rehabilitate, preserve or acquire units to accommodate a portion of its RHNA which meet the specific criteria as outlined in GC Section 65583.1(c)(1)

Activity Type	Affordability by Household Incomes				(4) The Description should adequately document how each unit complies with subsection (c)(7) of Government Code Section 65583.1
	Extremely Low-Income*	Very Low-Income	Low-Income	TOTAL UNITS	
(1) Rehabilitation Activity	0	0	0	0	
(2) Preservation of Units At-Risk	0	0	0	0	
(3) Acquisition of Units	0	0	0	0	
(5) Total Units by Income	0	0	0	0	

* Note: This field is voluntary

Table A3

**Annual building Activity Report Summary for Above Moderate-Income Units
 (not including those units reported on Table A)**

	1. Single Family	2. 2 - 4 Units	3. 5+ Units	4. Second Unit	5. Mobile Homes	6. Total	7. Number of infill units*
No. of Units Permitted for Moderate						0	
No. of Units Permitted for Above Moderate				2		2	2

* Note: This field is voluntary

Table B

Regional Housing Needs Allocation Progress

Permitted Units Issued by Affordability

Enter Calendar Year starting with the first year of the RHNA allocation period. See Example.			2007	2008	2009	2010	2011	2012	2013	2014		Total Units to Date (all years)	Total Remaining RHNA by Income Level
Income Level		RHNA Allocation by Income Level	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8			
Very Low	Deed Restricted	93			28							28	65
	Non-deed restricted												
Low	Deed Restricted	59	9									9	50
	Non-deed restricted												
Moderate	Deed Restricted	80	10		28							38	42
	Non-deed restricted												
Above Moderate		199	147	6	9	7	2	5				176	23
Total RHNA by COG. Enter allocation number:		431	166	6	65	7	2	5				251	180
Total Units ▶ ▶ ▶													
Remaining Need for RHNA Period ▶ ▶ ▶ ▶ ▶													

ANNUAL ELEMENT PROGRESS REPORT

Attachment 1

Housing Element Implementation

(CCR Title 25 §6202)

Jurisdiction: El Cerrito
Reporting Period: 2012

Table C
Program Implementation Status - Certified HE 2012

Program Description (By Housing Element Program Names)		
Name of Program	Deadline in HE	Status of Implementation
Program 1.1 - Continue to implement the Residential Rental Inspection Program	Ongoing	First cycle completed in 2012 and second cycle to start in 2013
Program 1.2 - Continue to investigate complaints and take action about rental housing code violations	Ongoing	Ongoing
Program 1.3 - Continue to encourage the rehabilitation of existing housing units by providing program information	2010	Information available to the public at the front counter
Program 1.4 - Continue to permit new housing units & rehabilitation in mixed use & commercial zoning districts	Ongoing	Allowed for by Zoning Ordinance
Program 1.5 - Continue to regulate condominium conversions	Ongoing	Mandated by Zoning Ordinance
Program 1.6 - Continue to regularly monitor assisted housing units to help preserve existing stock of affordable housing	Annual	Report to be completed in 2013
Program 1.7 - Continue to enforce notification requirements on BMR and Section units	Ongoing	Mandated by Zoning Ordinance
Program 1.8 - Annual review of the City Capital Improvements Program (CIP)	Annual	Review to be completed in spring 2013
Program 2.1 - Retain existing residential zoning and discourage non-residential uses	Ongoing	Mandated by Zoning Ordinance
Program 3.1 - Consider enacting additional incentive programs to encourage retrofit of seismically unsafe buildings	Ongoing	Ongoing
Program 3.2 - Explore possible funding sources to minimize financial impact of retrofits on low/mod income residents	Ongoing	Ongoing
Program 4.1 - Conduct an annual evaluation of the City's inventory of available sites	Annual	To be completed by end of 2013
Program 5.1 - Maintain General Plan designations for mixed use and high density housing	Ongoing	Ongoing
Program 6.1 - Continue to fast track processing for second units meeting established City standards	Ongoing	Allowed for by Zoning Ordinance
Program 6.2 - Consider the establishment of a "pre-approved" second unit program.	2012-2013	Evaluating Santa Cruz second unit program
Program 7.1 - Continue to implement City regulations that allow manufactured and prefab housing in residential districts	Ongoing	Allowed for by Zoning Ordinance
Program 8.1 - Continue to identify underutilized properties where transit oriented development can occur.	Ongoing	Ongoing
Program 9.1 - Use existing zoning regulations to allow innovative approaches to increasing affordable housing.	Ongoing	Allowed for by Zoning Ordinance
Program 10.1 - Revise the Zoning Ordinance to include housing size diversity standards	2012	To be analyzed with annual ZO update in 2013
Program 11.1 - Continue to enforce the Zoning Ordinance which provides incentives for affordable housing	Ongoing	Mandated by Zoning Ordinance
Program 11.2 - Continue to inform developers about and allow density bonuses	Ongoing	Ongoing

Table C
Program Implementation Status - Certified HE 2012

Attachment 1

Program Description (By Housing Element Program Names)		
Name of Program	Deadline in HE	Status of Implementation
Program 12.1 - During the annual Master Fee Schedule revision, evaluate development fees.	Annual	Fees were updated with Master Fee Schedule as part of 2012 Budge
Program 13.1 - Streamline the application process by continuing to offer interdepartmental team meetings for applicants	Ongoing	Ongoing
Program 14.1 - Continue to enforce the Zoning Ordinance and encourage Transit Oriented development	Ongoing	Ongoing
Program 15.1 - Assist developers in obtaining state and federal funding available to develop affordable housing	Ongoing	Ongoing
Program 15.2 - Continue to enforce Federal and State Accessibility and Adaptability standards	Ongoing	Required by Building Code
Program 15.3 - Continue to fast track inspection processes for large family and special needs housing.	Ongoing	Ongoing
Program 15.4 - Continue to encourage and support development of senior housing	Ongoing	Ongoing
Program 15.5 - Facilitate the provision of housing that supports 'aging in place' for the City's senior population	Ongoing	56 units of "age in place" senior housing under development.
Program 15.6 - Update the Zoning Ordinance to include a definition of transitional and support housing	2012	To be completed with annual ZO update in 2013
Program 16.1 - Assist in the development of extremely low-, very low-, low- and moderate income housing	Ongoing	Ongoing
Program 16.2 - Study the feasibility of an inclusionary housing ordinance	2012	Under development
Program 16.3 - Encourage developers to leverage limited Housing Funds with other assistance	Ongoing	Ongoing
Program 17.1 - Continue to allow emergency and transitional housing as a permitted use within the CC zone	Ongoing	Mandated by Zoning Ordinance
Program 17.2 - Consult with other agencies to maintain 2007-2014 demand estimate for emergency housing	Ongoing	Ongoing
Program 17.3 - Coordinate with the County and cities to develop the annual 5-year consolidated plan	Ongoing	Ongoing
Program 18.1 - Look for opportunities with non-profits and other cities to expand the City's supply of affordable housing	Ongoing	City working with two non-profits to develop affordable housing.
Program 19.1 - Continue to provide non-discrimination clauses in rental agreements and deed restrictions	Ongoing	Ongoing
Program 19.2 - Reasonable Accommodation procedures	Ongoing	Required by Building Code
Program 19.3 - Continue the City's participation in the Contra Costa Urban County CDBG Consortium.	Ongoing	Ongoing
Program 19.4 - Continue to allow emergency, transitional and supportive housing as a permitted use within the CC zone	Ongoing	Mandated by Zoning Ordinance
Program 20.1 - Develop an energy conservation strategy	2011	Ongoing. The City's Climate Action Plan is expected to adopted in May 2013
Program 21.1 - Continue to enforce the State Energy Conservation Standards	Ongoing	Mandated by Building Code
Program 22.1 - Develop policies consistent with AB32 and SB375 to establish common thresholds for green buildings	2011	Ongoing - The City's climate action plan is still in development.
Program 23.1 - Continue to provide for increased density, reduced parking and design and development standards	Ongoing	Allowed for by Zoning Ordinance

EL CERRITO CITY COUNCIL PROCLAMATION
National Service, Community and Volunteer Recognition Day

WHEREAS, service to others is a hallmark of character, and central to how we meet our challenges; and

WHEREAS, on a national level, Americorps and Senior Corps address the most pressing challenges facing our cities and nation, from educating students for jobs for the 21st century and supporting veterans and military families to preserving the environment and helping communities recover from natural disasters; and

WHEREAS, volunteerism expands economic opportunity by creating more sustainable, resilient communities and providing education, career skills, and leadership abilities for those who serve; and

WHEREAS, volunteers serve across the country, bolstering the civic, neighborhood, and faith-based organizations that are so vital to our economic and social well-being; and

WHEREAS, national service participants and local volunteers increase the impact of the organizations they serve through their direct service and by recruiting and managing additional volunteers; and

WHEREAS, national service represents a unique public-private partnership that invests in community solutions and leverages non-federal resources to strengthen community impact and increase the return on taxpayer dollars; and

WHEREAS, volunteers in our community demonstrate commitment and dedication by making an intensive commitment to service, a commitment that remains with them in future endeavors; and

WHEREAS, Mayors and City Councils nationwide seek to engage residents, improve lives, and strengthen communities across the country by supporting the Mayors Day of Recognition for National Service on April 9, 2013.

NOW THEREFORE, the City Council of the City of El Cerrito hereby proclaims April 9, 2013, as National Service, Community and Volunteer Recognition Day in the City of El Cerrito, expresses sincere appreciation to those who volunteer their time to making this nation and the City of El Cerrito a better place to live, work and play and encourages all residents to recognize the positive impact of service in our community and find ways to give back to their community.

Dated: April 2, 2013

Gregory B. Lyman, Mayor



AGENDA BILL

Agenda Item No. 6

Date: April 2, 2013
To: El Cerrito City Council
From: Noel Ibalio, Senior Planner
Subject: Amend El Cerrito Municipal Code Section 19.35.020 (Temporary Uses)

Conduct a public hearing and upon conclusion, introduce by title, waive any further reading and approve an ordinance amending El Cerrito Municipal Code Section 19.35.020, Temporary Uses, to allow greater flexibility for entertainment, recreational and leisure venues, particularly in the form of special events.

BACKGROUND

In June 2012, the City Council initiated a strategic planning process to create a multi-year plan for the future. This Strategic Plan provides a framework for linking identified priorities to the budget process, capital improvement program, important policy considerations, economic development initiatives, and the organization's desire for continuous improvement. Through this process, the community was able to engage and participate in providing feedback to the City Council that allowed them to articulate the City's mission, vision, and values, from which goals and strategies were developed that will guide the organization into the future. On April 2, 2013, the City Council is scheduled to consider adoption of the Plan.

The Strategic Plan envisions that the City "is a safe, connected, and environmentally focused Bay Area destination with vibrant neighborhoods, businesses and public places, and diverse cultural, educational and recreational opportunities for people of all ages." From this vision, many community members expressed that El Cerrito should foster a "sense of place" and community identity. As a result, this has become an articulated goal in the Plan, with the strategy to implement the goal to "identify, promote, and/or develop entertainment, recreational, and leisure activities for people of all ages and demographics." In this respect, economic development is envisioned to play a key role, and the desire to create these opportunities in a streamlined fashion has been identified as a critical element to implement these goals.

The proposed text amendments will allow greater flexibility for entertainment, recreational and leisure venues, particularly in the form of special events. These amendments are in keeping with the economic objectives and the City's vision of creating a sense of place. The amendments will clearly identify where temporary City-sponsored events can locate and will provide flexibility in the allowed duration of a Temporary Use Permit (TUP).

ANALYSIS

The proposed text amendments to Section 19.35.020 of the El Cerrito Municipal Code are as follows (underline indicates text that is added and ~~striketrough~~ indicates text that is deleted):

Section 19.35.020 Temporary Uses:

B. Exempt Temporary Uses. The following minor and limited duration temporary uses are exempt from the requirement for a Temporary Use Permit. Uses that do not fall with the categories defined below shall comply with Subsection C.

2. Events. Events on nonresidential property including the following:
~~City Hall. Any temporary activities conducted at City Hall. City-~~
sponsored Events. Any temporary activities ~~conducted~~ sponsored by the City, unless the Zoning Administrator determines a Temporary Use Permit is necessary to effectuate the purposes of this chapter.

C. Temporary Use Permit Required. A temporary use permit shall be required for the following types of temporary uses:

2. “a. Arts and crafts shows, auctions, civic and community events, fairs, farmers' markets, festivals, flea markets, food events, recreation events, rummage sales, second hand sales, street fairs, and swap meets ~~for 10 consecutive days or less, or five two-day weekends, for up to~~ within a 12 months period.”

The purpose of the amendments is to simplify and clarify the intent of Temporary Use Permits (TUP). The amendment to Section 19.350.020 B. 2, is to exempt City-sponsored events regardless of location. City-sponsored events in the past have occurred at City parks, at City Hall, and on public rights-of-way. The amendment allows TUP exemptions of City-sponsored events anywhere within the City, including schools, city rights of way, parking lots, or private property. This amendment does allow the Zoning Administrator the authority to require a TUP to analyze potential impacts of an event and provide conditions of approval to reduce or eliminate such potential impacts.

The second amendment (Section 19.35.020C. 2. a.) allows the flexibility of a TUP to occur within a 12 month period. Based on the amended language, an event under a TUP may occur multiple times a year or on consecutive days subject to the approval of the Zoning Administrator. Such an amendment could encourage street fairs, farmer's markets, and other such outdoor events.

The Planning Commission considered this text amendment at their March 20, 2013 meeting and unanimously passed Resolution PC13-05 recommending approval to the City Council.

LEGAL CONSIDERATIONS

Pursuant to the California Environmental Quality Act (CEQA), this project is considered exempt under General Rule for exemptions, Section 15061(b)(3).

Reviewed by:

A handwritten signature in black ink, appearing to read "Karen Pinkos", is written over a horizontal line.

Karen Pinkos
Assistant City Manager

Attachments:

1. Ordinance

ORDINANCE 2013-XX

AN ORDINANCE OF THE CITY OF EL CERRITO AMENDING EL CERRITO MUNICIPAL CODE SECTION 19.35.020, TEMPORARY USES, TO ALLOW GREATER FLEXIBILITY FOR ENTERTAINMENT, RECREATIONAL AND LEISURE VENUES, PARTICULARLY IN THE FORM OF SPECIAL EVENTS

THE CITY COUNCIL OF THE CITY OF EL CERRITO DOES HEREBY ORDAIN AS FOLLOWS:

SECTION I. Section 19.35.020 B. 2. of the El Cerrito Municipal Code is hereby amended with the following additions and deletions to read as follows (additions in underline, deletions in ~~striketrough~~) :

B. Exempt Temporary Uses. The following minor and limited duration temporary uses are exempt from the requirement for a Temporary Use Permit. Uses that do not fall with the categories defined below shall comply with Subsection C.

2. Events. Events on nonresidential property including the following:
~~City Hall. Any temporary activities conducted at City Hall.~~ City-sponsored Events. Any temporary activities ~~conducted~~ sponsored by the City, unless the Zoning Administrator determines a Temporary Use Permit is necessary to effectuate the purposes of this chapter.

SECTION II. Section 19.35.020 C. 2. of the El Cerrito Municipal Code is amended with the following additions and deletions to read as follows (additions in underline, deletions in ~~striketrough~~):

C. Temporary Use Permit Required. A temporary use permit shall be required for the following types of temporary uses:

2. “ a. Arts and crafts shows, auctions, civic and community events, fairs, farmers' markets, festivals, flea markets, food events, recreation events, rummage sales, second hand sales, street fairs, and swap meets ~~for 10 consecutive days or less, or five two-day weekends,~~ for up to within a 12 months period.”

SECTION III. This ordinance is adopted pursuant to the procedures established by state law, and all required notices have been given, and the public hearing has been properly held and conducted.

Agenda Item No. 6
Attachment 1

SECTION IV. This ordinance shall take effect and be enforced thirty (30) days after the date of its adoption, and prior to the expiration of fifteen (15) days from the passage thereof, the ordinance or a summary thereof shall be posted or published as may be required by law, and thereafter the same shall be in full force and effect.

The foregoing ordinance was introduced at a regular meeting of the City Council on April _____, 2013 and passed by the following vote:

AYES:
NOES:
ABSENT:

Adopted and ordered published at a regular meeting of the City Council held on the April _____, 2013 and passed by the following vote:

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

APPROVED:

Gregory B. Lyman, Mayor

ATTEST:

Cheryl Morse, City Clerk

IN WITNESS of this action, I sign this document and affix the corporate seal of the City of El Cerrito on April _____, 2013.

Cheryl Morse, City Clerk



AGENDA BILL

Agenda Item No. 7(A)

Date: April 2, 2013

To: El Cerrito City Council

From: Suzanne Iarla, Community Outreach Specialist
Karen Pinkos, Assistant City Manager

Subject: Adoption of the City of El Cerrito Strategic Plan 2013-2017.

ACTION REQUESTED

Adopt a resolution adopting the City of El Cerrito Strategic Plan 2013-2017.

BACKGROUND

In 2011, the Council developed a mission statement for the City and also expressed the desire to create a long-term citywide strategic plan to help plan for the future. On February 29, 2012, staff released a Request for Proposals (RFP) for the development of the Strategic Plan. The RFP articulated that the Plan would be used to help the City direct its efforts and resources toward a clearly defined vision for its future. The Strategic Plan would:

- Provide the City with a roadmap for making service delivery decisions and allocating resources, as well as guide the organization in fulfilling the City's mission
- Serve as the foundation for a General Plan Update and implementation of the Climate Action Plan, and to complement other planning efforts
- Serve as a road map for economic development
- Include a framework to align services with resources and benchmarks or milestones to measure the City's progress over time.

The City received seven proposals in response to the RFP and after a thorough review, Management Partners was selected as the most qualified firm to develop the Strategic Plan. On May 1, 2012, the City Council authorized the City Manager to enter into an agreement with Management Partners to assist the City in development of the Strategic Plan.

Over the summer, staff and the consultants carried out community outreach efforts which included information at community events (July 4th Festival, El Cerrito Futbol Club Opening Day), individual interviews with City Council members, focus groups with employees, community members and the business community, an online survey, a Community Open House, and a workshop with El Cerrito senior staff.

On September 22, 2012, the City Council held a special study session facilitated by Management Partners focused on developing the vision statement and organizational values. During the fall, a new online tool, "Community Voice" was developed to further solicit community input.

On January 26, 2013 the City Council held a second study session facilitated by Management Partners focused on developing the goals and key strategies. This study session also included a review of the draft vision statement and organizational values, as well as an informational presentation on the “strengths, weaknesses, limitations and threats” faced by the City and an environmental scan of current and future conditions/trends.

Documents including background materials and information collected during the entire strategic planning process are available online at www.elcerritostrategicplan.org.

Staff and the consultants developed the final draft Strategic Plan, which includes a vision statement, the mission statement, identified organizational values, goals, and related implementation strategies and performance indicators. The final draft was disseminated to the public on March 14, 2013. Following is a summary of the elements:

Vision Statement: The beautiful City of El Cerrito is a safe, connected, and environmentally focused Bay Area destination with vibrant neighborhoods, businesses and public places, and diverse cultural, educational and recreational opportunities for people of all ages.

Mission Statement: The City of El Cerrito serves, leads and supports our diverse community by providing exemplary and innovative services, public places and infrastructure, ensuring public safety, and creating an economically and environmentally sustainable future.

Organizational Values:

- Ethics and Integrity
- Fiscal Responsibility
- Inclusiveness
- Innovation and Creativity
- Professional Excellence
- Responsiveness
- Transparency and Open Communication

Goals:

- Deliver exemplary government services
- Achieve long-term financial sustainability
- Deepen a sense of place and community identity
- Develop and rehabilitate public facilities as community focal points
- Ensure the public’s health and safety
- Foster environmental sustainability citywide

Once the Strategic Plan has been adopted by the City Council, Management Partners will work with staff to prepare an implementation plan with detailed steps to take to achieve the goals, including timelines, resources required and success indicators. The implementation plan is a management tool for the City that provides a framework for determining specific timelines,

assignments, and resource allocation. Staff will integrate the Strategic Plan and implementation plan with the budget process for FY 2013-14 by aligning programs and services to the Strategic Plan goals.

ANALYSIS

A revised version of the final draft is included as Attachment 1. Staff reformatted the header and made redline edits on pages 2, 11, 12 and 13.

Also of note, Management Partners crafted the vision statement included in the final draft Strategic Plan based on input gathered during the entire strategic planning process. At the January 26 study session, the City Council modified the draft vision to replace the word “beautiful” with “safe” to read: “The City of El Cerrito is a safe, connected...” There was also a suggestion to refer to “an optimal quality of life” in the vision statement. Due to limited time at the meeting, there was not a final consensus on the wording of the vision.

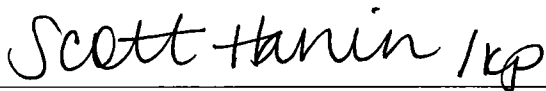
Staff has received a number of comments from the public on the final draft document. These comments are included as Attachment 2.

FINANCIAL CONSIDERATIONS

None at this time.

Going forward, the Strategic Plan and its implementation plan will assist staff and the Council regarding resource allocation and prioritization by aligning programs and services to the strategic plan goals.

Reviewed by:

A handwritten signature in cursive script that reads "Scott Hanin" followed by a stylized "1kp" or similar initials.

Scott Hanin
City Manager

Attachments:

1. Resolution
2. Revised Final Draft Strategic Plan for 2013-2017
3. Public Comments

RESOLUTION 2013--XX

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EL CERRITO ADOPTING THE
CITY OF EL CERRITO STRATEGIC PLAN 2013-2017

WHEREAS, in 2011, the City Council adopted a new Mission Statement to help frame the overall work and vision for the City; and

WHEREAS, as part of the development of the City's Mission Statement, the concept around the need for a longer term vision and framework for prioritizing City resources emerged; and

WHEREAS, on May 1, 2012, the City passed Resolution 2012-29 authorizing the City Manager to enter into a contract with Management Partners for the development of a Strategic Plan; and

WHEREAS, the City engaged the community in the strategic planning process and a strategic plan was developed based on the input gathered during the process including information about current trends and demographic data; and

WHEREAS, the Strategic Plan includes a vision statement, the mission statement, organizational values, goals and related implementation strategies and performance indicators; and

WHEREAS, that the City Manager shall ensure an Implementation Plan is developed to carry out the Strategic Plan.

NOW THEREFORE, be it resolved by the City Council of the City of El Cerrito that it hereby adopts the City of El Cerrito Strategic Plan 2013-2017.

I CERTIFY that at a regular meeting on April 2, 2013 the City Council of the City of El Cerrito passed this Resolution by the following vote:

AYES: COUNCILMEMBERS

NOES: COUNCILMEMBERS

ABSENT: COUNCILMEMBERS

IN WITNESS of this action, I sign this document and affix the corporate seal of the City of El Cerrito on April_____, 2013.

Cheryl Morse, City Clerk

APPROVED:

Gregory B. Lyman, Mayor



City of El Cerrito

Final Draft Strategic Plan 2013 to 2017

March 2013



March 12, 2013

Mr. Scott Hanin
City Manager
City of El Cerrito
10890 San Pablo Ave
El Cerrito, CA 94530

Dear Mr. Hanin:

Management Partners is pleased to deliver this final draft strategic plan for the City of El Cerrito. This plan is the result of broad-based input from the community and City organization and two facilitated strategic planning sessions conducted with the City Council. The strategic plan articulates the City's vision, mission, and values, as well as important goals and strategies to be pursued over the next three to five years.

We look forward to continuing to assist the City of El Cerrito with the development of an implementation action plan and goal alignment process once the City Council has adopted the strategic plan.

Sincerely,

A handwritten signature in black ink, reading "Nancy Hetrick". The signature is fluid and cursive, with the first name "Nancy" and last name "Hetrick" clearly distinguishable.

Nancy Hetrick
Senior Manager

Table of Contents

Background	1
Strategic Planning Process Overview	1
City of El Cerrito Strategic Plan	5
OUR VISION.....	5
OUR MISSION.....	6
OUR VALUES.....	7
<i>Value: Ethics and Integrity</i>	<i>7</i>
<i>Value: Fiscal Responsibility</i>	<i>8</i>
<i>Value: Inclusiveness.....</i>	<i>8</i>
<i>Value: Innovation and Creativity</i>	<i>8</i>
<i>Value: Professional Excellence</i>	<i>9</i>
<i>Value: Responsiveness</i>	<i>9</i>
<i>Value: Transparency and Open Communication</i>	<i>9</i>
GOALS AND STRATEGIES	10
<i>Goal A: Deliver exemplary government services.....</i>	<i>11</i>
<i>Goal B: Achieve long-term financial sustainability.....</i>	<i>12</i>
<i>Goal C: Deepen a sense of place and community identity</i>	<i>12</i>
<i>Goal D: Develop and rehabilitate public facilities as community focal points</i>	<i>13</i>
<i>Goal E: Ensure the public's health and safety.....</i>	<i>13</i>
<i>Goal F: Foster environmental sustainability citywide.....</i>	<i>13</i>
Next Steps.....	15
Attachment A – Word Clouds.....	16
Attachment B – Glossary of Terms	17
Attachment C – Graphic Representation the Strategic Plan.....	18

Background

In June 2012 the City Council and City Manager initiated a strategic planning process to create a multi-year plan for the future. During the prior year the City Council had adopted a mission statement for the City and the strategic planning process was intended to build from there. The City of El Cerrito has a strong tradition of leadership, sound planning, prudent financial practices and a track record of accomplishment. Building on this tradition, City leaders launched a process to develop a plan that will guide decisions over the next several years.

This strategic plan provides a framework for linking identified priorities to the budget process, capital improvement program, important policy considerations, economic development initiatives, and the organization's desire for continuous improvement. Council members provided policy direction about priorities and the City's executive team provided professional input about the contents of the plan. Management Partners designed and facilitated the process and prepared the Strategic Plan.

Strategic Planning Process Overview

The strategic planning process began with an analysis of strengths, limitations, opportunities and threats (SLOT). These were identified through a series of interviews, focus groups with staff and community representatives, and through a variety of community outreach efforts, including an Open House at City Hall, an online survey, and community events. Management Partners interviewed the Mayor, members of the City Council and the City Manager to confirm the strategic planning process and hear initial ideas.

Approximately 50 staff representatives were randomly selected to confidentially inform the process. Staff members were asked to identify the strengths, limitations, opportunities and threats of El Cerrito and to brainstorm words and phrases that define a vision of the City of El Cerrito and their vision for the future of the community. The staff focus groups were comprised of representatives from all levels of the organization, from line staff to management, and all City departments.

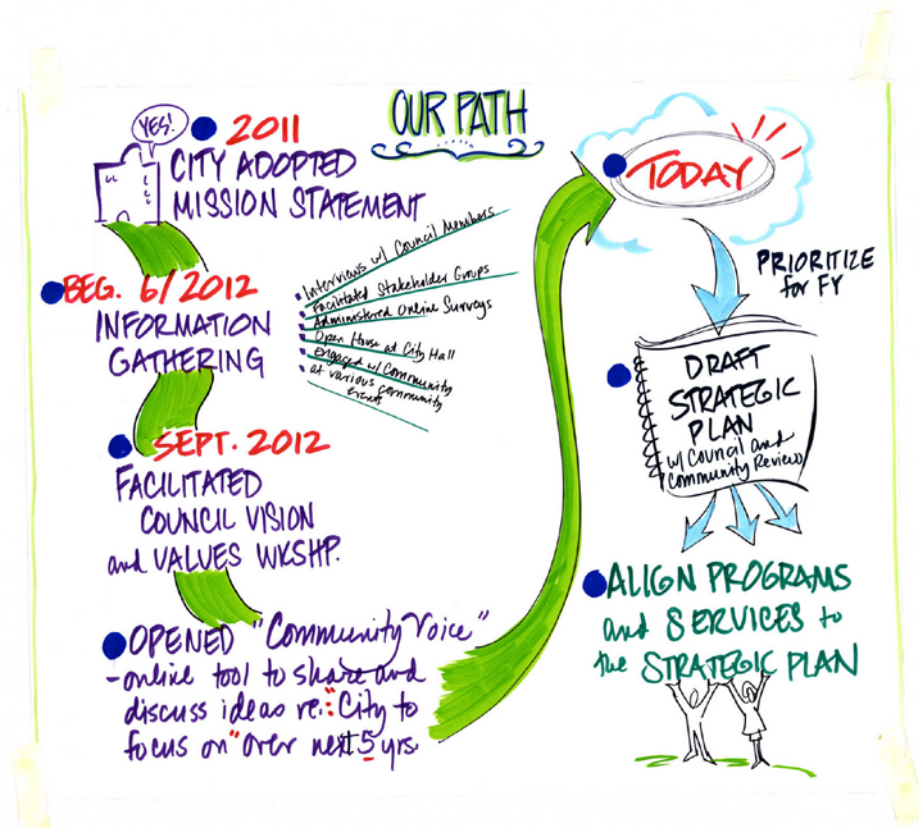
Six focus groups of community stakeholders were held to solicit input and ideas about what makes the City of El Cerrito special. As with the staff groups, participants were asked for their perspectives on the strengths, limitations, opportunities and threats of El Cerrito.

In addition, to further engage the community and hear perspectives about what makes El Cerrito unique, the City held a public open house. City staff attended community events and administered ~~a~~ an online public forum. These efforts informed the creation of a vision for the City's future and helped to prioritize goals and strategies.

Finally, an online survey was administered to solicit input from members of the public. Using words and phrases identified through the online survey Management Partners created "word clouds" that visually present perceptions of the City today and a desired future five years from today. Those word clouds are included as Attachment A.

Management Partners provided guidance to staff who prepared an environmental scan of current and future factors influencing the City. The combination of broad-based qualitative input and quantitative trend data laid the foundation for a highly interactive study session with the City Council. A graphic recorder captured the results of the Council workshop conducted on January in a visual, "storyboard" format.

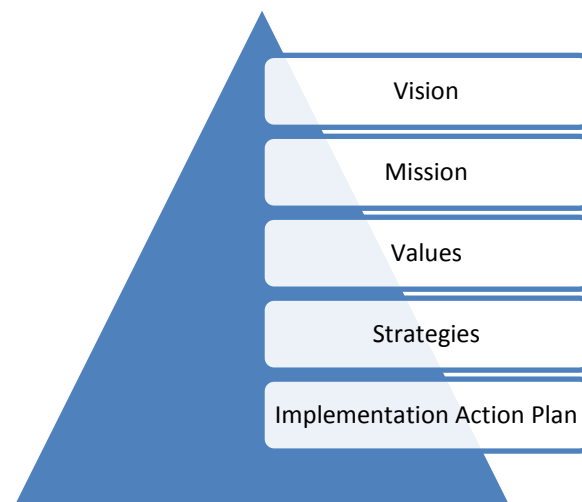
A graphic representation of the strategic planning process is presented on the following page.



The City of El Cerrito Strategic Plan sets a clear vision for the organization and establishes goals and strategies to move in that desired future direction. In addition, the plan articulates the organization's values and the behaviors that support them.

Figure 1 shows the core elements of the strategic plan.

Figure 1. El Cerrito Strategic Plan Components



A glossary of terms is provided in Attachment B.

These elements are graphically presented in the strategic plan. A summary presentation of the strategic plan elements is included as Attachment C.

City of El Cerrito Strategic Plan

The City of El Cerrito is committed to achieving a shared vision for the organization and its community. The vision, mission and values below are the result of a thoughtful and inclusive process designed to set the City on a course that meets the challenges of today and tomorrow. A glossary of terms is provided in Attachment B.

OUR VISION

The beautiful City of El Cerrito is a safe, connected, and environmentally focused Bay Area destination with vibrant neighborhoods, businesses and public places, and diverse cultural, educational and recreational opportunities for people of all ages.



The City's *vision* sets the focus for the future. It is a statement of where the organization is going.

OUR MISSION

The City of El Cerrito serves, leads and supports our diverse community by providing exemplary and innovative services, public places and infrastructure, ensuring public safety, and creating an economically and environmentally sustainable future.

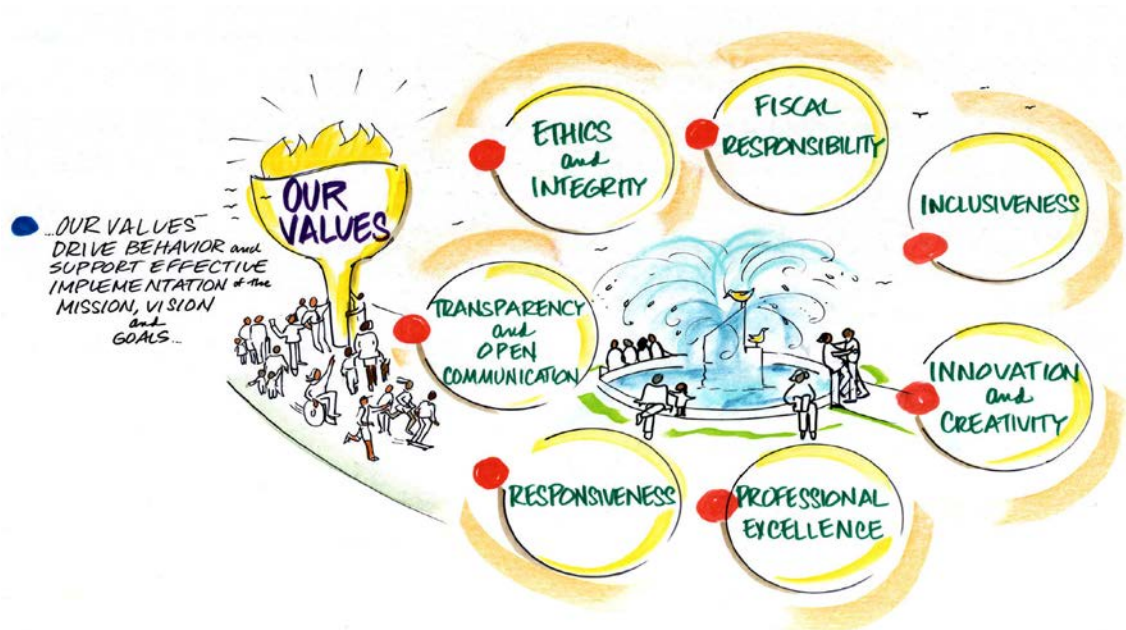


The City's *mission* is a statement of the purpose of the organization. It fundamentally defines what the organization stands for and what it will do.

OUR VALUES

Our values drive behavior and support effective implementation of the mission, vision, and goals. The City's values include:

- Ethics and Integrity
- Fiscal Responsibility
- Inclusiveness
- Innovation and Creativity
- Professional Excellence
- Responsiveness
- Transparency and Open Communication



Each of these organizational values has associated behaviors that can be demonstrated throughout the organization. The behaviors that were identified by executive staff and the City Council are listed below.

Value: Ethics and Integrity

- Keeps the public's interest always in mind
- Abides by professional codes of conduct
- Exercises good judgment
- Does the right thing even when no one is looking
- Knows and follows ethical rules
- Adheres to individual and organizational professional standards in the conduct of the organization's business
- Has the courage to say no
- Is accountable

- Stands for something
- Sets the example
- Remains steadfast
- Is willing to admit failures/faults
- Puts others first (emotional intelligence)

Value: Fiscal Responsibility

- Ensures responsible spending of the City revenues with services delivered in the most cost-effective, efficient manner
- Maintains financial reserves consistent with City Financial Policy
- Adheres to best practice financial policies and practices
- Attracts outside funding and resources when appropriate
- Forecasts
- Maintains fiscal discipline
- Addresses unfunded liabilities

Value: Inclusiveness

- Treats others with dignity and respect
- Demonstrates a welcoming attitude at all times
- Demonstrates sensitivity to the needs, concerns and opinions of others
- Incorporates inclusiveness into programs and services
- Cultivates a broad and diverse network to exchange ideas and make decisions
- Models inclusive behavior when interacting with staff and the community
- Values and promotes full utilization of workforce diversity
- Successfully manages differences in primary language and culture
- Encourages and promotes a work environment in which all individual differences are valued, respected and welcomed
- Seeks or provides resources to promote and support inclusiveness
- Resolves complex issues by balancing needs of diverse groups
- Demonstrates compassion

Value: Innovation and Creativity

- Solves problems creatively and is open to new ideas
- Creates new ways of moving the organization forward to achieve its mission
- Fosters new and creative thinking and solutions
- Identifies new ideas/methods/techniques and embrace those that lead to improvement

- Uses emerging technology with purpose
- Takes risks (calculated)
- Encourages thinking outside-the-box
- Fosters empowerment
- Make it safe to make mistakes and to learn from them

Value: Professional Excellence

- Demonstrates respect
- Is dedicated
- Is dependable/reliable
- Keeps skills and knowledge current
- Exhibits excellent interpersonal skills
- Provides stewardship
- Identifies/forecasts issues
- Is solution-oriented
- Pays attention to detail
- Displays humility
- Sees the public and City employees as sources of creative ideas and effective solutions
- Has and communicates a vision
- Inspires results and effective teamwork
- Communicates and listens effectively
- Makes the hard decisions
- Sets the example; mentors others to be successful

Value: Responsiveness

- Seeks and utilizes community input
- Listens/responds actively
- Is timely
- Keeps others informed and up to date
- Keeps commitments and does what is said will be done; is reliable
- Engages – two way interaction
- Fulfills commitments and keeps promises that are made

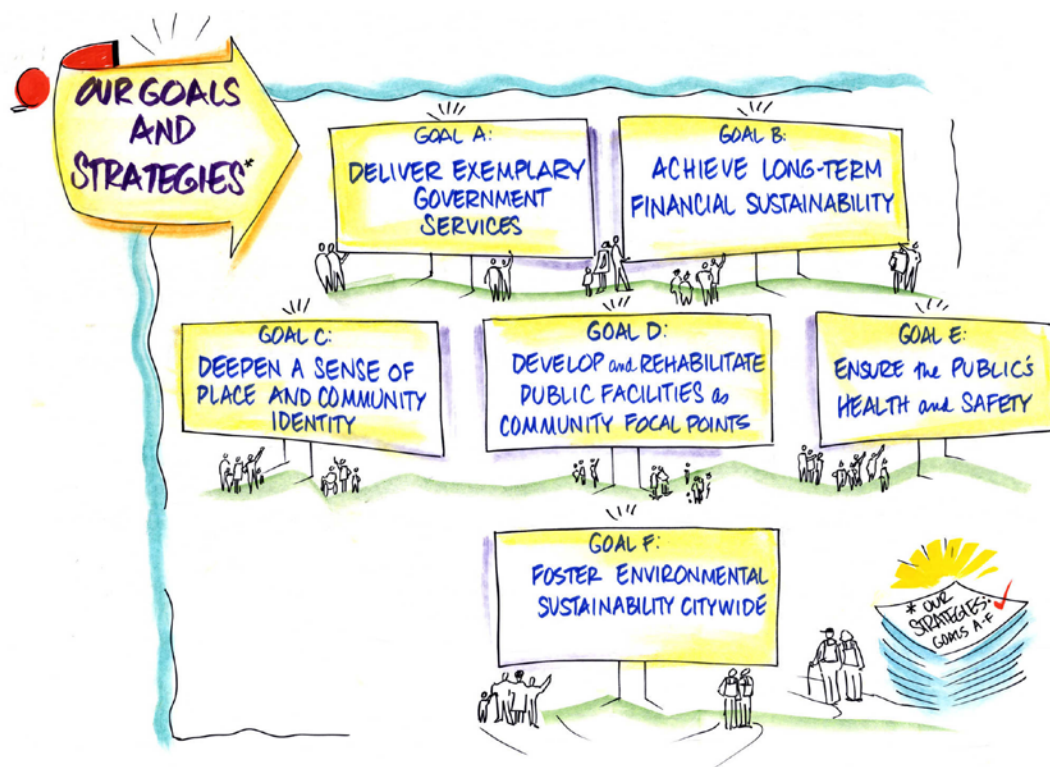
Value: Transparency and Open Communication

- Operates in such a way that others can easily see one's actions
- Champions public transparency laws to enhance accountability and builds trust in government
- Follows open meeting laws in conducting the public's business
- Facilitates public participation in open meetings; encourages candor and welcomes input

- Provides free and easy access to information regarding matters of public interest
- Provides timely, accurate information that is easy to access and to understand
- Seeks ways to increase community participation and inclusion in government
- Considers media, technology and other channels to reach the public
- Listens carefully and remains open to different perspectives
- Explains policies, issues, and changes
- Develops creative ways to get the public productively involved
- Engages in open, honest communication
- Actively seeks citizen participation; strives to keep the public informed and educated about community issues
- Listens to other perspectives with an open mind and a sincere desire to understand

GOALS AND STRATEGIES

As a result of interviews, focus groups, surveys and the staff workshop, five potential goals were identified, each with several strategies. During the January 26, 2013 workshop with the City Council, these were reviewed, revised and confirmed. In addition, a sixth goal was added (develop and rehabilitate public facilities as community focal points). The discussion and process notes are provided as an addendum to this document and the resulting goals are shown on the following page.



- **Goals** are multi-year in nature. The timeframe for achieving goals is typically five to ten years. ~~A timeframe of three to five years may be more appropriate in today's dynamic environment.~~ **It is recommended that the Council review the goals in three to five years.**
- **Strategies** are the means to achieve the goals. The timeframe for implementing strategies can span several years as specific programs and projects are undertaken.

Goal A: Deliver exemplary government services

Strategies

- Increase productivity and efficiency by utilizing data-driven analysis to ensure appropriate resource allocation.
- Promote employee development and professional growth.
- Recruit and retain a talented and effective workforce.
- Ensure City programs and services are inclusive of people of diverse backgrounds.
- Develop and strengthen relationships with public and private partners, residents, businesses, **schools**, and community groups.
- Maintain emphasis on providing excellent customer service.

Goal B: Achieve long-term financial sustainability

Strategies

- Maintain financial discipline by establishing decision-making guidelines to evaluate whether or when to pursue a new project or program.
- Ensure policies, procedures and systems represent best practices in financial management.
- Attract and maximize opportunities for new/expanding businesses.
- Explore opportunities for public/private partnerships.
- Continue to pursue opportunities for new funding, including outside grants.
- Develop a financial plan to address ongoing and deferred maintenance of facilities and infrastructure.
- Develop a plan to ensure that revenue meets the cost of providing the services identified in the Strategic Plan, including adequate reserves for unanticipated revenue shortfalls.
- Track and promote state and federal legislation that would create new funding opportunities.

Goal C: Deepen a sense of place and community identity

Strategies

- Promote strong neighborhoods.
- Celebrate the City's diversity by welcoming residents of all ages and cultures and encouraging their civic involvement.
- Adopt a Revised General Plan that meets the needs of the community now and in the future.
- Reimagine underdeveloped and underutilized properties through advanced planning efforts that encourage investment and/or new development.
- Develop an Economic Development action plan.
- ~~Examine current policies on historic preservation.~~ Review current policies on historic preservation and determine whether updates are required.
- Encourage use of alternative modes of transportation to connect people and places create a sense of community.
- Identify, promote, and/or develop entertainment, recreational, and leisure activities for people of all ages and demographics.
- Promote arts and culture and community celebrations.
- Develop plans for the City's 100th year anniversary (2017).
- Be a strong partner with the schools.

Goal D: Develop and rehabilitate public facilities as community focal points

Strategies

- Develop a plan to address ongoing and deferred maintenance of facilities and infrastructure.
- Continue the facilities assessment to prioritize and strategize investment (i.e., library, public safety facility, senior center, community center).
- Revisit and update the Structural Facilities Management Plan.

Goal E: Ensure the public's health and safety

Strategies

- Provide transparent information on crime and address perceptions of safety through outreach and education.
- Utilize environmental design techniques to deter and prevent crimes
- Apply data-driven analysis to target law enforcement and fire resources and enhance safety.
- Maintain disaster preparedness programs and ensure emergency response plans are current.
- Continue multi-division/department teamwork to ensure and enhance the community's safety through a thorough, efficient and comprehensive plan review, permitting and inspection process.
- Continue to work with local partners (i.e., BART, the School District, neighboring communities, East Bay Regional Park District) on a coordinated approach to public safety.
- Utilize community-oriented policing and problem solving.
- Utilize a diverse array of crime prevention techniques (e.g., School Resource Officer [SRO] program, Traffic Unit, Bike Patrol, etc.).
- Explore innovative and best practices for promoting public health (e.g., smoking ordinances, nutrition, and obesity prevention).

Goal F: Foster environmental sustainability citywide

Strategies

- Be a leader in setting policies and providing innovative programs that promote environmental sustainability.
- Promote environmental leadership **education to facilitate behavioral changes** by working with the School District and other ~~government entities~~ **community groups**.

- Implement policies to promote waste diversion (i.e., ban on single-use bags and Styrofoam food containers).
- Implement the City's Climate Action Plan, including:
 - o Reducing vehicle miles traveled (by creating a well connected, pedestrian, bicycle and transit-oriented urban forms that will make it easier for residents and visitors to leave their car behind.)
 - o Facilitating energy and water efficiency and greater adoption of clean energy.
 - o Reducing the amount of waste generated in El Cerrito.
 - o Making municipal operations more resource efficient and environmentally friendly.

This set of goals and strategies will guide and inform the City's annual priority-setting and resource decision-making processes and serve as a broad framework to achieve the exceptional quality of life expected and experienced by the residents of El Cerrito.

Next Steps

The City Council's Strategic Planning workshop concluded with a review of the schedule for completing the strategic plan. Key milestones and next steps are listed below.

- March 2013 – Management Partners delivers the draft strategic plan to the City Manager for final staff review.
- March 2013 – Final draft strategic plan is available to the public for review.
- April 2013 – City Council considers and adopts the final draft strategic plan.
- April 2013 – Once adopted by the City Council, Management Partners works with City staff to prepare an implementation plan identifying key tasks for each strategy, including timelines, resources required and success indicators.
- April 2013 – Staff integrates the strategic plan and implementation plan with the budget process for FY 2013/14 by aligning programs and services to the strategic plan goals.

Attachment A – Word Clouds

Attachment B – Glossary of Terms

The following graphic shows the key components of a strategic plan.



A **vision** sets the focus for the future. It is a statement of where the organization is going.

A **mission** is a statement of the purpose of the organization. It fundamentally defines what the organization stands for and what it will do.

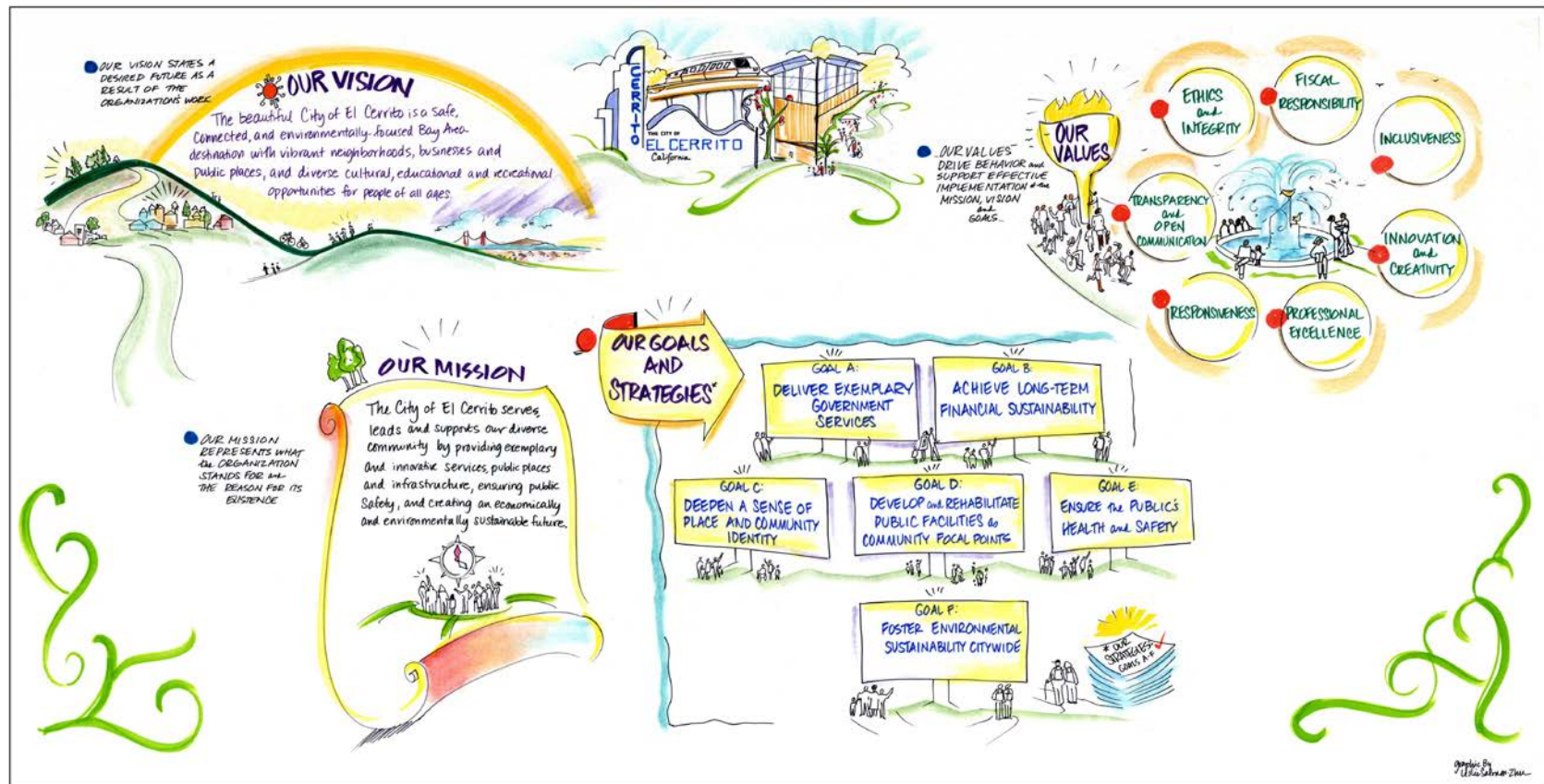
The **values** of an organization drive the goals created and the process of implementation. Values provide the basis for how the organization and its members will work to achieve the mission and vision. Examples include professional excellence, innovation, responsiveness, and integrity.

Goals set the framework that guides the direction and focus of the organization, budget decisions and allocation of other resources, such as staff time. They are “up on the balcony” wide views of opportunities for change and improvement and state the desired future. Goals or strategic priorities provide the “why” (larger meaning and context) of the specific actions the agency takes. They help the executive team decide which of the many worthy projects should be done and when, within available resources. Goals must be meaningful and attainable.

Strategies are the means to achieve the goals. They describe an approach or method and begin to answer the question: How will we go about accomplishing the goal? They may include broad areas to pursue, rather than individual projects. To assure that the goal is achieved, later in the process each objective must be assigned to an individual, with resources identified, and incorporated into a work plan.

An **implementation action plan** is the blueprint for carrying out the strategic plan. It contains the detailed steps that must be taken to assure that the goals and strategies are achieved. Action plans provide a framework for determining specific timelines, assignments, and resource allocations. They are designed to be a management tool to help the organization assure that goals are attained and are well-suited to periodic check-in about progress, changes or challenges.

Attachment C – Graphic Representation the Strategic Plan



Sent: Friday, March 15, 2013 5:33 PM
To: Suzanne Iarla
Subject: Comment on draft specific plan

Suzanne: As a resident of El Cerrito I would like to offer a comment on the draft specific plan.

Under section C, "Deepen a sense of place and community identity," the draft reads:

"Examine current policies on historic preservation."

I suggest that it say instead "Adopt historic preservation policies that will preserve places of historic and cultural worth."

As currently proposed, this statement is weak and meaningless. Historic preservation is crucial if the city is to retain and enhance its sense of unique place.

Thank you

Dave Weinstein

Sent: Tuesday, March 19, 2013 9:15 AM
Subject: Re: Strategic Planning Update

Suzanne, Dwayne, Melanie, Rebecca:

I appreciate that this process represents a lot of work. I suppose this is a good start, yet it feels extremely vague in terms of its implications for planning. I am not sure what actionable plans arise from this.

Meanwhile, I want to note **to both this and the greenhouse gas report**-- the businesses will thrive ONLY if we keep developing walkable infrastructure.

We actually need to develop a town that gets people out of their cars rather than passively hoping they'll just drive less. I don't see that really clearly articulated in either document.

El Cerrito will thrive when we get cool pedestrian friendly infrastructure and truly desirable local business. People shop, not cars. People are cool, and parking lots are not.

I would encourage El Cerrito to think comprehensively about zoning parking, developing meters in order to pay for green downtown development and developing local business density along key stretches.

I would like to see that kind of vision more clearly articulated as both a climate related and a planning related goal.

Instead-- too many dead stretches along San Pablo and Fairmont. Visiting the Fairmont Post Office on foot recently I realized that it's rumored to be slated for a shut down. A small local post office is the ultimate walkable destination for people who live and work in a walkable community. How much worse off the city would be to have only one post office that you need to drive to? Meanwhile the cafe space across from Mod Land and Ishfin languishes, meaning that those very interesting businesses are not supported by other businesses that generate foot traffic.

The city needs to make a priority to help develop the business density that gets people out of their cars. The loss of the post office would be a step backward. I continue to be saddened to see how the bones of El Cerrito don't yet connect into a coherent and vibrant core, and how interesting businesses are buried and left without support. We need to champion local business and pedestrian friendly infrastructure. I wish this was more clearly articulated in the plan.

Thanks all- with hopes of moving towards a more vibrant El Cerrito.

Tess

Sent: Tuesday, March 19, 2013 10:06 PM

To: Suzanne Iarla

Subject: Re: Strategic Planning Update

Thank you Suzanne for sending out the Draft Plan; we appreciate being kept "in the loop".

I've read through this draft, and find it is well-written, though general in nature.

I paid particular attention while looking for the section on preservation of historic resources. I found a mention, on page 12, Goal C, which says:

"Examine current policies on historic preservation."

I think you would agree that that doesn't say much at all. I don't think that is what the Council intended, and I'm sure it is not what I hoped. The Historical Society has authorized me to comment.

We think a good start would be a clear, simple statement, that:

"It is the policy of the City of El Cerrito to identify and preserve its historic and cultural resources.", or something similar.

Because of its unusual history, El Cerrito does not have many historic sites or structures. The Historical Society urges that those which exist should be preserved, to give us all "a sense of place" and "a community identification". We believe that many if not most of our residents join in that goal.

Thank you for your kind attention to the above. If I or the Society can be of help regarding the above, please let me know.

Best wishes,

Rich

Mr. Tom Panas spoke with Community Outreach Specialist Suzanne Iarla regarding his concern about the strategy about historic preservation. Attached is a copy of the handout Mr. Panas provided to the Council on 1/26/13 which articulated his request for historic preservation to be included in the strategic plan. Mr. Panas would like the Council to include the strategy “adopt a historic resources ordinance, and authorize a survey of El Cerrito to identify the most likely historic resources” in place of “Examine current policies on historic preservation”.

In response to the Final Draft Strategic Plan, staff also received general feedback from a few residents:

- “Thanks for the Final Draft Strategic Plan. Well done.”

- Kimi Honda

- “I have reviewed and am very excited about the future of El Cerrito. I am a proud resident.”

– Tracy Giles

Tom Panas

JAN 26 2013

CITY OF EL CERRITO
CITY CLERK

Good morning Mayor Lyman, members of the Council, and city staff. My name is Tom Panas and I live at 7345 Fairmount in El Cerrito.

Our new Strategic Plan must address two topics. The first topic is a new library. But what we truly need is more than a new library. We need a place where the public can access library services; where meetings can be held; where the programs and services currently found at the senior center are delivered; where art is exhibited; where poetry readings are held; where people stop in for a cup of coffee and conversation with friends. A meeting place for the community. I believe you know that there is a lot of support in town for this kind of facility. It was clearly evidenced at last weekend's library Day of Service work party organized by the New Library Campaign Committee. More than 60 volunteers worked at the library.

The second topic relates to our historic resources. We have not been systematic at all in our approach to these irreplaceable assets and this has caused heartburn for the public, the Council, and the city staff. The former Contra Costa Florist site and the former Rodini property are two examples of this. We are fortunate to have other city- and privately-owned buildings that could well be bona-fide historic resources and we need to avoid violating CEQA rules and processes.

There are best practices that address this challenging area and we should be following them. A proper approach would include the Council

- a) adopting a historic resources ordinance, and
- b) authorizing a survey of El Cerrito to identify the most likely historic resources.

Both of these steps were started in a joint effort of the Historical Society and former Community and Economic Development Director Mitch Oshinsky but they have fallen by the wayside. It's common knowledge that I have put together a draft citywide historic context statement, the document on which a survey of El Cerrito would be based. It's less common knowledge that I have put together a draft historic resources ordinance. But given that time has passed and faces have changed I believe the best way to restart this effort would be to ask the State Historic Preservation Office or the California Preservation Foundation to lead a study session for the Council on historic resources. This is something these entities do routinely and I am certain that they would be happy to pay us a visit.

Thank you for your time this morning. I appreciate the effort invested by all parties on the strategic plan.

Jan 26, 2013



AGENDA BILL

Agenda Item No. 7(B)

Date: April 2, 2013

To: El Cerrito City Council

From: Melanie Mintz, Environmental Services Division Manager
Yvetteh Ortiz, Engineering Manager

Subject: San Pablo Avenue Specific Plan Update and Amendment to Professional Services Agreement with Moore Iacofano Goltsman, Inc.

ACTION REQUESTED

Receive an update on the San Pablo Avenue Specific Plan and adopt a resolution authorizing the City Manager to amend the Professional Services Agreement with Moore Iacofano Goltsman, Inc. (MIG), in an amount not to exceed \$422,000 to complete the San Pablo Avenue Specific Plan, Complete Streets Plan and Programmatic Environmental Impact Report.

BACKGROUND

The El Cerrito Redevelopment Agency undertook development of the San Pablo Avenue Specific Plan jointly with the City of Richmond beginning in 2007 to develop a shared vision for the future of San Pablo Avenue, identify improvements for the Plan area, and adopt regulations that can be consistently applied in the Plan area to achieve the vision. Moore Iacofano Goltsman, Inc. (MIG) was selected as the consultant to support the cities in this effort and prepare the Plan (Redevelopment Agency Resolution No. 563).

City staff and the consultant worked collaboratively on the Plan along with members of the San Pablo Avenue Specific Plan Advisory Committee (SPAAC) and through Planning Commission, Design Review Board and general public meetings. A draft Specific Plan was completed in 2009 along with an Initial Study/Mitigated Negative Declaration (IS/MND). Based on comments received, a second draft was completed in 2010. On March 7 2011, at a City Council Study Session, Council directed staff to do further revisions to the Specific Plan to deal with open issues, expand the parking study and economic analysis, create more location-appropriate density, height and land use strategies to better reflect the priorities of the City Council, and better align the plan with contemporary land use and transit standards. A detailed Transit-Oriented Development (TOD) Feasibility Analysis and Parking Study was then completed, with funding from the Metropolitan Transportation Commission (MTC). A presentation to City Council on November 21, 2011 resulted in a number of recommendations, including that the Plan allow increased height and densities near the BART stations, more flexible parking requirements with lower minimums, and a more flexible approach to mixed-use, including allowing ground floor residential throughout the Plan area. With this new

information in hand, new potential development numbers were evaluated and it was determined that the project warranted a full Programmatic Environmental Impact Report (EIR) consistent with the California Environmental Quality Act.

The recommended amendment includes three major tasks: revision of the Specific Plan and preparation of an Environmental Impact Report, completion of a San Pablo Avenue Complete Streets Plan, and development of a Multimodal Capital Improvement Program.

ANALYSIS

Environmental Impact Report: Preparation of an EIR will provide City Council and the public with an analysis of the potentially significant environmental impacts of the San Pablo Avenue Specific Plan and its alternatives, and provide the means by which to reduce or avoid those impacts. Furthermore, preparation of an EIR will result in streamlining the ongoing implementation of the Specific Plan, as future private and public development projects that are consistent with the Specific Plan and that fall within the scope of the EIR will require no further negative declaration or EIR. The proposed scope for this task will rely as much as possible on information already collected in the previous Mitigated Negative Declaration, but will also necessitate developing optimum new development numbers. Particular emphasis will be placed on maximizing TOD opportunities at the City's two BART stations, collecting updated information including current traffic counts, and doing analyses and identifying appropriate mitigation measures based upon the new proposed development numbers and in consideration of changed regulatory requirements. The contents of a Specific Plan, its EIR, and the data, analyses and studies overlap extensively. Furthermore, the detailed analysis of the EIR will support, facilitate and guide future development in the Plan area.

San Pablo Avenue Complete Streets Plan: A limitation of the draft Specific Plan was due to constraints imposed on the Plan by the City's existing Level of Service (LOS) standards for signalized intersections. Any impact on LOS above what is allowed in the City's General Plan would have triggered the need to prepare an EIR. As such, proposed densities were established that resulted in impacts below those that would have triggered the need to prepare an EIR, but also below the development numbers needed to achieve City, Regional and State goals and policies related to increased transit access and walkability; greenhouse gas emissions reductions as required and proposed by AB32 (California's Global Warming Solutions Act of 2006), SB375 (Sustainable Communities and Climate Protection Act of 2008), and the City's own draft Climate Action Plan; and consideration of economic feasibility for real estate development.

Development of a Complete Streets Plan as a part of the Specific Plan would enable the City to develop new multimodal LOS standards to help realize its TOD and multimodal vision and goals. In the time since the draft Specific Plan was released, City staff successfully secured a grant to complete such a plan for the San Pablo Avenue Corridor. Completion of the San Pablo Avenue Specific Plan and Complete Streets Plan simultaneously has numerous benefits and synergies including cost savings and implementation value as the analyses and data needed for both Plans and the EIR

Agenda Item No.7(B)

overlap and influence each other. Further, the ability for the City to adopt integrated LOS that supports current and future multimodal mobility needs is not only supportive of the City's goals for reducing vehicle-miles traveled and achieving a balanced transportation system, but makes pursuing TOD a more economically feasible path.

Multimodal Capital Improvement Program: In reviewing and taking a fresh look at the Specific Plan, and in recognition of increased development and City Council interest in TOD as both an environmental and economic development strategy, staff has identified other strategies to assure that the Plan's products best situate the City to be ready and competitive to attract high-quality development. One of those strategies is to have a comprehensive Capital Improvement Program (CIP) for future transportation improvements. The City, in partnership with BART, is currently in the process of requesting funds from the Contra Costa Transportation Authority (CCTA) Measure J *Transit Oriented Development (TOD) Access Improvements at El Cerrito Plaza and del Norte BART Stations* project to complete a Multimodal CIP within a half-mile of both BART stations. Results of this funding request will not be known until May 2013. If funded, the CIP will identify and provide conceptual design of specific bicycle, pedestrian and transit access improvements that would support mode-shift and Transportation Demand Management strategies that will enable reduced parking requirements near the BART stations. Completion of the Multimodal CIP will also put the City and BART in a competitive and ready position to begin applying for capital funds to build public access improvement projects to realize both near-term benefits as well as to prepare for successful TOD.

Additional and concurrent tasks that will be completed as a part of the proposed amendment include:

- Overhauling the existing draft Specific Plan to have a stronger focus on placemaking, emphasizing the strategic importance of the areas around the two BART stations, and to have a more useable format
- Developing a hybrid Form Based Code which will include a regulating plan, public realm standards, and private realm standards with design guidelines and character-based development standards to achieve both development flexibility and assure that future development contributes to establishing a unique character and sense of place along San Pablo Avenue
- Updating the financing strategy
- Integrating recent and concurrent projects, plans, policies and funding programs into the Plan, including upcoming BART Station Modernization Plans, new BART TOD Policies, the City's Climate Action Plan, Plan Bay Area and One Bay Area Grant, Caltrans Complete Streets, update of the West County Plan for Routes of Regional Significance and the potential redevelopment of the City's Mayfair Block.
- Providing additional community engagement and plan approval support.

Staff is recommending MIG to continue and complete this work because of their extensive background in El Cerrito and Richmond as the consultant for both cities' most recent General Plans and their in-depth knowledge of the San Pablo Avenue Specific Plan planning process and environmental studies to date. Additionally, MIG was just

selected by the City to complete the City's Urban Greening Plan through a competitive process. As the Specific Plan and Urban Greening Plan will both be completed within the next 12-18 months, there are numerous opportunities to further the City's goals and vision through integration of both documents and processes, especially with public engagement. MIG also is currently devoted to and working on a number of projects elsewhere related to re-visioning and re-creating streets and public rights-of-way to provide more community benefits, and has worked with both BART and Caltrans on TOD and Complete Streets programs. Finally, MIG has the vision and tools to complete this project in a way that highlights and supports the City's vision for San Pablo Avenue and prepares the City for implementation of the Plan.

FINANCIAL CONSIDERATIONS

This recommended authorization involves four funding sources. Three are secured and one is proposed, including:

Secured Funding

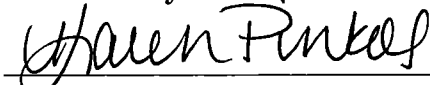
- \$150,000 for updating the San Pablo Avenue Specific Plan and completing a Programmatic Environmental Impact Report. Funds are budgeted in the City's adopted FY 2012-13 budget through a grant from the El Cerrito Municipal Services Corporation.
- \$10,000 additional funding for revision of the Plan and EIR from the City's current fiscal year professional services budget
- \$137,000 for completion of the Complete Streets element of the Plan funded through Measure J/Transportation for Livable Communities. Funds are appropriated in the City's FY 2012-13 budget through the Public Works Engineering Department for this task.

Proposed Funding

- \$125,000 for completion of the Multimodal Capital Improvement Program. The City, in partnership with BART, is in the process of requesting this funding from the Contra Costa Transportation Authority (CCTA) Measure J/Transit Oriented Development Access Improvements at El Cerrito Plaza and El Cerrito del Norte BART stations (Project No. 10002-01).

The proposed authorization for the City Manager is to execute an amendment to the current MIG contract for an additional amount up to \$422,000. The third task of completing the Multimodal CIP would only be authorized by the City Manager upon approved and secured funding from CCTA.

Reviewed by:



Karen Pinkos

Assistant City Manager

Attachments:

1. Resolution

RESOLUTION 2013--XX

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EL CERRITO AUTHORIZING THE CITY MANAGER TO AMEND THE PROFESSIONAL SERVICES AGREEMENT WITH MOORE IACAFANO GOLTSMAN, INC. (MIG) IN AN AMOUNT NOT TO EXCEED \$422,000 TO COMPLETE THE SAN PABLO AVENUE SPECIFIC PLAN, COMPLETE STREETS PLAN AND ENVIRONMENTAL IMPACT REPORT

WHEREAS, the City's Redevelopment Agency "Agency" undertook the San Pablo Avenue Specific Plan jointly with the City of Richmond to develop a shared vision for the future of San Pablo Avenue, identify improvements for the plan area, and adopt regulations that could be consistently applied in the plan area to achieve the vision; and

WHEREAS, the "Agency" selected Moore Iacafano Goltsman, Inc. (MIG) as the consultant to prepare the Plan (Resolution No. 563); and

WHEREAS, an initial draft San Pablo Avenue Specific Plan and Administrative Draft Initial Study/Mitigated Negative Declaration were drafted in 2009 pursuant to the California Environmental Quality Act; and

WHEREAS, the San Pablo Avenue Specific Plan has been on hold due to a variety of local and regional factors and to address public comments received; and

WHEREAS, at a March 7, 2011 Study Session, the City Council recommended doing further San Pablo Avenue Specific Plan revisions, including conducting additional Transit-Oriented Development parking and economic analysis and refining the height, density and land use recommendations to better reflect City Council priorities; and

WHEREAS, additional analysis has indicated that with the anticipated revisions, an Environmental Impact Report for the San Pablo Avenue Specific Plan is required pursuant to the California Environmental Quality Act; and

WHEREAS, development of a San Pablo Avenue Complete Streets Plan within the San Pablo Avenue Specific Plan will enable the City Council's goals for San Pablo Avenue and successful, feasible Transit-Oriented Development; and

WHEREAS, City staff successfully applied for funds to complete a San Pablo Avenue Complete Streets Plan; and

WHEREAS, proceeding with a re-drafting of the San Pablo Avenue Specific Plan and Environmental Impact Report simultaneously with the Complete Streets Plan will yield a more complete Plan that supports the City's goals.

NOW THEREFORE BE IT RESOLVED by the City Council of the City of El Cerrito that it hereby authorizes the City Manager to amend the Professional Services Agreement with Moore Iacafano Goltsman, Inc. in an amount not to exceed \$422,000 to complete the San Pablo

Agenda Item No. 7(B)
Attachment 1

Avenue Specific Plan, Complete Streets Plan and Environmental Impact Report.

I CERTIFY that at a regular meeting on April 2, 2013, the City Council passed this resolution by the following vote:

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

IN WITNESS of this action, I sign this document and affix the corporate seal of the City of El Cerrito on April X, 2013

Cheryl Morse, City Clerk

Approved:

Gregory B. Lyman, Mayor



AGENDA BILL

Agenda Item No. 7(C)

Date: April 2, 2013

To: El Cerrito City Council

From: Garth Schultz, Environmental Analyst

Subject: Term Sheet for the West Contra Costa Integrated Waste Management Authority (RecycleMore) Post-Collection Services Agreement

ACTION REQUESTED

Approve a recommendation advising Mayor Lyman to vote on the City Council's endorsement of the Term Sheet memorializing the deal points of an agreement between the West Contra Costa Integrated Waste Management Authority (RecycleMore) and Republic Services, Inc. at the April 11, 2013 meeting of the RecycleMore Board of Directors.

BACKGROUND/ANALYSIS

The West Contra Costa Integrated Waste Management Authority (RecycleMore) is a joint powers authority that manages many aspects of solid waste for the west county cities of El Cerrito, Richmond, San Pablo, Pinole, Hercules, and unincorporated sections of Contra Costa County. RecycleMore currently contracts with Republic Services, Inc. (Republic) for post-collection services on behalf its member agencies. These services include: recyclables processing; composting; operation of the Household Hazardous Waste facility, and; transfer, transportation and land-filling of solid waste. The current agreement for post-collection services terminates on December 31, 2013.

In 2012, RecycleMore conducted a competitive Request for Qualifications and Statement of Interest (SOI) procurement process for post-collection processing and disposal services, effective January 1, 2014. As a result of the SOI process, RecycleMore received six proposals from qualified firms for the needed post-collection services. Unlike the other proposers, Republic's proposal included significant improvements to collection services for the member agencies served by Republic-owned Richmond Sanitary Services (RSS). RSS provides collection services to all member agencies except El Cerrito, whose collection services are provided by East Bay Sanitary Company (EBS) and the City itself.

On December 13, 2012, based on the recommendations of an evaluation team comprised of RecycleMore and member agency staff, the RecycleMore Board of Directors (Board) directed its staff to enter into negotiations with Republic. The Board set a milestone of 90 days to develop an agreed-upon Term Sheet summarizing the deal points that would ultimately be included in a final agreement. The proposed Term Sheet, which is scheduled for Board consideration on April 11, 2013, covers the key financial and operational considerations that would be included in a final agreement, such as: contract term, program/service descriptions, compensation approach, adjustments to compensation, public education and outreach approach and requirements, insurance and

performance surety, approach to performance standards and reporting requirements. At this time, the RecycleMore negotiating team – which is comprised of RecycleMore staff, member agency staff, and RecycleMore's legal counsel and consultant - is in substantial agreement with Republic on the Term Sheet. If the Term Sheet is approved by the Board, it is anticipated that the Board will direct RecycleMore staff to enter into final contract negotiations with Republic for services on behalf of participating member agencies.

Because many of the services included in the proposed Term Sheet are specific to the RSS service area, El Cerrito staff does not recommend that El Cerrito's post-collection services be included in a future agreement between RecycleMore and Republic. El Cerrito staff has initiated direct negotiations between El Cerrito and Republic on the terms specific to El Cerrito's needs, and intends to propose to the City Council a post-collection services agreement with Republic by July, 2013. Nevertheless, as a voting member agency of RecycleMore, El Cerrito's endorsement of the proposed Term Sheet is important because the scope of services it outlines will improve solid waste management services in the region and help the region increase its diversion rates (as reported to the State). Additionally, many of the key terms included in the Term Sheet will factor into the development of El Cerrito's final post-collection agreement.

FINANCIAL CONSIDERATIONS

El Cerrito's endorsement of the Term Sheet will have no direct fiscal impact on the City of El Cerrito. Any fiscal impact related to a final post-collection services agreement for the City of El Cerrito will likely be reflected in the 2014 EBS garbage and green waste collection rates. EBS currently charges for post-collection services via Board approved and set Integrated Resource Recovery Facility (IRRF) rates that are included on bills for all El Cerrito solid waste subscriptions. Staff currently anticipates no increase in the cost of post-collection services as a result of this procurement process.

ENVIRONMENTAL CONSIDERATIONS

The services detailed by the Term sheet should result in greater regional participation in recycling, composting, and other diversion (meaning non-landfill) waste management programs. Increased participation in these types of programs should result in fewer greenhouse gas (GHG) emissions related to solid waste for all RecycleMore member agencies.

Reviewed by:



Karen Pinkos, Assistant City Manager

Attachments:

1. Proposed Term Sheet
2. Public Education Plan
3. Performance Standards
4. Sample Liquidated Damages

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WCCIWMA/Republic Post-Collection Services Term Sheet

I. Recitals

This term sheet memorializes the primary deal points and areas of agreement as of March 7, 2013, between the West Contra Costa Integrated Waste Management Authority ("Authority") and West County Resource Recovery, Inc., West Contra Costa Sanitary Landfill, Inc., Golden Bear Transfer Services, Inc., Richmond Sanitary Service, Inc. and Keller Canyon Landfill Company, Inc. (operating subsidiaries of Republic Services, Inc. and hereinafter collectively referred to as "Republic") for the transfer, transport, recycling, composting and disposal (Post Collection Services) of materials from the County of Contra Costa and the cities of, El Cerrito, Hercules, Pinole, Richmond, and San Pablo (collectively the member agencies of the Authority and hereinafter referred to as "Member Agencies"). While not an official Authority member agency under the terms of the Joint Powers Agreement between Member Agencies and the Authority (as amended), the County of Contra Costa (County) shall be considered a "Member Agency" as defined in this Term Sheet. The County has an existing contractual relationship with the Authority.

A. Background

Republic, by means of the services and facilities of Golden Bear Transfer Station, Keller Canyon Landfill, West Contra Costa Sanitary Landfill and West County Resource Recovery, provides Post-Collection Services to the Authority through certain agreements between Republic entities and the Authority. The contracts for these Post Collection Services are expiring effective December 31, 2013. The Authority solicited Requests for Qualifications and Statements of Interest for the provision of these Post-Collection Services. Republic submitted its response and entered discussions with the Authority clarifying its proposal. After consideration of the numerous proposals received, on December 12, 2012, the Board of Directors of the Authority directed staff to negotiate with Republic for the provision of these services.

B. Relationship to Authority Agreement

It is intended that Republic and the Authority will execute a definitive agreement substantially in accordance with this Term Sheet. That new agreement will supersede this Term Sheet and replace the existing Post-Collection Services agreements between Republic and the Authority.

C. Relationship to Member Agency Agreements

A substantial inducement to enter an agreement for Post-Collection Services with Republic are the many additional collection related services offered the Member Agencies (except for the City of El Cerrito) by Republic as part of its Post-Collection Services proposal. It is intended, therefore, that the separate agreements for collection services between Republic and each of the Member Agencies (except El Cerrito) will be amended to incorporate the enhanced collection services elements of this Term Sheet.

In the event the Authority is terminated, the Post-Collection Services Agreement shall be assigned to the Member Agencies individually and the respective obligations of the Authority will be assigned to the Member Agency.

DRAFT**WCCIWMA/Republic Post-Collection Services Term Sheet****II. Conditions to Effectiveness of Agreement****A. Accuracy of Representations**

Republic has made, and the Authority is relying on the accuracy of, certain representations to the Authority in its response to the Authority's SOI requirements regarding its: corporate authorization to enter the agreement; ability to do so without causing a breach of any agreement or violation of any applicable law or judicial decision; current or pending litigation; regulatory compliance with regard to its facilities; and, ability to provide the proposed services in accordance with the permitted capacity of its facilities.

Republic understands that the Authority and Member Agencies are relying upon the accuracy of Republic's representations with regard to the legal and regulatory matters described above as well as with regard to Republic's operational plans and costs for implementing the services described herein and which will ultimately be documented in the definitive agreement. The Parties acknowledge and agree that the definitive agreement will include provisions to be negotiated that would specify the terms under which Republic would be in default of said definitive agreement in the event that the Authority were to determine that any material representation was inaccurate.

The Authority represents and warrants that each of the Member Agencies and the Authority have authorization to enter this Term Sheet and a later definitive agreement and amendments to Member Agency collection service agreements; and have the ability to do so without causing a breach of any agreement or violation of any applicable law or judicial decision.

B. Representations and Warranties Regarding Negotiation of Term Sheet and Definitive Agreement

Republic represents and warrants that its negotiating team has the full right and authority to negotiate fully and in good faith with the intent to reach a mutually acceptable Term Sheet and definitive agreement.

The Authority and Member Agencies represent and warrant that the Authority and Member Agency negotiating team consisting of representatives from the Cities of Richmond, Pinole, and San Pablo, and the Authority Executive Director and the County's representative each and collectively have the full right and authority from the Authority Board, the County Board of Supervisors, or the Member Agency's city council, as the case may be, to negotiate fully and in good faith with the intent to reach a mutually acceptable Term Sheet and definitive agreement.

This Term Sheet contains all of the material terms and conditions of a definitive agreement to be finally negotiated between the Authority, the Member Agencies and Republic. There are no other prior or contemporaneous agreements or understandings, whether oral or written, that are not set forth in this Term Sheet. With respect to the definitive agreement, except with respect to a form of franchise amendment that would be proposed for adoption by each of the Member Agencies to implement certain provisions of the definitive agreement with respect to collection service enhancements, said definitive agreement shall contain all material and required terms to be effective and there shall be no conditions precedent, conditions subsequent, or other conditions or qualifications required or imposed by the Authority or any Member Agency, including any other or different amendments or modifications

DRAFT**WCCIWMA/Republic Post-Collection Services Term Sheet**

to Member Agency franchise agreements for purposes of that Member Agency's approval and execution of the definitive agreement.

C. Furnishing of Insurance and Performance Surety

Republic shall furnish verification of insurance coverage, limits, deductibles and endorsements as reasonably required by the Authority and its Member Agencies by a company or companies reasonably acceptable to the Authority and its Member Agencies. Republic shall also provide a performance surety in the form of a letter of credit or performance bond. If a letter of credit is used, it shall be in the amount of two million dollars (\$2,000,000), otherwise a performance bond of five million dollars (\$5,000,000) shall be used to secure the performance of Republic's Post-Collection Services obligations under the Agreement.

D. Release of Claims/Acknowledgement of Authority and Member Agency Contractual Right

Upon the execution of the definitive Agreement and adoption of the associated amendments to the collection agreements between Richmond Sanitary Service, Inc. by the Member Agencies, Republic and the Authority agree that they shall release and discharge each other from all claims they each might otherwise have against the other with respect to the Authority's assertion that it has the contractual flow control right to receive and direct all solid waste and recyclables collected pursuant to the 1994 amendment to Member Agency franchise agreements with Richmond Sanitary Service, Inc. for Member Agencies other than the City of El Cerrito in the Authority jurisdictional area. The foregoing notwithstanding, the Republic participation in the Authority's procurement process of soliciting proposals (Statements of Interest) from proposers, and the execution of this Term Sheet for Post-Collection Services shall not constitute or be interpreted as a waiver or relinquishing of any rights or claims by either party.

III. Term

The term of the Agreement shall be twelve (12) years, coterminous with Member Agency collection Franchise agreements in 2025. With respect to Member Agency County of Contra Costa, the term of the definitive agreement shall be until October 13, 2023 and the County of Contra Costa may, at its sole option, extend its participation in the definitive agreement through the full term without any further changes required to the agreement.

IV. Scope of Services**A. Collection Services:**

The collection services described below will be specifically addressed in a uniform amendment to each of the Member Agency collection service agreements with Richmond Sanitary Service, Inc..

1. Direct Customer Services**a) Residential Services:**

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WCCIWMA/Republic Post-Collection Services Term Sheet

Weekly collection of Recyclable Materials and Organic Materials: No later than October 31, 2014, Republic shall convert the current, every-other-week collection program for Residential Recyclable Materials and Organic Materials to a weekly collection program in all Member Agencies.

Pinole and Hercules Mixed Residential Organics: Beginning January 1, 2014 customers in Pinole and Hercules will be allowed to place food scraps (consistent with the materials accepted in the residential organics program in Richmond and San Pablo) in their green waste container. The Authority will provide grant funding, upon request, to each of the affected Member Agencies in the amount of \$20,000 to assist with the purchase of education and outreach collateral (e.g. stickers, mailers, food pails, etc.). Republic shall be responsible for distributing collateral materials developed and purchased through the grant at no additional charge to the Authority, Member Agency(ies), or customers.

Acceptance of Expanded Recyclable Materials beginning January 1, 2014 inclusive of the following:

- All mixed paper
- Cardboard
- #1 - #7 plastic beverage and food containers*
- Mixed rigid plastic packaging and other food containers*
- Glass containers (no Pyrex, windows, or mirrors)
- Aluminum Cans
- Tin Cans
- Scrap metal*
- Plastic film and wrapping (properly bagged)*
- All Mixed Plastics*
- Paper cartons
- Milk and juice cartons*

* Indicates new or expanded materials accepted

b) Multi-family Services:

Weekly Collection of Recyclable Materials and Organic Materials: No later than October 31, 2014, Republic shall convert the current, every-other-week collection program for Recyclable Materials and Organic Materials to a weekly collection program in all Member Agencies. This shall apply to all multi-family customers who receive Recyclable Materials and/or Organic Materials service in carts.

c) Commercial Services

Source Separated Recyclable Material Collection and Processing: Beginning January 1, 2014, Republic shall provide commercial customers (including multi-family customers receiving service in bins) with Recyclable Materials collection from carts and bins ranging from one- to six- cubic yards in capacity, at the customer's request, and shall offer such service up to three times per week, at the customer's request. No later than October 31, 2014, Republic shall convert all commercial Recyclable Materials cart customers from every-other-week to weekly collection. At a minimum, all cart and bin recycling containers will be serviced weekly.

Dry Trash Routing, Collection and Processing: Beginning February 1, 2014, Republic shall commence a review of commercial customer accounts and waste characterization with the purpose of identifying

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WCCIWMA/Republic Post-Collection Services Term Sheet

customers where the primary constituents of their garbage container are dry and recyclable. The goal for this program is to identify a sufficient volume of material for one full time equivalent route. No later than May 1, 2014, Republic shall have completed this review and shall submit a report to the Authority identifying the customers who have been selected for the dry routing program. No later than June 30, 2014, Republic shall have implemented the dry material collections from customers. All material collected under this program shall be processed in a manner that maximizes the recovery of materials and no material collected under this program shall be disposed prior to processing.

Source Separated Organics Collection and Processing: During the period between the execution of the definitive agreement and April 1, 2014, Republic shall identify, educate, and sign up restaurants, institutional kitchens, and food processors for source separated organics collection service. No later than April 1, 2014, Republic shall commence collection service for commercial source separated organics accounts. Source separated commercial organic materials accepted under this program shall include all compostable food waste and food soiled paper. Prohibited materials under this program will include hazardous materials, metals, glass, ceramics, and plastics (except certain compostable bio-plastic bags and food service ware specified by Republic). This service shall be provided to customers in 65-gallon carts and 1- and 2- cubic yard bins, based on the customer's request. Collection of source separated organics shall be provided up to three times per week, based on each customer's request. This service shall be provided at no additional charge to customers who subscribe to garbage service.

Republic, the Authority, and Member Agencies all recognize that some customers may wish to increase their level of participation in the source separated organics program beyond the six cubic yards of weekly service currently provided at no charge. In the definitive agreement, the parties will agree on a method for charging customers for service beyond the six cubic yard limit. The parties agree that such charge will represent a discount, relative to equivalent levels of garbage service.

2. Indirect Customer Services

Recycling Coordinators: Within six months of the execution of the definitive agreement, or by January 1, 2014, whichever is later, Republic shall hire two additional full time "Recycling Coordinators" who will be Republic employees dedicated to work exclusively within the Authority service area. During the process of recruiting and hiring for the individuals that will fill these positions Republic shall accept input from the Authority and Member Agencies regarding desirable qualifications of the selected candidates. At a minimum, the selected candidates: 1) should have at least two years of experience in a similar capacity, ideally as a recycling coordinator whose responsibilities included interacting with the public (including residents, businesses, community groups, etc) and public agencies; 2) should be experienced in the management and update of websites and the use of social media for educational and marketing purposes; 3) at least one of the selected candidates must be fluent in the predominant secondary language of the service area (such as Spanish); and, 4) at least one of the coordinators should have a communications, business/economic development, or professional outreach background. .

In the event that either: (1) Republic fails to hire the two Recycling Coordinators within six months of the execution of the definitive agreement or by January 1, 2014, whichever is later; or, (2) in the event that such a position is ever vacant, during the Term of the definitive agreement, for more than three months after the employment relationship between Republic and the employee is terminated, regardless of the

DRAFT

WCCIWMA/Republic Post-Collection Services Term Sheet

reason, the Authority may, at its sole discretion, engage a consultant to perform the functions of the Recycling Coordinator until such time as Republic hires the required personnel. The cost of such consultant shall be paid by Republic. The reimbursement of such costs by Republic shall be limited to \$8,333 per month (equivalent to \$100,000 per year) per coordinator that has to be replaced by the consultant. In addition, the parties shall agree (in the definitive agreement) on an annual process for reviewing the performance of the Recycling Coordinators, documenting performance problems associated with this service, and resolving those problems (including some ultimate provision for reassigning and replacing the staff person). In addition, the parties shall agree (in the definitive agreement) on the approach to dealing with serial or excessive vacancies in these positions, including the possibility of contracting jointly with a consultant specializing in performing these services or transferring the funding for the positions to the Authority.

The general scope of the Recycling Coordinators' duties include those items identified and described in the attached "Public Education and Outreach" exhibit. The specific educational and outreach priorities and campaigns to be performed by the Recycling Coordinators shall be defined cooperatively between Republic, the Recycling Coordinators, and the Authority with input from Member Agencies. These priorities and campaigns shall be documented by the Recycling Coordinator in an annual education and outreach plan (Annual Plan), including identifiable and measurable goals, to be presented to the Authority. The Authority and Member Agency staff shall be invited to provide comments. The Authority shall be responsible for reconciling any conflicting comments and making a formal request for changes to the Annual Plan. The Recycling Coordinators shall make quarterly status presentations to the Authority and collective Member Agencies, documenting their progress against the plan and goals and recommending modifications to the plan, as appropriate.

Expanded Public Information, Education and Outreach Services to Member Agencies: Beginning November of 2013, Republic will begin to provide the public education and outreach services described in the attached "Public Education and Outreach" exhibit.

{Note: The Public Education and Outreach exhibit is a draft that reflects the agreement of the parties. Additional items are likely to be added to the public education and outreach exhibit following further discussions between the parties.}

B. Post-Collection Services and Facilities

Throughout the Term of this Agreement and Member Agency collection service agreements, Authority and Member Agencies shall agree to direct all Solid Waste and Recyclable Materials to Republic facilities.

1. Direct Customer Services

Throughout the term of the definitive agreement, Republic shall provide all direct post-collection services in compliance with applicable law, all facility permits, and best management practices for ensuring safe and efficient operations.

Solid Waste Transfer: The Golden Bear Transfer Station will receive solid waste collected under the Member Agency collection franchise agreements, load such materials into transfer trailers, and transport the waste to the Keller Canyon Landfill for disposal.

DRAFT

WCCIWMA/Republic Post-Collection Services Term Sheet

Solid Waste Disposal: The Keller Canyon Landfill will receive solid waste delivered from the Golden Bear Transfer Station and dispose of such material in compliance with applicable laws and permits

Recyclables Processing and Marketing: The West County Resource Recovery Facility and/or Newby Island Resource Recovery Park will receive recyclable materials and dry waste collected under the Member Agency collection franchise agreements for those Member Agencies served by Richmond Sanitary Service, separate the single-stream recyclable materials into marketable commodity types, prepare those commodities for market, and market those commodities for sale. Under no circumstances may Republic dispose of any material collected as recycling without first processing such material in a manner that maximizes the recovery of marketable commodities.

Green Waste and Organics Processing and Marketing: The West Contra Costa Sanitary Landfill Organics Material Processing Facility will receive organic materials collected under the Member Agency collection franchise agreements, remove obvious contaminants, pre-process (i.e. chip and grind), and compost the organic materials. Organic materials shall be converted to products for beneficial use including compost and mulch. Republic shall provide Member Agencies with finished compost and mulch products upon request at no additional charge to the agency, FOB at the WCCSL compost facility, limited to 1% of the tonnage delivered by that Member Agency under the residential and commercial organics programs. Except as provided below for West Contra Costa Sanitary Landfill, -under no circumstances may Republic use organic materials covered by this agreement for alternative daily cover, intermediate cover, slope stabilization, erosion control, or any other purpose at an active landfill nor may Republic land apply organic materials on land owned by Republic or any of its affiliates, subsidiaries, directors, officers, or employees. Such uses may be permitted at the closed/inactive West Contra Costa Sanitary Landfill, to the extent that such use prevents the importation of material to the site for that purpose.

Mixed Construction and Demolition Debris Processing: Richmond Sanitary Service receives customer calls for roll-off services and shall train all customer service representatives to identify construction and demolition boxes when work orders are placed for service and to clearly identify the work order as a "C&D" service. All loads so identified shall be taken to the West Contra Costa Sanitary Landfill Material Processing Facility for pre-processing. Republic shall pre-process all identified C&D loads to remove contaminants and large dimensional/non-sizeable material (e.g. very large diameter tree trunks) or wet material (e.g. saturated sheet rock). Republic shall then process the remainder of each load, using its mixed C&D sorting line, in a manner that maximizes the diversion of material from the landfill. The sorting line shall be staffed with sorters in a number adequate to consistently achieve a 75% diversion rate for the material processed by this sorting line. Materials targeted for diversion shall include, but are not necessarily limited to: porcelain, cardboard, green waste, untreated wood, ferrous and non-ferrous metals, concrete, brick, plastics, aggregate, wallboard, sheetrock, plaster, lath, asphalt, base rock, dirt/soil, shingles, and carpet/pad.

Household Hazardous Waste Receiving, Processing and Disposal: Republic shall contract with a vendor acceptable to the Authority for the operation of a permanent household hazardous waste drop-off facility that will serve the Member Agencies as well as the community of Kensington. The types of materials accepted as well as the days and hours of operation shall be determined and may be subject to change at any time by the Authority Board of Directors, subject to reasonable implementation lead

DRAFT**WCCIWMA/Republic Post-Collection Services Term Sheet**

time. Initially, the days and hours of operation shall be from 9:00 a.m. to 4:00 p.m. Thursday, Friday, and the first Saturday of each month.

V. Compensation to Republic Services:**A. Adjustments to Post-Collection Services:**

Any future adjustment to services would be treated as a Change in Scope and any necessary and appropriate compensation adjustment would be determined by mutual agreement of the Authority and Republic.

B. Contractor's Initial Compensation for Services:

The parties agree that the calendar year 2014 annual revenue requirement for the collection, post-collection, and HHW services described herein as well as the authority operating budget, equals \$13,982,302 including the recycling rebate of \$722,320, assumed Authority operating expenses of \$1,000,000, and estimated HHW drop-off services of \$791,144.

Contractor's initial compensation shall be a blended per-ton rate that is charged to the each Member Agency's franchise collection contractor on all tons of material, regardless of type, delivered by the franchise collection contractor to Republic.

The initial blended per-ton rate shall be calculated for the RSS service area by taking:

1. The total proposed revenue requirement (\$13,982,302),
2. Less the portion of the revenue requirement associated with collection costs (tentatively \$1,651,423, subject to validation of reasonableness during a review of baseline collection costs),
3. Less the portion of the revenue requirement attributed to El Cerrito (\$1,154,155),
4. Divided by the total annual tonnage of all material types in the RSS service area (126,434), and,
5. Rounding the results to the nearest penny.

$$(13,982,302 - 1,651,423 - 1,154,155)/126,434 = \$88.40/\text{ton}$$

El Cerrito is currently negotiating with Republic for the post-collection services they require. El Cerrito intends to use a similar blended rate approach based on the total revenue requirement identified here.

C. Adjustments to Contractor's Post-Collection Services Compensation:

Republic, its subcontractor, and the Authority staff shall prepare and submit a draft Household Hazardous Waste Drop-off services budget to the Authority for its review and approval no later than October 1 of each calendar year for the next calendar year's budget. The Authority Board of Directors may approve that budget as submitted or may request modifications to the budget, including requesting the either an increase in service levels or a reduction or elimination of services in order to reduce costs. Once approved, this budget shall serve as the revenue requirement for HHW drop-off services for the coming year. A balancing account approach will be applied to this portion of the total revenue requirement.

DRAFT

WCCIWMA/Republic Post-Collection Services Term Sheet

No later than October 1 of each calendar year, the Authority will establish a budget for their operations and will specifically identify the portion of that budget to be funded through the post-collection service rates. Once approved, this budget shall serve as the revenue requirement for the Authority operating expenses. A balancing account approach will be applied to this portion of the total revenue requirement.

The material-specific portion of the blended rate established for post-collection services will be adjusted annually, based on 85% of the average monthly change in the San Francisco-San Jose-Oakland All Urban Consumers CPI, with adjusted rates to be effective January 1 of each calendar year. The "material-specific" portion of the blended rate and revenue requirement is that portion of the rate or revenue requirement that is associated with the post-collection services provided directly by Republic Services and specifically excluding the HHW drop-off services (provided by a subcontractor), Authority operating expenses (managed by the Authority), and Recycling Rebate.

The maximum adjustment due to an increase in CPI to the material-specific portion of the blended rate shall be four percent (4%) in each year of the agreement; however, in the event that 85% of the average monthly change in the CPI exceeds four percent (4%) the Contractor shall be allowed to carryover the amount that exceeds four percent (4%) to the following rate period, provided that doing so does not cause the rate adjustment for that period to exceed four percent (4%). The minimum adjustment due to an increase in CPI to the material-specific portion of the blended rate shall be zero percent (0%); however, in the event that 85% of the average monthly change in CPI results in a negative value, the Authority shall be allowed to carryover the negative amount to the following rate period, provided that doing so does not cause the rate adjustment for that period to be less than zero percent (0%).

The inflated material-specific portion of the per ton blended rate shall be multiplied by the actual number of tons collected in all material categories during the preceding twelve months to determine a revenue requirement for all materials.

The material-specific revenue requirement, less the recycling rebate (see Subsection F below), shall be added together with the revenue requirement for HHW drop-off services and the revenue requirement for the Authority operating expenses to determine the total revenue requirement for the coming year. That revenue requirement will be applied to customer subscription data provided by Richmond Sanitary Service to calculate a specific post-collection surcharge to be applied to each collection service level. The specific calculation methodology will be described and examples provided in the definitive agreement, however, the parties intend that the calculation of post-collection surcharges shall be performed in a manner that is similar to the calculation of the current IRRF Surcharge, absent the detailed review of costs and budgets.

D. Adjustments to Contractor's Collection Services Compensation.

The collection revenue requirement and collection portion of the rates charged in the Member Agencies served by Richmond Sanitary Service shall be increased in the amount of the collection services offered by Republic. Republic represents that the portion of the revenue requirement associated with collection services is \$1,651,423 for calendar year 2014 subject to validation of reasonableness during a review of baseline collection costs. This shall be a one-time increase in the revenue requirement and shall be adjusted each year in the same manner as the balance of the collection revenue requirement.

DRAFT

WCCIWMA/Republic Post-Collection Services Term Sheet

Republic represents that its estimates of the incremental additional costs required to perform the collection services are accurate and include all reasonably foreseeable costs associated with the operation of the program. In the event that the actual costs of these collection programs are less than their estimate, there shall be no consideration of those excess revenues in the Member Agency rate reviews. Similarly, if Republic has underestimated the cost of these programs and additional labor, routing, equipment, or other costs are incurred beyond Republic's initial estimate, there shall be no consideration of those excess costs in the Member Agency rate reviews.

Prior to entering into the definitive agreement, Republic shall provide documentation of its operating and cost assumptions for the collection programs along with allocations of those operations and costs among the Member Agencies serviced by Richmond Sanitary Service. The purpose of this documentation is to ensure that each agency understands what costs and revenues are expected from these programs and to specifically exclude those costs and revenues from the cost-based rate adjustment approach. Such information shall be presented in a manner that will be compatible with the cost-based rate adjustment methodology used in the Member Agencies (e.g. using the same cost pools, allocation methodologies, etc.).

Prior to the effective date of the definitive agreement, the Member Agencies (or Authority on their behalf) shall conduct a baseline cost-of-service review of RSS's operations, costs, and allocation approaches to document the cost-of-service in each Member Agency prior to the implementation of the new collection services. RSS shall cooperate with this review and make available all information reasonably required by the reviewers.

E. Adjustment to City and other Agency Fees:

Adjustments to City and other Agency Fees shall be a direct pass-through in the rates at the time the increase is requested.

F. Recycling Rebate:

The initial recycling rebate shall be negative (\$722,320). This is equal to negative \$40 per ton multiplied by the 18,058 tons per year of Recyclable Materials collected by Richmond Sanitary Service and Delivered to the West County Resource Recovery Facility. The initial recycling rebate shall be used in the establishment of rates for calendar years 2014 and 2015.

When establishing rates for each year of the contract starting with calendar year 2016, the parties shall adjust the per-ton and annual tonnage values considered in the establishment of the initial recycling rebate.

The initial per ton value of negative \$40 shall be adjusted to be twenty eight and seventeen hundredths percent (28.17%) of the monthly average (for the preceding twelve months) low side of the "Official Board Markets", "Los Angeles" index for "Mixed Paper (2) – Export to China – FAS", rounded to the nearest penny. That index value was 142 in November 2012 at the time of Republic's proposal to the Authority.

For example:

DRAFT**WCCIWMA/Republic Post-Collection Services Term Sheet**

If the index values for the preceding twelve months are: Sept – 144, Oct – 143, Nov – 141, Dec – 138, Jan – 138, Feb – 144, Mar – 145, Apr – 148, May – 146, Jun – 149, Jul – 148, Aug – 147; then,

Monthly Average = 144.25×0.2817 (stated percentage of OBM) =
\$40.64 Revised Per-Ton Rebate

The initial annual tonnage value shall be adjusted to reflect the actual total tonnage of source separated residential and commercial single-stream recyclable materials collected by RSS and delivered to the West County Resource Recovery Facility during the preceding twelve months.

For example:

If the recyclables tonnage values for the preceding twelve months are:
Sept – 1,443, Oct – 1,421, Nov – 1,494, Dec – 1,384, Jan – 1,652, Feb – 1,644, Mar – 1,715, Apr – 1,480, May – 1,346, Jun – 1,549, Jul – 1,448, Aug – 1,547; then,

Revised Annual Tonnage = 18,123

The revised per-ton rebate value is then multiplied by the revised annual tonnage value to arrive at the recycling rebate for the coming calendar year. For example:

18,123	Revised Annual Tonnage
X 40.64	Revised Per-Ton Rebate Value
\$736,518.72	Revised Recycling Rebate

G. Adjustments to Post-Collection Rates:

Republic may request the Authority's consideration of an adjustment to post-collection rates in the event of the following circumstances. The Authority shall consider such requests and shall not unreasonably deny an adjustment to rates under the prescribed circumstances. In the case of the enactment of new or increased government or Member Agency fees and charges, the Authority shall approve the request as a pass-through. In the event of a special circumstances request for an adjustment to rates, Republic shall document its estimate of the incremental change in costs associated with the special circumstance. The Authority may request additional information from Republic if the documentation provided is determined to be insufficient. The Authority may consider information provided by Republic along with information from other sources to estimate the cost associated with such a special circumstance.

- Enactment of new or changes to existing Federal, State and local fees and surcharges mandated to be collected or paid by Contractor
- A Change in Law for which Contractor compliance is mandatory and that results in documented increases in the specific cost of providing Member Agency services
- Authority-requested changes in the scope of services provided by Republic.

DRAFT**WCCIWMA/Republic Post-Collection Services Term Sheet****H. Ineligible Items for Adjustment of Rates:**

The following items shall not be considered in the adjustment of post-collection rates:

- Changes in the price of fuel.
- Decreases in Recycling revenues due to changes in market conditions or any other factor from the sale of Recyclable Materials
- Increases in the costs of Solid Waste, Recyclable Materials, Organic Materials, or Mixed Construction and Demolition Debris processing not incurred as a result of Changes in Law
- Increases in transportation time and/or costs related to provision of Services provided under the definitive agreement
- Changes in the number of Customers due to changes in population or housing/business development or annexations
- Changes in customer subscription levels (e.g. as customers subscribe to recycling and organics services they may be able to reduce garbage service, resulting in a potential revenue loss to Republic)
- Changes in the volume or composition of materials
- Changes in the facilities used to perform services, unless those changes to facilities are the direct result of an Authority directed change in scope

I. Public Agency Fee Component of the Post-Collection Rates:

Certain fees are required to be paid to public agencies by Republic as a function of operating the facilities that provide services under this agreement. Unless noted, these fees are to be paid on tons disposed and include:

Fee Description	Fee Amount
Local Enforcement Agency – Golden Bear Transfer Station & West Contra Costa Sanitary Landfill	\$1.75/ton
City of Richmond Franchise Fee	\$1.50/ton
Host Mitigation Fees (IRRF, GBTS, WCCLF)	\$3.38/ton
Contra Costa County Solid Waste Fee (AB 939)	\$0.15/ton
AB 1220 Integrated Waste Management Fee	\$1.40/ton
Contra Costa Bailey Road Surcharge	\$0.68/ton
Bailey Road Charge	\$0.32/ton
Contra Costa County Landfill Surcharge	25% of Gate Rate, net of taxes/fees
West Contra Costa Sanitary Landfill Recycling Fee – paid on all recyclable materials	\$0.91/ton
The fees are subject to change during the Term and shall be adjusted in accordance with section G above.	

DRAFT**WCCIWMA/Republic Post-Collection Services Term Sheet****VI. Performance Standards and Liquidated Damages:**

The definitive agreement will provide for performance standards associated with the collection and post-collection services to be provided by Republic. The performance standards will consider both effort (e.g. number of meetings with customers to offer new programs) and results (e.g. tons of material recycled).

The Authority recognizes that Republic will have greater control over the effort on certain programs and greater control over the results on others. As such, the performance standards for each program will be established based on Republic's ability to control the results. The parties agree to establish effort-based performance standards for the weekly recycling and organics collection program and the source separated commercial organics program. The parties agree to establish results-based performance standards for the commercial dry routing and mixed C&D processing programs.

The parties agree that the definitive agreement will also include liquidated damages that may be assessed, at the discretion of the Authority and/or Member Agencies, after written notice to Republic and an opportunity for Republic to cure, in the event that Republic: 1) fails to implement a program; 2) fails to perform specified services required under the agreement; 3) performs the specified service under the agreement in a manner inconsistent with the requirements of the agreement, or applicable law; or, 4) fails to achieve the performance standards defined for each program. These liquidated damages shall be in addition to any other remedy the Authority and/or Member Agencies may have, which may include, but are not necessarily limited to: a determination of breach of contract, termination of the agreement, or litigation.

VII. Special Consideration for El Cerrito

Republic and El Cerrito have met to discuss services and pricing. El Cerrito is reasonably satisfied that the pricing upon which the term sheet is predicated will ensure that El Cerrito is paying only for the services that they receive and not for the collection programs provided to Member Agencies in the RSS service area.

VIII. Reporting:

Republic shall provide quarterly and annual reports, satisfactory to the Authority (or Member Agency) demonstrating compliance with the performance standards detailed in the definitive agreement as well as the total tonnage of recyclables, organic materials and processed or disposed solid waste under this Agreement. Reports shall be organized to separately report material received from each agency, between customer (residential, commercial, industrial) or collection (side-loader, front-loader, roll-off) types, material types, and facilities. Recycling tonnage reports shall characterize the material processed and marketed; using facility-wide averages where impractical to separately characterize material from the Authority service area, and document the residue rates. All reports shall be provided using unaltered, system-generated formats.

DRAFT**WCCIWMA/Republic Post-Collection Services Term Sheet****IX. CEQA:**

Republic shall undertake a preliminary CEQA evaluation (preparation of an Initial Study) on new service offerings and proposed actions as a whole to the extent of completing an Initial Study. The Authority will serve as Lead Agency for a project, if applicable, under CEQA. If the Initial Study determines the need for further environmental review, the parties shall meet and confer regarding the appropriate handling and allocation of costs associated with such a review.

X. Remaining Terms and Conditions Unchanged:

The terms and conditions of the Member Agency collection franchise agreements, except those that must be changed to document the services and compensation provisions described in this Term Sheet shall remain unchanged.

PUBLIC EDUCATION AND OUTREACH

WCRR and RSS understands and recognizes the importance of effective public education and promotion as the key to helping residents and businesses understand more about source reduction, reuse, Recycling, and Composting.

To best achieve the highest possible level of public education and awareness, WCRR and RSS shall designate the Recycling Coordinators to supervise, coordinate and implement all public education and outreach activities on our behalf. Republic agrees that the Recycling Coordinators are designated to serve Republic within the WCCIWMA service area, and shall not, except in cases of emergency or extraordinary circumstances, have duties and responsibilities outside the service area. The Recycling Coordinators will, in addition to their other employment responsibilities, assist and provide support to RecycleMore for outreach development. RecycleMore may, at its election, also engage City staff for outreach development. The Recycling Coordinator job description shall include the following tasks in his/her principal areas of responsibility:

Partnership with RecycleMore and Member Agency

1. Serve as a liaisons between RecycleMore and WCRR and RSS
2. Attend RecycleMore BOD, City Council, City staff, and City strategy development meetings, as appropriate
3. Work with the RecycleMore, and Member Agencies as may be requested by RecycleMore, to develop, coordinate and incorporate municipal activities into WCRR and RSS activities, and vice versa
4. Participate and represent WCRR and RSS in community activities
5. Oversee customer satisfaction and participation of all program services

Assist local community service organizations with diversion and recycling programs Media Relations

1. Develop relationships with local television, radio, and newspapers reporters
2. Track local media coverage

Community Outreach

1. Coordinate, develop, and produce education and outreach plan
2. Coordinate implementation of the public education and outreach plan
3. Conduct culturally appropriate outreach in English and Spanish (or predominant second language within the service area) as needed
4. Produce visually engaging outreach materials and use social media to promote services and programs

SINGLE-FAMILY EDUCATION PROGRAMS

Public Education Activities

1. Prepare a flyer/poster illustrating acceptable materials in Recyclable and Organic Materials Containers, providing instruction on how to prepare Source Separated Recyclable and Source Separated Organic Materials for collection describe the acceptable materials that can be included in the Recyclable and Organic Materials Containers and listing relevant contacts The flyer should emphasize any new Recyclable Materials to be included in Single-Stream Collection and the Organics Collection program.
2. Prepare a "how-to" flyer describing the proper set out procedures for Collection Containers.
3. Prepare and distribute public service announcements (PSA) for local newspapers.

Promoting Recycling and Diversion Programs

1. Visit homeowner associations or other groups to promote and explain programs.
2. Prepare a tenant outreach plan identifying feasible and effective options Republic Services could implement, if approved by the WCCIWMA, to better ensure residential and commercial tenants not currently receiving customer notices/bills are made aware how they can take advantage of the full range of garbage and recycling services available to them.
3. Prepare an outreach plan for on-call & optional services identifying feasible options Republic could implement to inform customers and remind them about what additional services are available upon request to customers at no additional charge (including existing optional services like free on-call pick-ups and Christmas tree recycling as well as future enhancements like the small interior containers to be offered upon request for indoor use by tenants/occupants of multi-family complexes or businesses to temporarily store their recyclables until they can be placed in the appropriate centralized collection point, etc.)
4. Prepare and distribute (4) quarterly newsletters in the form of a bill insert or other media that inform residents about topics such as availability of on-call Bulky Item/clean-up events, Bulky Item pick-ups, home Composting, proper handling of Household Hazardous Waste, E-Waste, and U-Waste, and environmental conservation.
5. Prepare and distribute bill inserts, brochures, and/or featured quarterly newsletter article describing how to prepare Source Separated Recyclable and Source Separated Organic Materials for Collection. Information shall inform residents as to the acceptable materials that can be included in the Recyclable Materials and Organic Materials Containers and any common contaminants to be excluded from Collection to customers.
6. Prepare Corrective Action Notices (Oops Tags) for drivers to use in the event of set-out problems. Tags shall be tailored to residential generator types, and may be used as a courtesy notice, or a notice of non-Collection. When used as a courtesy notice,

the materials in question shall be collected, but Customers are informed of the improper element of the set-out and advised of how to ensure proper set-out in the future. When used as a non-Collection notice, the Container in question is not collected, and the tag shall advise Customer of the specific problem.

7. Prepare and make available through WCRR and RSS's website "how-to" information on Recycling, Composting, and proper Container set-outs in Adobe Acrobat PDF and provide Single-Family Customers with links for additional resources.
8. Enable Single-Family Customers to access information regarding copies of newsletters and other outreach materials. Provide draft copies of all written public education and outreach information for distribution to customers, such as notices and outreach materials (includes but is not limited to new customer service package, annual collection calendars, service information updates, customer reminders, pending RecycleMore rate change notices) to the WCCIWMA for review and comment prior to final production and distribution to customers. Concurrently submit one sample of said information in hardcopy form directly to RecycleMore.

MULTI-FAMILY EDUCATION PROGRAMS (to include mobile homes)

Public Education Activities

1. Prepare and distribute information on new programs, Recycling and Diversion programs available, special services available, proper handling and disposal of Household Hazardous Waste, etc.
2. Prepare a "how-to" flyer describing how to prepare Source Separated Recyclable and Source Separated Organic Materials for Collection and describe the acceptable materials that can be included in the Recyclable and Organic Materials Containers.
3. Prepare a "how-to" flyer describing the Recyclables Collection program for distribution to tenants and distribute to Multi-Family property managers for distribution to tenants.
4. Prepare posters describing Collection programs and distribute to Multi-Family property managers for on-site use.

Promoting Recycling and Diversion Programs

1. Visit apartment managers or home owners' association meetings or other groups to promote and explain WCRR and RSS's Collection programs.
2. Prepare public education material on Recycling, the State and County mandatory Recycling requirements and how to comply, and proper handling of Household Hazardous Waste, E-Waste, and U-Waste and distribute (or arrange for distribution of) materials directly to tenants of Multi-family Premises.
3. Conduct site visits and provide technical assistance.
4. Offer and respond to requests for on-site meetings and workshops. WCRR and RSS will conduct workshops (when requested by RecycleMore) that will show property

managers and residents, in a hands-on interactive format, how to use the Recycling and Organics program and will provide resources for additional information and support.

5. Prepare and distribute “move-in” kits for property managers and owners of Multi-Family complexes to provide new tenants. Move-in kits shall provide Recycling information and WCRR and RSS’s Customer service phone number where questions can be answered.
6. As part of WCRR and RSS’s website, provide tenants and property managers with access to a dedicated multi-family page which will present “how-to” information for tenants and property managers as well as links to other resources.
7. Prepare Corrective Action Notices (Oops Tags) for drivers to use in the event of set-out problems. Tags shall be tailored to residential generator types, and may be used as a courtesy notice, or a notice of non-Collection. When used as a courtesy notice, the materials in question shall be collected, but Customers are informed of the improper element of the set-out and advised of how to ensure proper set-out in the future. When used as a non-Collection notice, the Container in question is not collected, and the tag shall advise Customer of the specific problem.
8. Prepare and distribute notices to Customers that are not compliant with mandatory Recycling requirements of AB 341.
9. If a Multi-family/Source Separated Commercial Organic Materials program is implemented, conduct the following activities:
 - Provide a starter kit to educate property managers on the Source Separated Commercial Organic Materials Collection program;
 - Conduct initial site visits to all Multi-Family premises to encourage participation in the program and customize the program to fit the Customer’s needs; and,
 - Produce and distribute periodically, but at WCRR and RSS’s discretion newsletters or bill inserts that inform customers about the Multi-Family/Commercial Food Scrap Collection program.

COMMERCIAL EDUCATION PROGRAMS

Public Education Activities

1. Prepare and distribute a flyer and/or “how-to” brochure to businesses explaining the Recycling services provided to each general business type (restaurants, office/commercial buildings, strip malls, and large commercial businesses).
2. Prepare and distribute a flyer and/or “how-to” brochure describing the Source Separated Organic Materials Collection services available to each business type and how to prepare Organic Materials for Collection.
3. Meet with business associations (Chamber of Commerce, Rotary Club, etc.) in separate venues to educate businesses on the Recycling and Organics Collection programs, answer questions, and provide service information.

Promoting Recycling and Diversion Programs

1. Prepare and distribute a newsletter to Commercial Customers promoting and explaining Source Separated Recyclable Materials and Source Separated Organic Materials Collection programs.
2. Conduct site visits and provide technical assistance.
3. For Source Separated Commercial Organic Materials Collection, conduct the following activities, at a minimum:
 - Provide a starter kit to educate businesses on the Source Separated Commercial Organic Materials Collection program;
 - Conduct initial site visits to all schools, institutions, restaurants, bakeries, grocery stores, and other food scrap generators to encourage participation in the program and customize the program to fit the Customer's needs;
 - Produce and distribute periodically, newsletters or bill inserts that inform customers about the Source Separated Commercial Organic Materials Collection program.
 - (Insert details: number of sites, outcomes, etc.) Individual site visits to each commercial, multifamily and mobile home park customer to help the customer determine the appropriate mix of diversion services and achieve diversion goals pursuant to AB 341 (refer to Site Visit section)
 - (Insert details: number of sites, outcomes, etc.) Ongoing audits of multi-family and commercial locations to help these customers develop and take advantage of programs to eliminate waste and increase diversion (refer to Site Visit section)
4. Attend business associations' meetings to promote and explain the Collection programs and the State and County mandatory Recycling requirements.
5. Provide employee training to businesses that participate in Source Separated Recyclable Materials and/or Source Separated Organic Materials Collection programs, annually upon the Customer's request.
6. Prepare Corrective Action Notices (Oops Tags) for drivers to use in the event of set-out problems. Tags shall be tailored to Commercial generator types (based on the program, and may be used as a courtesy notice, or a notice of non-Collection. When used as a courtesy notice, the materials in question shall be collected, but Customers are informed of the improper element of the set-out and advised of how to ensure proper set-out in the future. When used as a non-Collection notice, the Container in question is not collected, and the tag shall advise Customer of the specific problem.
7. Prepare and distribute notices to Customers that are not compliant with mandatory Recycling requirements of AB 341 which identify why the Customer is not compliant and what actions Customer can take to be compliant.

8. WCRR and RSS shall reach out to various community organizations such as the Chamber of Commerce, Rotary, business associations and other appropriate groups to provide detailed Recycling outreach education and offer tools and support for successful programs.

SCHOOL OUTREACH

Recycling coordinators will cooperate and partner with RecycleMore in a public school education curriculum to teach children how to Recycle and Compost at school and at home.

Recycling coordinators shall communicate the availability of its educational resources to each school through a variety of media prior to the opening of school each fall, and follow up and respond to school/teacher requests for educational materials, resources, and presentations throughout the year.

Recycling coordinators will be available to meet with administrators, faculty, facilities personnel, and parents (through PTA meetings and other means) initially and as needed to establish and provide training on internal materials capture systems. Recycling coordinators shall provide educational curriculum and program how-to information in a fun format—such as through story-telling, Recycling relays, competitions, waste audits, and via video. Educational curriculum, activities, and presentations are geared toward grade level/age group.

Recycling coordinators shall work with all schools within the District to identify a Recycling champion within each school who will act as the school's Recycling coordinator to monitor faculty, staff, and administrators for optimal, proper Recycling program participation, know of and utilize educational resources provided by WCRR and RSS and other sources, and communicate Recycling program results to students.

SPECIAL EVENTS

Arrange for and staff a booth or table at events to promote source reduction, reuse, Recycling, Composting, and proper handling of E-Waste, U-Waste, and Hazardous Waste and answer questions about Collection services. WCRR and RSS will develop a stand-alone and table-top professional display for use at events and will provide corresponding educational components that can be used to educate Customers and the general public about Recycling in general.

Special event activities will be identified, scheduled, and coordinated through Recycling Coordinator's participation with RecycleMore and Member Agency staff. Number of annual special events to be determined.

OTHER OUTREACH

Produce press releases and advertisements tied to specific community recycling events. Press releases shall be developed regarding new or enhanced services as needed. Advertisements shall be developed in conjunction with workshops, training programs, etc.

Conduct educational tours of the WCRR, RSS, GBTS, and WCCSL facilities to familiarize residents, businesses, and school children with the facilities' activities.

Attend community workshops to explain Collection services and respond to questions from the community.

Develop and maintain a website describing services provided.

A translator service based on the predominant secondary language of the service area will be employed by Republic Services for educational materials.

EDUCATION FOR PUBLIC EVENTS

The Recycling Coordinators will partner with RecycleMore to develop and launch a sustainability-themed outreach for public events. The program can involve creating a family of “green” Recycling-specific educational hand-outs, and a common, customizable booth design that could be used at special events. The Recycling Coordinators will also work with event planners to bring additional value. This would include upfront planning for logistics detail, such as placement of Containers, providing a full contingent of Containers at each Collection point with clear messaging to encourage Recycling participation, clean up services, sponsorships, and educational materials. This is limited to an agreed upon list of public events to attend within the service area.

SITE VISITS

We have developed a comprehensive support program to maximize commercial, multifamily and mobile home park customers' understanding and participation in the program. Comprehensive waste stream audit of each customer facility will be made by Republic Services to maximize participation in the new recycling programs, as well as evaluate the most cost-effective and convenient service required for our customers. The program's four core elements include:

- Site Evaluation. Trained Republic Services staff visits the facility to review existing services, determine recycling potential, and assess space constraints for additional bins or carts.
- Property Manager/Owner Buy in and Education. The Recycling - Public Outreach Coordinators make phone calls and meetings to contact the manager or owner about the expanded services and how they will benefit the facility.
- Employees/ Resident Buy In and Education. The Recycling - Public Outreach Coordinators host meetings and delivers educational materials to explain the new program to employees or residents and why they should participate.
- Regular Follow -Up. The continued success of the program depends on regular contact with the customer to address additional concerns, space or contamination problems, reeducation, education for new employees/tenants, etc.

CART AND BIN LABELING / LID REPLACEMENT

At the Authority's request, the Company shall ensure that all company containers are labeled with durable full color labels and / or lid imprints that illustrate and spell out the range of items that are and are not acceptable within all containers (including garbage, green waste, debris boxes, and other Company provided services).

The Company agrees to place labels and / or imprinted lids on all new carts and bins placed into service and when carts and bins are replaced / repaired.

If the Authority and / or a Member Agency direct the Company to label all existing carts and bins per this provision, the Company will be allowed to recover the cost of producing the labels and / or imprints in the collection rates. The parties will meet and discuss costs funded through other avenues. The Company will complete installation of the labels and/or lids and shall complete installation within an agreed upon time line or one (1) year of the decision to do so.

Prior to procuring any lids or labels the Company shall seek and be granted Authority approval for the design and content of the lids and labels. Labels / lids shall be replaced as needed to ensure that the appropriate use of each container is readily understandable to the Company's subscribers.

PRESENTATIONS

A typical presentation will start with an introduction of who we are and what we do at Republic Services. A brief history on the evolution of solid waste collection, the introduction of recycling and more recent innovations is outlined. Students are introduced to what role we play in their communities, with an emphasis on how we can become partners in the collection and diversion process. The Recycling – Public Outreach Coordinator talks about AB341, AB939, natural resources, and the landfill. We also discuss the 4 R's and explain the *closing the loop* process. Examples are shown of what items are recyclable in their area. Additional time is provided for any questions and discussion.

Presentations are available for upper elementary, junior high, high school, adult classes or groups, business organizations, and clubs. The presentations can be modified according to audience and time constraints. Topics covered include:

- a brief history of garbage and the industry
- what is recycling?
- why do we recycle?
- what do we recycle?
- curbside and commercial recycling
- the recycle process and closing the loop
- products made from recycled material
- markets
- household hazardous waste and collection
- yard waste program and composting

MEDIA SECTION

1. All materials shall rely primarily on images, at a minimum be bilingual (English and Spanish (or predominant second language within the service area)), and design and distribution coordinated with RecycleMore and Member Agencies. At a minimum, Republic shall provide on an annual basis:
2. One (1) flyer/poster for residential customers and one (1) flier/poster for commercial customers illustrating acceptable materials in Recyclable and Organic Materials Containers, providing

- instruction on how to prepare Source Separated Recyclable and Source Separated Organic Materials for collection, and listing relevant contacts, for residential and customers
3. Four (4) quarterly newsletters in the form of bill inserts for residential customers and four (4) quarterly bill inserts for commercial customers
 4. One (1) handout illustrating acceptable household hazardous waste, e-waste, and universal waste materials, providing locations for drop off, and listing relevant contacts
 5. One (1) starter kit for residential customers and one (1) starter kit for commercial customers for at the initiation of Recycling Collection Services, and one (1) starter kit for residential customers and one (1) starter kit for commercial customers at the initiation of Organics Collection Services.
 6. Three (3) newspaper ads annually that communicate commercial program and recycling information

Additional calendars, brochures, and other material may be developed mutually by the Authority and the Company. Development and distribution costs may be substituted for one, of the six listed above. Additional such material may be mutually developed with costs funded through other avenues.

Provide improved bill message option(s)/alternative(s), such as offering more space, billing inserts (stuffers), stickers, stamps (rubber), printed messages directly on the outside of envelopes, etc.

Performance Standards

Expansion of Acceptable Material for Residential Single Stream Curbside Recycling & Weekly Collection of Residential Curbside Recycling

- Implementation of expanded acceptable material as of January 1, 2014
- Implementation of weekly collection of residential curbside recycling as of October 31, 2014
- The combined impact is estimated 7-10% (1,264 to 1,805 tons year) increase in collected tonnage by October 2015. Performance to be measured based on prior 12 month review (October 2014 – Oct 2015) for the 7-10% increase in collected tonnage.
- Public education material delivered December 2013 for expanded collection material and September 1, 2014 for weekly collection services
- Future performance for Public Education to be measured as timely delivery of public education material delivered to maintain program effectiveness

Weekly Collection of Residential Food & Green Organics Curbside Collection

- Implement as of October 31, 2014
- City of Hercules, City of Pinole, and Unincorporated Contra Costa County begin Food Waste Collection in Green Waste Cart beginning January 1, 2014
- Estimated 5% increase in collected tonnage within first 18 months and 10% increase in collected tonnage within 36 months (seasonally adj.)
- Estimated tonnage impact of an additional 1,000 tons/year within 18 months and an overall tonnage increase of 1,900 tons over 36 months (estimate may have to be seasonally adjusted)
- Initial period performance to be based upon program implementation and public education rollout by September 1, 2014 for weekly collection and November 1, 2013 for Food Waste Collection
- Future performance to be measured by ability to maintain the diversion level achieved (estimated 5% in first 18 months with an additional 5% for a total of 10% increase in collected tonnage within 36 months), maintaining the diversion expressed as a percentage of the pre-program baseline. 10% is over pre-program baseline, not an annual percentage increase. Public education material to be delivered to maintain program effectiveness

Commercial Source Separated Organics Collection

- January 1, 2014 to March 31, 2014
 - Identification of the area's largest organics generating accounts
 - Education of targeted accounts
 - Subscription to organics service
- April 1, 2014 commencement of dedicated organics collection route
- 200 accounts contacted and 100 accounts subscribed to service and participating by December 2014
- 300 accounts contacted and 150 accounts subscribed to service and participating by December 2015

- 400 accounts contacted and 200 accounts subscribed to service and participating by December 2016
- Company and Authority/Member Agencies will meet in 2016 to set an ongoing goal of achieving a 50% customer saturation rate of subscription to organics service from the targeted food generating accounts
- Company and Authority/Member Agencies have a 3 year planning horizon to maintain program effectiveness
- Public education material delivered to maintain program effectiveness
- Actual tonnage information from initial 100 accounts (phase 1) during the first 6 months of route collection will be compiled. Report data collected to Authority/member agencies. Mutually set estimated tonnage (%) increase target for each future rollout of additional customers

Commercial Dry Routing, Collection, and Processing

- Implementation begins February 1, 2014 with review of commercial accounts and waste audits to identify targetable customers
- May 1, 2014 report due to Authority outlining the results of customer audits
- June 30, 2014 implementation of dry collection route
- Phase I collection target of 25% of commercial/industrial stream (estimated at 10,000 tons but ultimately determined through detailed audits of waste stream and review of data with Authority)
- 50% minimum diversion rate of collected material (5000 tons of new diversion) within 12 months, or by June 30, 2015
- Phase II collection target of an additional 20% of the process-able dry stream (estimated 8,250 tons but ultimately determined through detailed audits of waste stream and review of data with Authority)
- 50% minimum diversion rate of additional Phase II collected material (4,125 tons of new diversion) with 24 months of program startup

Mixed Construction and Demolition Materials Processing

- Performance Standard review period begins January 1, 2014
- Achieve diversion of 70% from mixed Construction and Demolition materials processed over the sort line delivered from Authority.
- Measurement criteria to be based on overall C&D processing system diversion; Total diversion based upon material delivered and process at C&D facility with acceptance of source separated material
- C&D plant will be a certified recycling facility. Certification criteria will be based on recognized agencies or trade organizations. In the absence of suitable recognized agencies/trade organizations, the Company and the Authority will meet and confer in good faith on acceptable certification criteria.

WCCIWMA
Post-Collection Services Negotiation
Performance Standards & Liquidated Damages

Below are examples of the types of performance standards for which liquidated damages may be assessed under the definitive agreement. The parties have not yet agreed upon all of the specific performance standards, liquidated damages, or the method of measuring whether or not the standard has been achieved. The parties anticipate that additional performance standards, liquidated damages amounts, and other details will be identified during the negotiation of the definitive agreement.

Performance Standard	Liquidated Damages
Failure to implement services.	\$XXX/day
Use of Unauthorized Facilities.	\$XXX /ton
Disposal of Organic or Recyclable Materials.	\$XXX /ton
Failure to comply with applicable law.	\$XXX /event
Timely submission of required reports and rate adjustment requests.	\$XXX/day
Delay in producing and/or delivering public education.	\$XXX/day
Failure to provide technical assistance and outreach.	\$XXX/event
Inaccuracy of customer service information.	\$XXX/event
Failure to achieve dry processing diversion.	\$XXX/ton
Failure to maintain certification of C&D recycling.	\$XXX/month

3/09/'13

**APPOINTMENTS BY CONTRA COSTA COUNTY
CITY SELECTION COMMITTEE
AND MAYORS CONFERENCE**

<u>City Selection Committee Appointments</u>	<u>Term</u>	<u>Expiration</u>
Local Agency Formation Commission		
Don Tatzin, Lafayette	4 years	05/04/16
Rob Schroder, Martinez	4 years	05/04/15
Alternate: Tom Butt, Richmond	4 years	05/04/15
Metropolitan Transportation Commission		
Amy Worth, Orinda	4 years	02/09/15
Bay Area Air Quality Management District		
Dave Hudson, San Ramon	2 years	06/15/14
Mark Ross, Martinez	2 years	01/06/15
Airport Land Use Commission		
Robert "Bob" Taylor, Brentwood	4 years	05/01/16
David Durant, Pleasant Hill	4 years	05/01/14
Delta Protection Commission (Shared alternately with Solano County.)		
Diane Burgis	2 years	05/01/14
<u>Conference Appointments</u>		
Association of Bay Area Governments		
Dave Hudson, San Ramon	2 years	06/30/13
Julie Pierce, Clayton	2 years	06/30/13
1 st Alternate: Ben Johnson, Pittsburg	2 years	06/30/13
2 nd Alternate: Brandt Anderson, Lafayette	2 years	06/30/13
Contra Costa Transportation Authority		
Newell Arnerich, Danville	2 years	01/31/15
Alternate: Dave Hudson, San Ramon	2 years	01/31/15
Hazardous Materials Commission		
Lara DeLaney, Martinez	4 years	12/31/14
Don Tatzin, Lafayette	4 years	12/31/15
Alternate: Dave Hudson, San Ramon	4 years	12/31/14
Alternate: Mark Ross, Martinez	4 years	12/31/15

East Bay Regional Parks Dist. Advisory Comm.

Bob Simmons, Walnut Creek	2 years	12/31/13
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Mayors Conf. Appointments (Cont.)**Term****Expiration****East Bay Regional Communications System Bd.**

Cindy Silva, Walnut Creek	3 years	10/01/15
Alternate: Robert Taylor, Brentwood	3 years	10/01/15
Scott Perkins, San Ramon	3 years	10/01/13
Alternate: Karen Stepper, Danville	3 years	10/01/13
Michael Metcalf, Moraga	3 years	10/01/14
Alternate: Paul Morris, San Pablo	3 years	10/01/14

East Bay Economic Dev. Alliance Exec. Comm.

Dan Romero, Hercules	1 year	06/30/13
Karen Stepper, Danville	1 year	06/30/13
Robert "Bob" Taylor, Brentwood	1 year	06/30/13
Alternate: Mark Ross, Martinez	1 year	06/30/13

Elections Citizen Advisory Committee

Bob Taylor, Brentwood

County-Wide Bicycle Committee

Mark Ross, Martinez

ABAG Hazardous Materials Committee

Bob Simmons, Walnut Creek

Contra Costa Central Identification Bureau

Rob Schroeder, Martinez

Conference Executive Committee (All one year terms)

(Chair, Vice Chair, two Immediate Past Chairs, and additional Conference member(s), if any, appointed by Chair.)

Michael Harris, Chair, Pleasant Hill
 Newell Arnerich, Immediate Past Chair, Danville
 Dave Trotter, Second Past Chair, Moraga
 Wade Harper, Antioch, At Large
 Victoria Smith, Orinda, At Large
 Debbie Long, Pinole, At Large

If there is no term nor expiration date shown, the appointee serves until replaced.